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### November/December 1979

Volume 8, Number 6

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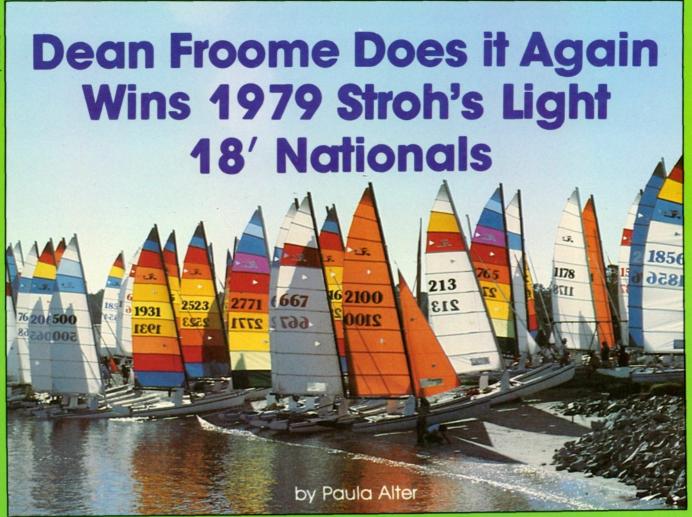
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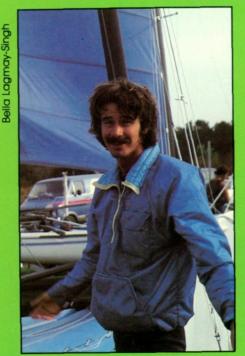


### ON THE COVER

With a picturesque backdrop of mountains surrounding them, Bob Beauchamp and Linda Williamson enjoy the Hobie life on Lake Mammoth in Northern California. Photo by Jake Grubb.



The 1979 Stroh's Light 18' Nationals, Charleston, South Carolina could not be characterized by a specific sailing condition. Each race was different; each race held its own mysteries. Tacking on the wind shifts might have paid off on the first race of the event, but the objective of the second race was how to deal with a five-knot current. The following day, the wind direction switched and tacking up the beach was the favored side of the course, although by the time lunch was over the wind and current shifted again and it was another new game. Then, there were the starts with three recalls because the current kept pushing the boats over the line too soon. This year's 18' Nationals was definitely a tactical race; boat speed was not as important (it just got you into trouble faster).



Dean Froome moments after winning the 18' Nationals.

Tactics, going the right way, and being consistent were the keys to winning on Charleston Bay. Dean Froome and John Driscoll, of Kailua, Hawaii, again demonstrated that they are not only great heavy air sailors, but can sail in the light shifty stuff as well. Up to the last days, scores were close but Froome, a two-time Worlds champion, sailed his 18' well and won his first Nationals title.

Seventy-two skippers arrived with their crews at James Island Yacht Club on October 10th for the first day of racing. About twothirds of the group used their own boats while the others used new 18s provided by the Hobie Class Association. There was no prequalifying this year, but due to the large turnout and growing 18' fleet across the country, next year







J.D. and Froome, the winning team from Kailua, Hawaii, congratulate each other. Shakah, bruddahs!

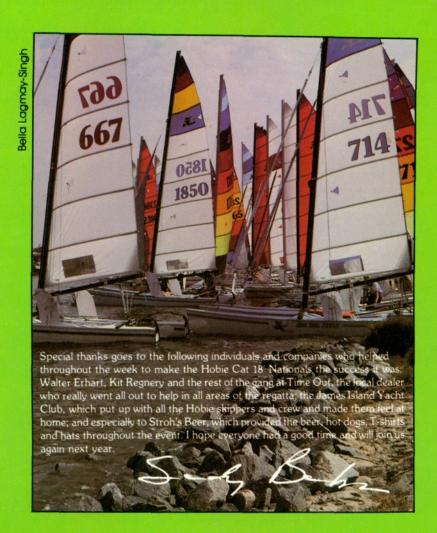
the 18' sailors desiring to sail will pre-qualify in their own areas or sail in qualifying races before the championship series begins. This year the race committee decided that a 72-boat start would be a bit much and divided the fleet into four groups. Two starts were held with two groups starting in each starting sequence. Each group raced every other group at least once during the first four races. After two days and four races, the field was cut in half. The top 36 crews raced in the championship series and the other group formed a 'B' fleet and raced against each other for the remaining races.

On the first day of racing a front from the North brought snow to the northern states on the East Coast and some strong cool winds to South Carolina. Currents were always a factor on the first day, and the wind was always oscillating. Denny Soden and Larry Cooke from Big Bear, California

won both of their races on Wednesday. Bill Whitehurst and Mike Sheehan from Pensacola, Florida had a first and a second. and J. Allyn Stevens and his crew. John Duke from Orlando, Florida were in third with a first and a sixth. By Thursday morning, the storm had passed and lighter winds and sunshine greeted the racers.

Boat speed was not really the issue for the two races on Thursday. Hobie Sr. stated it well, "I always get nervous and start tacking a lot; thank goodness this was one of those races that paid to tack on the shifts." Carlton Tucker of Fort Walton Beach, Florida. Dean Froome and Hobie Alter Sr. were all tied for fourth place with eight points before the start of their first race of the day. The lead changes occured throughout the race between these three skippers. Cross tacking and covering was the name of the game and Hobie Sr. eventually finished first. During

the first race for the second group, Hobie Jr. led from the beginning although Bob Thomas from Oceanside, California came close to catching Hobie right before the finish. As this race was held in the morning, currents did not pay such a big role. Later in the day, while the currents were at their strongest and the winds were light, Greg Hardee of Gainesville. Florida and Carl Roberts of South Lyon, Michigan split off from the rest of the fleet and took what looked like a super flyer over to a side of the bay that no one had vet explored, and smoked the rest of the fleet! As other boats were fighting the current trying to get to C mark (and sometimes going backwards in the process) these two boats managed to stay out of the current and in the wind and finished long before anyone else was around C mark. At this point it was becoming obvious that what worked in one race could be just the opposite in the next. Those



who had started in the first start (about 20 minutes before Hardee and Roberts) found that short tacking up the other side of the course is what it took to win that race. Hobie Sr. led the group from A mark but John Barnett from Clark Lake, Michigan and John Suares of Biloxi, Mississippi, who was sailing with his seven year-old son, Glenn, gybed in towards the beach one last time (they went so close that their rudders and centerboards were hitting stuff on the bottom) but they managed to beat Hobie Sr. to C mark and finished first and second.

Thursday evening, the group gathered at the James Island Yacht Club for more Stroh's Light, the Hobie 18' movie, and to hear who had made the cut and would be sailing in A fleet for the rest of the series. It would be expected that the loudest hooting and hollering of any of the groups who had watched the new 18' movie would be this group, and they definitely did the job. Spirits were up for the next day of racing.

Continued on page 19

### FLEET A

### 1979 STROH'S LIGHT 18' NATIONALS Charleston, South Carolina October 10 - 13, 1979

	1. Dean Froome	Kailua, HI	2	6	2	6	5	4	5	10	3/4
	2. J. Allyn Stevens	Orlando, FL	6	3/4	9	18	3/4	6	3/4	11	4
	3. Hobie Alter Jr.	Capistrano Beach, CA	9	2	3/4	3	11	3/4	10	21	7
	4. Hobie Alter Sr.	Capistrano Beach, CA	4	4	3/4	3	14	11	11	9	3
	5. John Barnett	Clark Lake, MI	5	16	4	3/4	9	7	4	5	13
	6. John C. Suares Jr.	Biloxi, MS	7	4	8	2	3	19	14	6	11
	7. Bill Whitehurst	Pensacola, FL	3/4	3	6	10	16	10	13	3	12
	8. Carlton Tucker	Fort Walton Beach, FL	3	6	5 2	8	15	8	3 2	22	10
	9. Bob Thomas	Oceanside, CA	2	14	2	11	31	3	2	20	9
-	O. Denny Soden	Big Bear Lake, CA	3/4	3/4	7	35	23	5	7	34	9 2 8 5
	1. Wayne Jablonowski	New Orleans, LA	3	5	3	16	10	28	12	35	8
1	2. John Sohn	Fairfax, VA	6	11	7	4	20	27	26	8	
1	3. Bob Bergstegt	Bayville, NJ	19	14	10	4	29	34	6	7	6
	4. Mike Walsh	Charlotte, NC	7	13	3	11	6	21	23	14	28
1	5. Jim McCann	Orlando, FL	14	8	14	5	28	12	21	13	16
1	6. Scott G. Smith	Forney, TX	10	12	11	24	27	9	22	19	22
	7. Tom Jakubik	Lake Jackson, TX	10	3	16	20	4	24	17	30	18
1	18. Greg Hardee	Gainesville, FL	5	18	4	3/4	23	16	27	32	19
1	19. Jeff Hardgrave	La Jolla, CA	13	7	18	15	2	26	32	25	15
2	20. Robert Morris	Garland, TX	36	7	9	7	12	22	33	16	17
2	21. Rod Miller	Oklahoma City, OK	24	5	25	10	34	15	25	4	20
2	22. Steve Timm	Ypsilanti, MI	12	27	25	7	8	30	20	2	27
1	23. Jim Davis Jr.	Lake Park, FL	4	32	26	17	34	2	9	12	29
2	24. Tim Palmer	Bayport, NY	13	16	15	21	21	36	19	3/4	26
- 2	25. Roy Howeth	Carrollton, TX	15	15	5	15	7	18	28	29	32
1	26. Carl Roberts	South Lyon, MI	8	24	6	2	35	31	16	26	24
- 2	27. Pat Kilpatrick	Charleston, SC	17	25	20	6	31	25	15	17	14
	28. Steve Broyles	Dallas, TX	9	9	12	31	25	17	18	24	25
1	29. David A. Carlson	Gainesville, FL	31	8	8	9	26	23	31	18	23
	30. John B. Duke III	Orlando, FL	8	15	19	16	36	14	24	23	30
	31. Buddy Whitaker	Orlando, FL	21	18	13	14	28	29	8	33	21
1	32. John Cutillo	Massapequa, NY	16	19	11	24	19	33	34	15	33
	33. Steve Tacy	Cincinnati, OH	14	2	19	25	24	20	36	31	36
	34. Glenn T. Foust	Denver, CO	27	28	12	8	18	32	30	27	31
	35. Grant Hicks	C'dale, IL	22	17	13	28	17	35	29	28	34 36
-	36. John Hromadka	Arlington, TX	11	33	24	9	33	13	36	36	36

#### FLEET B

30 3/4 38 1/4 43 1/2

45 3/4 47 3/4 55

57 3/4

63 79 1/2

12

13.

21.

24.

27.

30.

32. 33.

87

95

103

188 195

Terry Smith David Bruce

Bill Marner

9. John G. Curtis 10. Dick McKee Ron Mazzacane

Gordon Isco John Hamilton

P. Kennedy 15. Paul Marner 16. Jesse G. Helms

Skip Snyder

Peter E. Flick Nathan Conner Wally Zinck
Harry Mason
Lionel Conacher

Larry M. Effird Sparky Witte
Hayes Patterson
Joe Manganello
Bob McCallum

Gaulden D.L. Ree Les Luby Ray Gauthier Jesse Greer

34. Jesse Greer 35. Ray Manning 36. Carlos Bussche

18. Bill Parton 19. Heiner Meurer Ted Leclercq

Richard Pearson

Rick Hennegar Vic Heikkila Squeaky James Kirk Alford

	Costa Mesa, CA	76
	Oklahoma City, OK	81
	Clearwater, FL	85
	Mount Pleasant, SC	88
	Muskegon, MI	90
	Mount Pleasant, SC	96 3/4
	Jacksonville, FL	97
	Bowmanville, Ontario, CA	97 3/4
	Edmond, OK	102
	Jupiter, FL	104 3/4
	Guilford, CT	109
	Carbondale, IL	111 3/4
	St. Petersburg Beach, FL	112
	Sullivans Island, SC	121
	Bonmanville, Ontario, CA	123
	Charlotte, NC	124
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	Tullahoma, TN	230

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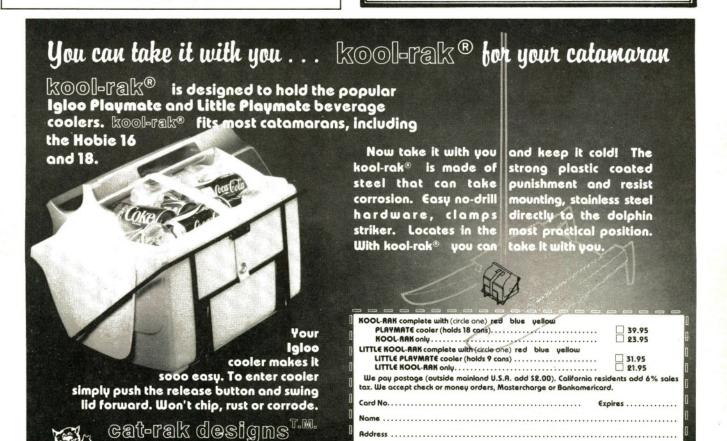
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### "5th HOBIE CAT 14' WORLD CHAMPIONSHIPS," NOVEMBER 25th DECEMBER 1, 1979,



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AT SOUTHERN SUNS BEACON ISLAND HOTEL.

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Don't miss your chance to get "stoked" by the Cape of Good Hope, where Magellan's fleet sailed on the first trip around the world, in this land where sunshine is taken for granted, where a

greater profusion of wild animal and plant life flourishes than anywhere else in Africa, and where 20th Century sophistication has left unspoiled the primeval splendor of a continent as old as

Come and sail in this exotic land where the scenery and landscapes are as extravagantly varied as the people that inhabit them, and where land, sea, and freshwater recreational activities of every kind can be enjoyed year-round.

Then you will discover why South Africa is called a "World in One Country.'

HELPFUL INFORMATION — Each visitor to South Africa must have a valid passport and VISA. The VISA can be obtained through the South African consulate in your area. On your VISA application form, you should state that you will be attending the "5th Hobie Cat 14' World Championships" in Plettenberg Bay, and give the name of the hotel. If you will be traveling to other countries, be sure to check with the consulate of that country for VISA requirements.

The average temperature in late November is 70 to 75 degrees, with the water temperature being about the same. The weather can be compared to Southern California in September. The winds are prevailing SE or SW, blowing 15-18 knots and up to 30.

SKIPPERS WILL BE REQUIRED TO BRING — Life jackets, wetsuits, and weights if necessary to bring them up to minimum weight.

THE RACES will be run for qualifying on both Sunday and Monday. Tuesday through Thursday will be the round-robin competition and for the first time Friday and Saturday will be the finals. Skippers will sail the same boat on Friday for all the races and then change boats on Saturday and sail that boat for the remainder of the races.

The entry fee for the event will be 75R for skippers trying to qualify and 25R for pre-qualified skippers. All entry fees will be paid upon registration. R - South African Rand - U.S. \$1.22

Each skipper will be required to pay a 50R refundable deposit upon registration. Coast Catamaran South Africa has purchased an insurance policy for the event to cover the damages of the boats. The 50R deposit is the maximum amount a skipper will have to pay for any damage. At the end of the event, skippers will be refunded the money if they haven't been involved in any boat

Upon registration all skippers will receive T-shirts, pool sandals, zip bags, caps, shorts, sweatshirts, and ID tags as part of their registration fee.

### **SPECIAL CHAMPIONSHIP PACKAGE:**

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Round Trip Airport Transfers and Baggage Handling

1 night's accommodations at the deluxe Landdrost Hotel in Johannesburg.

11 night's accommodations at the Beacon Island Resort Hotel in Plettenberg Bay during the Hobie Cat World Championships

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Round trip airfare from Los Angeles to Plettenberg

be purchased 45 days prior to departure. 10% of airfare is non-

refundable if cancellation is received within 45 days of departure.

Bay — \$1073 per person plus \$3 U.S. tax.

Bay — \$1343 per person plus U.S. tax of \$3. Restrictions: Air tickets based 14/45 days apex airfare. Tickets must

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Many optional tours available.

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\$345 based on double occupancy
OPTIONAL TOURS

**JOHANNESBURG** 

Friday, November 23-Saturday, November 24, 1979/1 night

Sunday, December 2-Tuesday, December 4, 1979/2 nights

Spend additional time in Johannesburg before or after the Hobie Cat World Championships. Accommodations at the

Landdrost Hotel, with breakfast daily, airport transfers not included. \$24 per person based on double occupancy, November 23-24

\$48 per person based on double occupancy, December 2-4

CAPETOWN - OUDTSHOORN TOUR

Sunday, December 2-Tuesday, December 4, 1979 Participate in an exciting 3 day/2 night trip after the Hobie World Championships to Oudtshoorn, the world famous Cango Caves, an ostrich farm, Robinson Pass, Mossel Bay and Cape Town. Several meals included. Motor coach transportation from Plettenberg Bay to Cape Town plus 2 night's accommodations provided. \$116 per person based on double occupancy.

### OPTIONAL TOURS FROM JOHANNESBURG: SKUKUZA AND KRUGER NATIONAL PARK

Friday, November 23-Saturday, November 24, 1979

Monday, December 3-Tuesday, December 4, 1979

Get away from the cities and into the famous Kruger National Park, where wild game are viewed from an open land rover. See authentic tribal dancing and relax at a game lodge.

This tour includes round trip flights, Johannesberg/Skukuza/Johannesberg. I night's accommodations the Sabi Game Lodge, including 3 meals.

28 per person based on double occupanc

PRETORIA AND HEIA SAFARI RANCH

Monday, December 3, 1979/Full Day Tour

Begin a scenic drive north of Johannesberg through the lush northern suburbs entering Pretoria at Fountains Circle. Enjoy panaromic views from Johan Rissik Drive. Stops are made at the Union Buildings and the Voortrekker Monument. Continue on to Swartkoppies via the Krugersdorp motorway and to the Heia Safari Ranch for poolside refreshments and a barbecue. Then at the call of the "tom toms," "mzumva" starts in the Zulu Village. Action, song and dancing, including dances from the Triban Kingdoms of Southern Africa are offered. Return to the Landdrost Hotel. \$35 per person

GOLD MINE TOUR

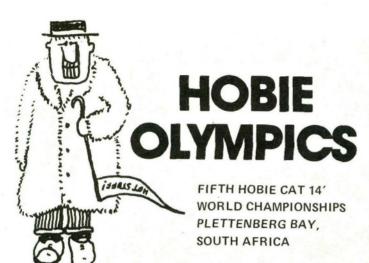
Friday, November 23 or Tuesday, December 4, 1979/Half Day Tour

In the early morning, depart for a tour of the gold mine. Descend into the mine by a hoist. See the complex workings of the mine and witness the pouring of a gold bar. Then a visit is made to the colorful Ndebele Huts on the mine property. Return to the hotel.

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☐ Please send me a complete brochure with fu	l details.	



### SCHEDULE OF EVENTS

Registration for all events will be held at the Beacon Isle Hotel on November 25, 1979

### TUESDAY, NOVEMBER 27, 1979

7 a.m. Mixed Doubles Tennis Courtship

5 p.m. Beach Tug of Warship

Morey Boogie Relay
6 p.m. Watermelon Sliceeating Championship

### WEDNESDAY, NOVEMBER 28, 1979

7 a.m. Mixed Doubles Tennis Courtship

5 p.m. Beach Tug of Warship

### THURSDAY, NOVEMBER 29, 1979

7 a.m. Mixed Doubles Tennis Courtship

5 p.m. Beach Tug of Warship

Morey Boogie Individual

9 p.m. Disco Stampionship

### FRIDAY, NOVEMBER 30, 1979

7 a.m. Beach Marathon Trampionshp

Mixed Doubles Tennis Courtship

5 p.m. Beach Tug of Warship

### SATURDAY, DECEMBER 1, 1979

7 a.m. Mixed Doubles Tennis Courtship

Finals

### HOBIE OLYMPICS ENTRY FORM

NAME	
ADDRESS	
COUNTRY	ZIP
Please enter me in the follo	owing events:
☐ Beach Tug of Warship	☐ Mixed Doubles Tennis
☐ Morey Boogie Relay	☐ Morey Boogie Individual
□ Watermelon Eating	□ Disco Dancing
Mail entry form to:	
/ / /	

John Whitmore/Hobie Olympics 143 Upper Harrington Cape Town 8001, South Africa

or hand in entry at location of event. All entries on a first come, first serve basis.

### BEACH TUG-OF-WAR

THE GAME—Eight-person teams, with a minimum of three women on each team, go through a series of "pulls" in a sudden death elimination series. One loss eliminates a team. The object of the game is to pull the opposing team 12 feet (3.66 meters) from the center line starting point of a 150 foot (45.75 meters) rope. Team pairings will be by draw.

TIME AND PLACE—First "pull" will take place on the beach directly in front of the Beacon Isle Hotel. on Tuesday, November 27th and "pulls" will continued until four teams remain to enter the finals scheduled for Friday, November 30th at 5 p.m. sharp.

### WATERMELON FATING CONTEST

THE GAME—Individual competitors, male or female, sit at a large table with the other competitors and eat as many length-sliced watermelons (de-seeded, hopefully) as possible in a timed 30-minute period. The person eating the most watermelons during the period is the winner. TIME AND PLACE—This contest of skill, daring and gastronomic affrontery will commence on Tuesday, November 27th at 6 p.m. at the Beacon Isle Hotel.

### **BEACH MARATHON**

THE GAME—Individual competitors will run approximately two miles (3.218 kilometers) on a set course on the beach, rounding a Hobie Cat at the halfway point and returning to the start/finish line.

TIME AND PLACE—Runners will meet at the starting line in front of the Beacon Isle Hotel on Friday, 6:45 a.m. The first leg of the race will be run westward on the beach and finish at the hotel.

### DISCO DANCE CONTEST

THE GAME—Dance teams consisting of one man and one woman will perform a series of disco dances in an elimination series to determine the best "Disco Cats" in Hobieland.

TIME AND PLACE—Official "Cat Fever" will begin on Thursday, November 29th at 9 p.m. Location to be announced.

### MIXED DOUBLE TENNIS

THE GAME—Mixed doubles teams will go through an elimination series of tennis matches conducted under the rules of the United States Lawn Tennis Association to determine the "Hobie Olympics" world tennis champion. Teams may consist of a man and woman or an adult of either sex teamed with a Hobie Catter aged 14 or younger.

TIME AND PLACE—First matches will take place on Tuesday, November 27th at 7 a.m. sharp per a posted schedule at the tennis pro shack and will continue throughout the week, leading to the finals on Saturday, December 1st at 7 a.m. sharp at the Beacon Isle Hotel. (Note: In the event of heavy registrations for this event, tennis courts at other hotels may be used. Watch the tennis bulletin board.)

### MOREY BOOGIE RACE

THE GAME-The morey boogie is a belly board made of soft polyothylene foam. It's fun and quite easy to ride. In the individual race one male or female contestant from each country participating in the Hobie Worlds will be selected by draw from all entries received. The first one out of the water after rounding the marker buoy 50 meters out from the shore will be the winner. In the relay race each team will consist of five members-four men and one woman. Participants will be allocated to teams by draw. The relay starts off with the women, who will paddle out on their morey boogie boards to the relay halfway buoy, which will be situated 25 meters out from the shore. Participants must round the buoy, and can only send their next team mate out once their feet are out of the water. The team whose last member returns first will be the winning team. TIME AND PLACE-The Morey Boogie Relay Race will take place on Tuesday, November 27th at 5 p.m. sharp. The Morey Boogie Individual Race will take place on Thursday, November 29th at 5 p.m. at the Beacon Isle Hotel.

### Hobie Alter Jr. Wins 1979 Sea & Ski 16' Nationals

By Paula Alter 39846 52037 52038

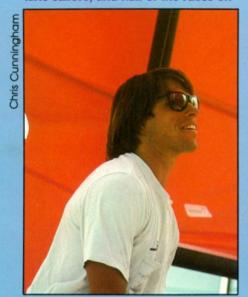
On behalf of the Hobje Class Association, I would like to take this opportunity to thank all skippers, crews, families and friends who attended the 1979 Sea & Ski 16' Nationals. It takes a lot of pre-planning support and help to make an event come off as successfully as this one did. I'm sure all of you will-join me in thanking the following individuals and companies who helped make the event the success it was: Jim Tucker and Playground Sails, the local Hobie dealer, Windjammer Cruises, the owners of "PELE" (the committee boat); all the fleet members and friends who donated their assistance and boats that were used as chase boats throughout the week; Fleet 178 and all its members, especially Commodore Chic McDaniel. A lot of thanks also goes to the Ramada Inn and especially to Michelob who supplied the beer, plus SEA & SKI for making it possible to have as successful an event as we did.

Sody Bahan

Hurricane Frederick preceded the Sea & Ski 16' Nationals at Ft. Walton Beach by only one week. In fact, the first four days of the series were filled with wind and rain looking like left overs from the week before. The site of the Nationals was unique in that half of the races were held on the intercoastal waterway bay for the lake sailors, and half of the races on

The Nationals and Worlds are run differently than any other sailboat race. The purpose of the system is to race skipper against skipper rather than boat against boat. Each sailor raced a different stock boat each race for the first three days. After the field was narrowed to the top forty crews, each sailed on the same boat for the whole day. This system is a com-

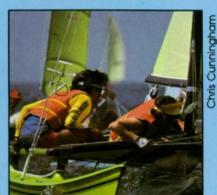
year. This year, 65 pre-qualified skippers turned out, the largest group ever to show up at a Nationals. Fifteen spots were left open for the sailors who were not pre-qualified and wanted to sail in the series. Sixty-three boats raced on Monday vying for the 15 spots. Carlton Tucker from Ft. Walton Beach the local favorite, won two races. He was ob-





Chris Cunningham





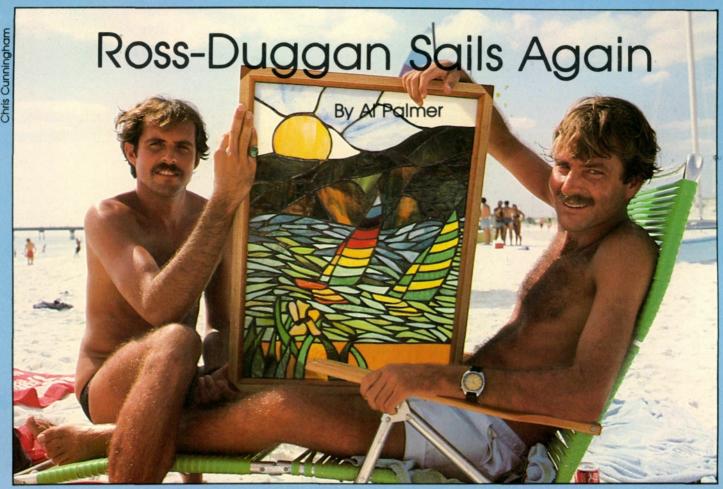
the gulf side for the ocean sailors. As it turned out, the front from the north provided heavy winds and choppy water on the bay side, leaving the gulf with smooth water and light fluky winds for the last two days of racing. The crowd agreed that it was warmer than the snowy Nationals at Utah last year, but Ft. Walton still became known as Ft. Walton Beach, Minnesota.

promise between the sailors who feel it is best to switch boats each race and the sailors who want to work on one boat and sail it for the entire series.

The majority of the racers prequalify in their own division by sailing well in the points regattas in their area throughout the previous viously ready for the championship.

The actual championship series began on Tuesday. Eighty racers participated in the series although only half of the group raced against each other at one time during the first three days.

Continued on page 14



John Ross-Duggan and Jay Swan display the 16' Nationals Perpetual Trophy, designed by Swan and given in honor of Ross-

Duggan, a Hobie Cat 16' champion who is now paralyzed after an auto accident almost a year and a half ago.

Two years ago, John W. Ross-Duggan was the pride of the Hobie Cat 16' Nationals. He had accomplished a 10-year-old dream to become the best in the sport when he won the national championship in Fort Lauderdale, Florida. It was something special for the strapping 6' 1", 170 lb. athlete. In previous years, he had placed second, third, fourth, fifth and seventh. To win the championship was something else. At the age of 22, he had reached the pinnacle of Hobie Cat competition.

This year, at the 16' Nationals, Ross-Duggan sat in a lounge chair on Okaloosa Island beach. He was almost helpless, very frustrated and very happy at the same time. He could barely raise his arm as he tried to point across the gulf waters where the colorful sails of the Hobie Cats were maneuvering for position. His face showed a distinct look

of disappointment. Yet, he was very happy. Just happy to be alive.

Ross-Duggan is paralyzed from the chest down - the victim of an auto accident in Durham, North Carolina, 15 months ago. "Yes, it's very frustrating sitting here watching them race," he said. "I like being competitive, but . . ." his sentence trailed off. He still has that competitive edge. He competed in the week-long races; the second time he's attempted to race since his accident. Along with Jay Swan, he raced in two of the events. Just being here - and alive - is his main concern. That late-night auto accident has turned his life 180 degrees. But it hasn't changed his determination - to get a medical degree and sail again.

He was near graduation from Duke's medical school. He had studied long hours for his finals,

sometimes as much as 18 hours a day. He doesn't know for certain. but he may have fallen asleep at the wheel when his prized 1969 Mercedes failed to make a curb and rammed into an embankment. The car split completely in half. One half landed on Ross-Duggan, crushing his upper spinal cord at the sixth cervital. Doctors told him if it had been 34" higher, it would have paralyzed his complete body. At first, he had no feeling from his neck down. He couldn't move an arm. With therapy and weights, today he has limited use of both arms. He contributes that to his conditioning. "I had strong shoulders and arms. I suppose that's what helped me to regain the use of my arms."

Nine years ago, he bought his first Hobie Cat 14'. He took the money he had earned from delivering newspapers to buy the craft despite the

### Ross-Duggan Sails Again...

objections of his parents. He wanted to be a sailor. He spent most of his time in Newport Beach, California, in the water. He wanted to follow, too, the footsteps of his late father, who was a prominent neurosurgeon in California. He entered the University of California at Irvine, where he was a star tennis player as well as a boat skipper. He came close to being a collegiate All-American in sailing, but a fluke finish in one of the championship races ended his hopes.

Ross-Duggan took his Hobie Cat to Durham where he entered medical school. He had ambitions of becoming a surgeon. Then that eventful night ended it. But he's still going to be a doctor and will get his medical degree in a few months. After wrestling with his future, he thinks he'll be more useful as a radiologist. "Being a radiologist would be ideal," he said. "I can still use my brain, my eyes and my hands." But he may not settle for being a radiologist. He may enter the field that involves paraplesia. "I believe by the turn of the century, doctors will find a way to cure people with spinal cord injuries," he said. "I think I would like to enter the field. There are 10 million neurons back there, but surgeons don't have the technical equipment to work on them. I think that with correct technology that some day they can cure it."

Has Ross-Duggan given up hope of ever walking again? "Never," he said emphatically. "Sure, there's a chance I'll walk again. I've never given up hope. But I've taken the school of thought to adapt, take to the chair and hope." If he did recover, Ross-Duggan said he would give up the last 15 months for nothing. "During those months, I've learned what's important in life, things that I never took a minute to think about in the past." He saw former New England foot-

ball receiver Darryl Stingley on television recently. Stingley also is paralyzed from a crushing tackle by Oakland's Jack Tatum. "Seeing Stingley on TV and listening to him talk, really inspired me," he said.

Ross-Duggan, who has been in a nursing home for the past 14 months, also followed the reports of a former Texas football player, who has a similar injury and traveled to Russia for treatment. "What they did to him, they've been doing here for 10 years," he said. "I guess it was just the tremendous psychological support of not giving up hope. But I am a realist. I have accepted my condition." Swan has been his constant companion for the past several months. When they're racing, he does most of the work and watches Ross-Duggan very carefully. "He watches out for things I can't feel and see," he said. "It's very, very frustrating out there," he said. "I can call the tactical shots, but I can't do a trapeze. This is my second race since the accident. We did pretty well in North Carolina. But we have to be concerned about safety, keeping the boat stable and not flipping over. Just being out there and competing makes it all worthwhile.

Despite his limited movement, Ross-Duggan is driving a car again. "But I don't like to drive in the traffic," he said. "One day, I hope to be able to drive by myself, to be able to drive to work, do things on my own." Yes, John Ross-Duggan is realistic. He knows he may never win another Hobie Cat championship. But you've got to admire one fact. He's not giving up hope.

One thing is for certain, he is as much a champion now as he was two years ago - maybe more so.

This article is reprinted through the courtesy of the Playground Daily News, Fort Walton Beach, Florida.

### Continued from page 12

Ricky Eddington from Tex-a-Cal (no one is sure if he's from Texas or California now) was in the lead after the first day of racing with Hobie Jr. close on his heels and Carlton Tucker not many points away. Tuesday's races were held on choppy water in the bay, along with plenty of wind. By Wednesday evening, Hobie Jr. had pulled through with another first and was well on his way to his ultimate victory. Russell Eddington from Houston, Texas had moved into second and was not looking bad with two seconds and two fourths. Carlton Tucker was still in third place although his last race was not a good one, giving him an early throw out. A new face to the top 16' sailor crowd was Chuck Miller from Corpus Christi, Texas. He won his fourth race to go along with a second, ninth and fourth. Wednesday's races were wet ones: the rain managed to fall most of the day, but at least there was plenty of double trapezing wind to go along with the rain.

Thursday the site of the races moved to the Gulf of Mexico behind host hotel, Ramada Inn. The water was smooth as the wind was still coming from the northeast causing a slightly offshore wind condition. As the wind rotated, the squalls along the horizon got darker and closer. At one point during the seventh race the whole fleet disappeared into a rain squall. First, C mark disappeared, followed by the committee boat, then the leader of the race and eventually the whole fleet. Those sitting on the beach wondered whether the sailors would even be able to find C mark.

Thursday Night, the fleet was cut in half-this is known as 'the cut'. Only the top forty teams race during the last two days and this is considered the heads-up racing. Going into the finals, the scores were close. Hobie Jr. was now in the lead, Carlton Tucker was three points behind, followed by Ricky Eddington two points behind Tucker and Ricky's brother, Russell, one and half behind Ricky. With points this close, anything can happen when you have the top skippers

racing against each other for four races.

This year, the depth of the competition was impressive. In the final score many hot Hobie skippers were scattered between 10th and 40th place, proving that the competition gets tougher every year. The competition does grow each year and is partly due to the growth of the regional regattas where the competition continues to expand.

one recall had been called the fleet could lay A mark from the starting line. The race was soon postponed until the race committee could reset both the weather mark and the starting line. Miles Wood of San Diego Cailfornia, port started the fleet and took off. He easily cleared the starboard boats and looked like he was on his way to a horizon job. The lead five boats gybed early at the weather mark, while Hobie Jr. snuck in from behind, sailed a lower

of those races where the names at the back of the fleet were as impressive as those up front. On Saturday, the final day of the races, the weather looked like it was going to be a repeat of Friday. Those skippers who did not know what a wind shift was did now. And all were prepared for another day of light, fluky winds. Spirits rose as the wind filled in early. During the first race, position changes among the first eight positions occurred frequently from mark to mark. It seemed that just about everyone led the race at one time or another. Jack McGraw and John Flannigan were close together and in the lead at C mark on the final leg. Their lead rapidly disappeared as they tacked early at C mark. The next three boats outside of him were lifting more towards the finish line. Hobie Ir. who had tacked with McGraw and Flannigan took four extra tacks (a gamble on two short tacks), got himself in the lifting area and just barely beat his father to the finish line for his third first place finish.

Again, the air was light for the last race of the series. As the boats left the beach they encountered an interesting phenomenon between the shore and the committee boat. On the beach the wind was blowing offshore. Not far from the committee boat was a streak of no wind where 40 Hobie 16s drifted in their attempt to get to the starting line. And on the other side of the streak, the wind was blowing onshore. The question was where does A mark go? Not too long after the boats were called off the beach, the gulf wind overpowered the wind along the beach and began filling in a little stronger from the south.

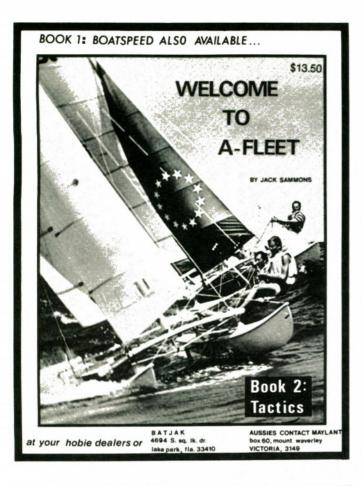
The starts were tough as everyone was going for it, and with so many sailors who were capable of making the boat go fast it was vital to get a good start and sail in clear air. After one recall the fleet lined up again for port favored start. The port end of the line was favored, but so was getting on to a port tack quickly and sailing out to sea. For the third race in a row, Miles Wood was the first to the weather mark, Hobie Jr. was close behind. These two maintained their positions to the finish while a

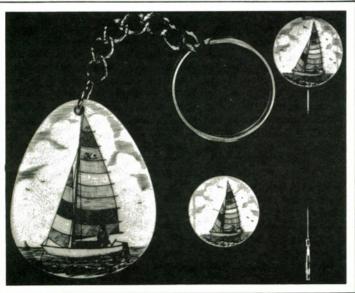
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		2	3	3/4	3/4	2	5	8	3/4	2	16 1/4
Hobie Alter Jr.     Russell Eddington	Capistrano Beach, CA Houston, TX	4	2	2	4	9	7	12	4	16	44
3. Hobie Alter Sr.	Capistrano Beach, CA	20	11	6	6	3/4	2	15	2	3	45 3/4
4. Carlton Tucker	Ft. Walton Beach, FL	5	3/4	3/4	19	2	16	6	3	14	47 1/
5. Miles L. Wood	San Diego, CA	23	8	9	8	11	7	3/4	5	3/4	49 1/
6. Jeff Alter	Capistrano Beach, CA	12	5	5	2	8	4	21	39	5	62
7. Mike Shearer	Salt Lake City, UT	7	12	10	5	3	3/4	22	33	7	66 3/
8. Chuck Miller	Corpus Christi, TX	2	9	4	3/4	9	3	36	31	13	71 3/
9. Ricky Eddington	Houston, TX	3/4	2	7	12	3/4	6	20	25	TO	73 1/
10. Phil Sanchez	St. Petersburg, FL	3	3	5	8	6	8	28	23	20	76
11. Rob Perrin	Lake Arrowhead, CA	7	4	6	13	4	30	29	7	18	88
12. Paul Theiss	Orlando, FL	8	9	21	30	3	12	7	24	9	93
13. John L. Flanigan III	Baltimore, MD	3/4	25	30	7	13 12	25 17	11 33	13 21	23	98 3/
14. James Ryan	Alvin, TX	5	6	8 3	7 9	18	18	16	22	15	99
15. John Hackney	Stuart, FL	14	11	19	12	11	21	14	26	8	107
16. Shane Gaston	Mobile, AL Capistrano Beach, CA	14	21	20	4	19	14	2	16	22	110
17. Wayne Schafer 18. John Hauser	Huntington Beach, CA	6	5	18	37	5	31	13	20	12	110
19. Richard Karran	Tampa, FL	10	6	19	33	18	20	5	9	28	115
20. Frank S. Heath	Los Angeles, CA	13	17	16	3	7	22	32	10	30	118
21. David Freed	Fort Worth, TX	16	3/4	3	21	10	34	38	8	29	121 3/
22. Wally Myers	Ocean City, NJ	39	13	14	11	17	28	29	6	11	129
23. Ron Kern	Ft. Lauderdale, FL	3	7	12	25	29	38	19	32	6	133
24. Fred McIntosh	Ft. Myers, FL	22	10	10	15	25	26	16	12	TO	134
25. James Dodds	New York, NY	4	16	13	22	28	10	25	17	TO	135
26. Jock McGraw	Huntington Beach, CA	13	23	26	16	10	19	31	11	19	137
27. Brian Bell	Denver, CO	9	16	17	17	14	37	30	14	21	138
28. Spence Lycan	Houston, TX	17	12	35	19	4	15	4	38	33	139
29. Patrick Porter	Homewood, CA	15	17	22	9	33 19	13	3 9	28	TO	140
30. Robert Radith	Palm Harbor, FL	39	7 20	11	23	8	29	35	15 34	27 TO	147
31. Larry Cooke	Big Bear Lake, CA	18	3	13	37	21	36	26	30	17	152
32. Phil Hernandez 33. Alan Egusa	Huntington Beach, CA Gardena, CA	6	4	17	20	16	27	27	36	26	153
34. Brian Stewart	Brandon, MS	10	8	35	14	37	33	10	37	10	157
35. Larry P. Kalata	Lynn Haven, FL	19	30	21	2	18	39	34	27	32	158
36. Mike McRee	Gauthier, MS	9	15	24	17	29	23	24	18	TO	159
37. Ted Jagger	White Bear Lake, MN	30	26	7	5	22	32	23	19	TO	164
38. Charles Smith	Lewisville, TX	30	10	12	26	5	35	39	35	24	177
39. Chris Christensen	Ft. Lauderdale, FL	26	23	2	13	25	24	27	29	TO	180
40. Jerry L. Forsyth	Garland, TX	18	20	30	18	12	39	40	40	13	204

Friday morning the sun was out and the wind had died. Ft. Walton had gotten more rain in one month than Southern Calif. gets in one year. By noon, the racers were beginning to consider the value of rain and squalls. Slowly, the wind filled in and the first light air race of the series began. There was enough wind to keep the boats moving and many of the lightweight crews were thankful for the break from the heavier air. The wind was shifting South fairly quickly, by the time

line and was first to the weather mark. Later, he was passed by last year's16' Nationals champion, Mike Shearer, of Salt Lake City, Utah, who went on to win the race. The last race on Friday was the only real follow the leader-type course of the series. Miles Wood took another early lead and was able to maintain it this time to the finish. Wayne Schafer, of Capistrano Beach, Calif. pulled in for second, proving that he is still one of the finer skippers in Hobie Cat sailing. This was one





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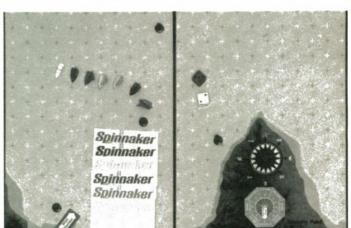
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### **HOW TO RUN A** REGATTA

### Part III: Scoring and Protests

### by Patricia McGuire

If asked to help on a major regatta which job(s) would you not choose? Most likely it would be scoring or protests. Why? Because there are jobs that require a lot of behind-the-scene work and time. But, without the people who serve on these committees there would be no regatta. A proverb states "it is the quiet people who do the work." And, in this case how true

Imagine scoring 200 boats that have raced three to five races each or sitting hours in a closed smokefilled room listening to people hash out their differences. Most would agree it is not the most exciting way to spend an evening. Yet, a regatta would not be a regatta unless there was not that one controversial protest that lasted well into the night or that one boat registered in the wrong fleet.

The intent of this edition of this three-part series on "How To Run a Regatta" is to give insight into the procedures of scoring and protests in hopes of alleviating problems which might arise for those serving on these committees.

### **SCORING**

Reverse scoring is used in Hobie Cat regattas. The score is equal to the finish position (less 1/4 point for first place), i.e. first place equals 3/4 point; second place

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Illustration A

equals 2 points; and third place equals 3 points, etc. The skipper with the lowest score for the entire regatta is the winner. The three forms used by the scoring committee are:

- 1) registration card (Illustration A)
- 2) order of finish (Illustration B)
- 3) scorecard (Illustration C).

Registration Cards — These cards are given to each skipper at registration. It is the registration committee's responsibility to make sure all the information on the cards is filled in appropriately before turning them over to the scoring committee. The scoring committee then sorts the cards by fleet and then records the skipper's name and sail number alphabetically onto the scorecards.

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Illustration B

Order of finish - This form is used to record the class (16A) and sail number (315) as the boats cross the finish line. If a number of boats cross the finish line at the same time and you are unable to record all the sail numbers in order of finish, leave a blank space for the ones you missed and go on to the next space. Usually there will be a break between boats crossing which allows you a chance to look at the sail numbers that have just finished and place the ones you missed in their proper order. Also, double check with the race chairman or second scorer. . .he/ she will most likely have recorded the boat you missed. Between races or after the start of the second race, you will have time to transfer the results from the order of finish form to the scorecards. Make sure each position is accounted for in each race when

transferring scores from "order of finish" to the "scorecards".

Scorecards — These cards will have an alphabetical listing of every skipper in each fleet. NOTE: Fill in the number of entrants and the number of finishers at the end of each race in the spaces provided at the bottom of this form. A skipper shall receive a DNS (did not start) for any race he does not start. A boat that is

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	NUMBER OF FIRE	SHERS	200		90	20550	100	NA.		100	88
(65)	NUMBER OF ENTRA	ANTS	1	1	1000	115		1000	201	300	

Illustration C

over early and fails to return and start correctly, shall be scored as a DNS. A DNS score is equal to the number of skippers registered for that day's race. EXAMPLE: If 10 skippers are registered for the first race any boat not starting Race 1 shall receive 10 points only if no other boats show as late registrants. But, assume a skipper arrives late and enters the second race. This will increase the number of registered skippers to 11 for that day's race. Therefore, those boats given a DNS for the first race shall receive 11 points and not 10 points. NOTE: Keep in mind when giving points to a DNS that it is the number of skippers registered for that day's races!

Let's assume that on the second day another skipper arrives making the number of registered entrants for the second day 12. All boats given a DNS for the second day will receive 12 points. The skipper who arrived on the second day shall receive a DNS equaling 11 points for each race sailed on the first day, as there were only 11 registered skippers on that day.

A DNF (did not finish) is equal to the number of boats finishing in that race plus one. A DNF is given only to those boats who informed the race committee within one-half hour after the last race that they were not finishing. All others

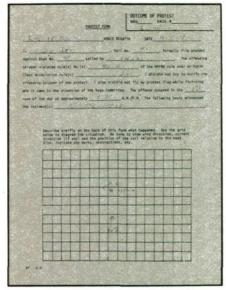


Illustration D

should be assumed to be nonstarters and given a DNS. A boat that sails an improper course and brings it to the attention of the race committee before a protest has been filed shall be scored as a DNF.

In the event a skipper receives a DSQ (Disqualification-Graduated Penalty System), no one changes position from their finish position in that race regardless of any disqualifications or penalties. The penalty is simply added to the skipper's finish position for that race. There are three types of DSQ's: DSQ A -30 % of the number of finishers for that race

DSQ B -60%

DSQ C -the number of finishers plus 3

NOTE: At no time should the total of the finish position plus penalty exceed the number of finishers plus three for that race. Ties shall be decided by comparing the finishes in the following order: 1) Who beat who the most, 2) Who has the lowest throw-out, and 3) Who has the best last race. If a tie still exists after all the above have been considered, award each skipper involved the same position, (i.e. If two skippers tied for third, the next position would be five and if three tied, the next position would be sixth).

### **PROTESTS**

At least three people should comprise a protest committee, preferably those not participating in the racing. They should be familiar with USYRU racing rules. Protest forms (Illustration D) must be filed in writing with the race committee one-half hour after they reach the beach. Details of the incident should be described. applicable rules indicated, and a sketch provided to show the boats relative position to marks, wind direction, etc. All parties involved should be notified of the time and place where a hearing will be held. The committee shall determine the relevant facts, the rules which apply and the final decision. If the parties involved do not agree with the decision of the protest committee an appeal must be filed in writing within 10 days after the protest hearing to the divisional appeals committee.

### SUMMARY

This concludes the three-part series on "How To Run a Regatta." The articles were intended to be used as guidelines in organizing your regattas. Remember. . .you cannot foresee all the unexpected events. The object is to deal with the delays as soon as possible, and the key elements in handling these delays are communication and cooperation. Use them in executing your next regatta. Have a super sailing season!

### Froome Wins 18' Nationals

Continued from page 6

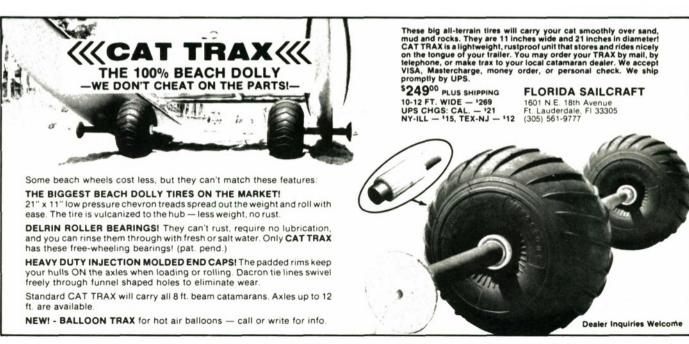
Three races were held on Friday with the top group of racers sailing against each other every race. If any day was a lay-line sailing day, it was Friday (meaning that those skippers who liked tacking on the shifts had a tough time getting to the front of the fleet). The wind was still shifty but somehow between the wind and the current the thing to do was to sail on one tack to a lay line to the mark. J. Allun Stevens had a great day with two firsts and a sixth, but Froome was looking good as he was only 3/4 of a point behind Stevens with a sixth as his worst race. Hobie Jr. was only a point behind Froome and with Saturday's races left to go, anything was possible. Not only were the top three close, but the spread between first and eight place as of Friday evening was only ten points.

Saturday dawned a little colder with light winds, in fact the race committee was having a tough time getting the first race off as the wind was swinging from one side of the course to the other. Saturday was probably the flukiest of all days. Most of the Top 10 sailors had to keep some higher scores after the first race. A couple of radical wind shifts made for a different leader on almost every leg of the course. On the last downwind leg Tim Palmer of Bauport, New York was on the right side of a shift, and as the lead boats began sailing to weather and having a tough time even laying C mark. Palmer reached down and sailed in for a first. In the last race, it's always nice to see the winner of the regatta make it a clean sweep and win it. Froome and Driscoll led the fleet around the course finishing first and easily giving them the 1979 18' Nationals title.

It was interesting to note that Froome won using a stock boat. About half of the sailors in the Top 10 used their own boats and about half used stock boats from the factory. The sailors using their own boats had more time to spend tuning and working on their boats, while three out of the Top 5

basically put their boats together out of a box, shaped a few battens and were competitive with those who brought their own boats.

In the end results, many areas throughout the country were represented in the Top 10. Dean Froome and John Driscoll of Kailua, Hawaii, finished first: J. Allyn Stevens and Johnnie Duke of Orlando, Florida, second; Hobie Jr. of Capistrano Beach, California and David Frank of Fort Walton Beach, Florida, third: Hobie Alter Sr. and Paula Alter of Capistrano Beach, California, fourth; and John Barnett and Richard Heisen from Clark Lake, Michigan, fifth. The "B" fleet was won by Terry Smith from Costa Mesa, California. South Carolina provided good winds, smooth water and a great game of strategy for all of the 18' sailors. All the nationals championships this year have been successful events and the 18' Nationals was no exception. Those who didn't do well went away learning something from the ol' pros, and everyone went away with another fun week of Hobie Cat racing under their hulls. 3/



### Randy Hatfield — 1979 14' National Champion

by Paula Alter

Randy Hatfield was surprised at his victory at Lake Tahoe, Nevada in the 14' Nationals. He hadn't been racing much this year and hoped to just make the Top 10. Going into the last day, Hatfield was in 15th place. Although the point spread was close, with so many ahead of him it seemed unlikely that he'd have a chance to win. Anything could happen and it did. He got two firsts and a seventh, going from 15th to first overnight.

"I just wanted to be in the Top 10. It was one of the toughest races, knowing there were so many guys who could win it. I tried not to get too psyched out, he said."

Hatfield is not new to the Nationals Winners Circle. He won the 1975 16' Nationals at Hilton Head, South Carolina, and placed second at the 1976 16' Nationals at Falmouth, Massachusetts. He also placed second at the 1975 14' Worlds in Puerto Rico and third in the 1977 14' Worlds at the Canary Islands. He races monohulls occasionally, sailed with his parents on their Cal 29 during the Cal Nationals and placed ninth in the Olympic trials on a Toronado while crewing for Dick Beauchamp.

His first race was when he was 14 years-old at Vail Lake, California in 1969. Hatfield grew up with a generation of young Hobie Cat sailors who are all now hotshots in



Randy Hatfield accepts his trophy at 14' Nationals.

their own right. Phil Berman, John Ross-Duggan, Richard Loufek and Hatfield were just "the kids" then. He started racing a lot after his dad bought their first 16' with a partner, leaving the 14' for Randy to sail. He switched to a 16' a few years later when his dad bought a new one, leaving the old one for his son again. Although he is not racing every weekend these days, his life still revolves around sailing. Hatfield and his girlfriend/crew, Kim Jacobs, live on a wooden 30-foot sloop in Dana Point Harbor in California. Fixing the boat up for local coastal cruising is one of their current projects. Future plans hold for relocation to the Caribbean where they can sail their boat around the islands. They spent three months in the Virgin Islands after the Worlds in Puerto Rico and intend to go back.

Right before the Nationals at Hilton Head, Hatfield and Phil Berman had been traveling around the country giving racing seminars and sailing with different fleets. When asked about his training for the Nationals that year, Hatfield said, 'I was doing pretty good in the races at home before. Talking about it all the time and sailing at different places helped a lot.' This year, his training schedule was a little different. "I drank a lot of beer," he said.

National titles come and go, but Hatfield still derives pleasure from knowing that he did it. "In day-to-day life it gives you an edge—in one situation you were the best," he said "I don't know what it would be like if I never sailed Hobie Cats. I've met so many different people who have turned me on to lots of different things."

Hatfield may have been surprised winning the 14' Nationals this year, but it was no suprise to anyone else. He has been around the southern California and National racing scene for a long time, and will probably be considered one of the top Hobie Cat sailors always.

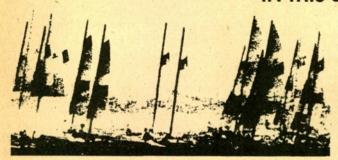


# BAGILLE

WORLD HOBIE CLASS ASSOCIATION P.O. BOX 1008, OCEANSIDE, CA 92054

RACING EDITOR
Michele Kohlmeier
REGATTA SCHEDULE
Rose Roberts

### IN THIS SECTION



### HOBIE REGATTA'S ARE...

A one hour drive out of lunch, a typical winding Bavarian Alps round, brings you to a dead stop in front of a fantastic sight.

If you want to go any further, you would have to take your car for a 4 year old buggy or jeep.

In front of you, a beautiful lake with that typical dark blue color of mountain lakes. On the right hand side, the Chiemsee Hotel stands on looking.

Every day, a good breeze blows coming down from the .... mountain.

On the water, a crowd of Hobie Cats zipping around on stop back and forward.

On weekends, more friends and fans come and join the fun, and even gust friendly regattas running.

If you don't feel like sailing, you can sit on the terrace, sip some french "Côtes de Provence", special Hobie Cat Brand or drink good Bavarian beer, while overlooking the whole scene on the lake; and even, sit in the hot tub located under the terrace, count the time passing by, have a game of squash .... the wine's good, the bars are good, the sailing is good....

It's a Hobie Way of Bavarian Life!!

**REMINDERS** – this month featuring the simplified right-of-way rules

**REGATTA SCHEDULE** – upcoming regattas for November and December

FLEET NEWS – highlighting the Division 5 Championships, Second Annual Florida Open and more

**REGATTA RESULTS** – covering the major regattas of the past few months around the world



### **REMINDERS**

SIMPLIFIED RIGHT OF WAY RULES

- 1. When booms are on different sides. Port tack keeps clear.
- When booms are on the <u>same</u> side. Windward boat keeps clear.
- Overtaking boat keeps clear if yachts are on the same tack.
- 4. When on a free leg don't bear off if another boat wants to pass to leeward.
- 5. When another boat wants to pass you to windward, you may luff him until he is entitled to hail "MAST ABEAM" at which moment you must stop luffing and bear off for your next mark. Mast Abeam is when the helmsman of the windward boat is directly opposite the mast of the leeward boat.





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

- 6. Don't tack or jibe too close (and don't tack at a mark unless you would be permitted to tack if the mark wasn't there).
- 7. Before the start, don't make sudden changes of course.
- 8. At the start don't barge (means don't try to squeeze between a starting mark and a boat close to leeward of you). Give plenty of room to boats between you and a turning mark, or between you and an obstruction.
- If recalled keep clear of all boats. You have no rights at all until you have restarted.

NOTE: Even when you have the right of way its your duty to avoid a collision.

FROM: The Rules of Yacht Racing by Bob E. Smith

### REGATTA SCHEDULE

#### **DIVISION 11 DIVISION 1** 4th Race October Cup Race/Fleet 199/ Carbondale, Ill. Deam Lake/Fleet 255/New Albany, Ind. Grant Hicks 618-549-8414 David Hatfield 812-948-0041 Duke Kahanamoku/Fleet 6/Waikiki, Hawaii Tom Culbertson 808-941-9303 Nov. 4 Nov. 2 - 4 **DIVISION 2 DIVISION 13** Norm Heidner 714-768-3699 Dave Kofahl 714-898-7056 Norm Heidner 714-768-3699 Fall Series #3/Fleet 1/Dana Point, CA Sunday Series/Fleet 133/PRMA Isla Verde, Nov. 4 P.R. Sailboats 726-1652 Fall Series 2 Race #1/Fleet 3/Long Nov. 4 P.R. Bluebeard's Beach/Fleet 19/St. Thomas U.S. Virgin Islands Sunday Series/Fleet 133/AYIV Isla Verde, Beach, CA Fall Series #4/Fleet 1/Dana Point, CA Nov. 11 Nov. 18 Nov. 18 P.R. Sailboats 726-1652 Dec. 1 Fall Series #5/Fleet 1/Dana Point, CA 726-1652 P.R. Sailboats 726-1652 Pete Snow 809-775-1810 Pete Snow 809-775-1810 P.R. Sailboats 726-1652 Sunday Series/Fleet 133/PRMA Isla Verde, Dec. 2 Fall Series 2 Race #3/Fleet 3/Long Dec. 9 Dave Kofahl 714-898-7056 P.R. Wystery Cruise/Fleet 19/St. Thomas U.S. Virgin Islands Bluebeard's Beach/Fleet 19/St Thomas U.S. Virgin Islands Sunday Series/Fleet 133/AYIV Isla Verde, P.R. Dec. 2 Fall Series 2 Race #4/Fleet 3/Long Beach, CA Dec. 23 Dave Kofahl 714-898-7056 Dec. 9 **DIVISION 3 DIVISION 14** Fleet Race #8/Fleet 62/Millerton Lake, CA Nov. 4 Henry Provost 209-875-8788 Invitational Turkey Regatta/Fleet 222/ Monterey, CA Colin Filshie 408-372-4271 Nov. 17 & 18 Nov. 10 & 11 Fleet 241 Fall Series #3/Little Rock, AR Dec. 30 3rd Annual New Years Freeze-Out/Fleet 241 John Davenport 501-835-3369 **DIVISION 6** Little Rock, Arkansas Fleet 102 Regatta/Fleet 102/South Padre Island, TX Wurstfest Regatta/Fleet 8/Canyon Lake, TX Ted Kennett 512-943-5327 Jim Ryan 713-393-1680 Nov. 10 & 11 INTERNATIONAL 713-393-1680 Jim Ryan 713-393-1680 Billy Dominy 512-852-9548 Mike Roegge 512-943-5059 Nov. 17 & 18 Houston Yacht Club Turkey Day Regatta/ S.A. Hobie Nationals/Fleet 253/Dhahran, Saudi Arabia Nov. 1 - 3 Nils B. Magnussen Houston Facher, Club Turkey Day Regatta/ Fleet 8/Galveston Bay, TX Turkey Day Regatta/Fleet 99/Lake Corpus Christi, Sunrise Beach, TX South Texas Freeze-Out Regatta/Fleet 102/ South Pader Island, TX Saudi Arabia Plymouth/Great Britain Nov. 24 & 25 Nov. 3 & 4 Golin White (0752) 822278 Dec. 2 Nov. 3 & 4 Hobie 16' Japan Championship/Shimizu Tokai, Japan Fall Series/Fleet 253/Dhahran, Saudi Arabia Nils B. Magnussen Ersnt Bartling Nov. 16 Nov. 17 & 18 Eispokal/Baldeneysee/Germany Ersnt Bartling 0221/445204 **DIVISION 8** Nov. 18 VIII Regatta Hobie Cats 1979/Andres-Boca Carlos Aguilo 688-8121 VIII Regatta Hobie Cats 1979/Andres-Boca Chica/Dominioan Republic Fall Series/Fleet 253/Dhahran, Saudi Arabia IX Regatta Hobie Cats 1979/Route Sans Souci-Haina-San Souce/Dominican Republic Fall Series/Fleet 253/Dhahran, Saudi Arabia IX Regatta Hobie Cats 1979/Route Sans Souci-Haina-San Souce/Dominican Republic Fall Series/Fleet 253/Dhahran, Saudi Arabia Nils B. Magnussen Luis Cabral Souci-Haina-San Souce/Dominican Republic Fall Series/Fleet 253/Dhahran, Saudi Arabia Federation/Dominican Republic Fall Series/Fleet 253/Dhahran, Saudi Arabia Federation/Dominican Republic Sandy Douglass Regatta/The Rudder Club/ Jacksonville, Fla. Deys Cat Challenge/Fleet 71/Smathers Beach, Key West, Fla. Gator Bowl/The Rudder Club/Jacksonville, Nov. 10 & 11 The Rudder Club 904-246-4094 Joan Gregory 305-294-2696 The Rudder Club 904-246-4094 Nov. 23 - 25 Dec. 1 & 2

### **DIVISION 3**

COYOTE POINT FUN RACE CAMPBELL, CALIFORNIA FLEET 20

Thirteen boats turned out on May 6 to test the water at Coyote Point, because very few of us had ever sailed there, and our Roaring 20s Regatta will be there in July, we were anxious to check the place out. You can rest assured that our regatta will definitely live up to it's name. Although the winds were light when we arrived, by the time all the boats were rigged it was blowing pretty good. After some spent going over a chart of the area to decide what the marks would be, we were ready to race.

The windward mark was a pole about will mile from the runway of the San Francisco Airport. Besides watching out for other boats it seemed as if you had to keep an eye on the 747s that passed overhead every few minutes. It was a long reach to B mark, with everybody pitch-poling or at least coming close. Those that did got a nice sampling of the mud on the bottom of the bay. After rounding B mark it turned out to be another windward leg, into a very shifty wind, to C mark and the finish. Roger Neathery lead the survivors across the line. The second race was just A-C finish with Jerry Brenny leading the way.

For those of you who missed the race we will be having another on July 1, two weeks before our Points Regatta. This will be a good chance to get acquainted with the area before the race.

### **DIVISION 4**

ETHICS BOTHELL, WASHINGTON FLEET 95

It has been great to participate in Hobie Catting because of the feelings of common interest and desire for exciting racing with confidence in the common integrity of the group. Occasionally we must stand back and look at some of the things that tend to erode the sport.

Racing is only possible by careful adherence by all to our complicated set of rules. Racers receive their positions after all have paid their penalties for rule infractions. Failure of any one racer to fully comply with the rules and their penalties is not only poor sportsmanship but it reduces or destroys the spirit and the substance of the sport for every other participant. A race committee has the power to refuse entry to a racer that consistently violates the spirit of the sport.

Regardless of any personal opinions about mutual hazards in a racing sport you are legally liable for damage you cause while infringing on a racing rule. While everyone has been good about helping others with loading and unloading boats, boats at the end of the line have found ther elves alone after a lot of boat lugging. Be sure to stick around a bit for the fellows behind you. Also be careful with your parking in tight loading areas.

Sadly there has been some minor "borrowing." Put your name on everything and keep your eyes open to help stamp this out. It would be a real tragedy for us to lose our faith in the integrity of the racing group.

SPORTSMANSHIP IS THE GAME!!!!!

### **DIVISION 5**

THE 1979 DIVISION 5 HOBIE 16' CHAMPIONSHIPS

Those of us who arrived Friday night were greeted by a sight that makes a Hobie sailor's heart beat a little faster, a beach lined with Hobie masts belonging to those sailors from Wyoming, Colorado and New Mexico that had traveled to join Fleet #67 race the Division 5 Championships at Deer Creek Utah.

They had come early to check the wind bends around the narrow canyon that forms the edges of this lake and to see if it is true about the thermal slope winds of the lake. Friday disappointed no one as it was a Hobie Hull Flying heaven.

However, Saturday dawned hot and windless as a front had passed during the night upsetting the normal wind patterns. Everyone sat around on the beach quizzing each other with "will it blow today?" Finally at 3:00 pm the wind changed to southwesterly and the race was on. That old familiar thermal kicked up white caps and everyone smiled.

Mike Shearer, the national champion from 1978, did a fine job in running the race committee, and we got two nice races the first day. Since Mike is prequalified for the nationals, he unselfishly gave someone else a chance to qualify.

Saturday evening everyone over ate at a super barbequed rib and corn-on-the-cob dinner catered by our fine sponsor, the Steak Company. We exchanged war stories and after dinner those that had energy left for the night life retired to nearby Park City to ride the Alpine slide and see the sights of this famous ski area.

Sunday was a repeat of Saturday with the wind arriving about 2:15. We were able to sail three more races. The wind was shifty and was double trapeze about 40% of the time.

For those of you sailors who came from so far we must apologize for our late wind at this event. We hope you will join us during July 1980 so you can enjoy a good blow when we host a points regatta on this lake. The thermal normally starts around noon during most of the year. However, August is very unpredictable as this is the hottest month of the year and the normal thermal conductivity is the property of the

Dave Jensen, Fleet #67, won the A Fleet with his brother Mark in a close second. Mark weighs about 240 pounds and single-hands a Hobie 16 in this fine competition. Good show Mark. Andy Shearer, Mike's dad, was in third place. Lee Thompson from the Wyoming fleet was in fourth and Brian Bell from the Denver fleet took fifth. Ed Fulton won B Fleet with fine consistent sailing. Welcome to A Fleet, Ed. Randy Ferre, a new member of our club this year, won C Fleet. Randy will not be in B Fleet long; he sails too good.

Our generous sponsors, Sea and Ski, furnished trophies ten deep in A and B Fleet and four deep in C Fleet. The Skippers trophy was a fine engraving by Jonie Carter. Stu Whcelwright, the Ogden Hobie dealer, personally handmade the crew's trophies which were leaded glass replicas of a Hobie 16'. Mark Jensen received a leaded glass Hobie for his crew, the weights.

Congratulations Dave Jensen for being the 1979 Division 5 champion. Thanks everyone who came and a special thanks to our sponsors.

Ken Brown



### **DIVISION 8**

2nd ANNUAL FLORIDA WORLD OPEN AUGUST 4 - 5

The 1979 Michelob Florida World Open, featuring the Hobie Cat Division 8 Championships, was held at the Sheraton-Sand Key Hotel on Clearwater Beach, August 4th and 5th. The event was hosted by Hobie Fleet 5 of Pinellas County, Jack Ryan, Commodore.

Great Bay Distributors, Inc. and Michelob Beer were the sponsors of the event, and the Michelob flowed like a river all weekend. In addition to t-shirts, pennants, and programs, the sailors were given plastic whistles at registration bearing the slogan "whistling for Michelob", as an identification device. There was much "whistling for Michelob" throughout the weekend, but the sailors found other uses for the whistles out on the race course as well as at the party Saturday night.

A total of 188 boats were registered to race in five different classes: 188, 188, 16A, 16B, 16C, 14A, and 14B. Trophies, which were given five deep in all classes to skippers and crews, were handmade by Curt and Jan Rainwater, Fleet 5 members, and featured Hobies in stained glass.

The heavy winds which had predominated at the Division 8 Women's Championships two weeks earlier, hosted by Fleet 5 in St. Petersburg, were nowhere in sight. The first race on Saturday began with light winds. Just as the 16C's and 18B's were rounding the second mark, a sudden thunderstorm hit, and the race had to be finished on the water at C mark as the danger of lightning striking one of the boats became more and more apparent.

All boats were sent to the beach by Bob Raditch, Race Committee chairman, while the race committee rode out the storm on the committee boat.

After the storm passed, two more races were held in light to medium air before



the racers adjourned to the beach for the day to consume quantities of Michelob, file protests, and await the preliminary results which were being calculated by the scoring committee, headed by Dave Sloan and Bill Prudente of Fleet 5, on a computer furnished by Collier-Jackson Associates of Tampa. Bob Moser of Fleet 5 headed the protest committee.

Prior to the party a 30-minute film about the Hobie 18, featuring some unbelievable shots of Hobies surfing in Hawaii and tripletrapping, pyramid style, was shown to the racers. A repeat showing by popular demand was given at midnight, then the Green Grass Revival resumed playing once more for the hard-core bluegrass fans who clogged and danced until after 1:00 am.

Sunday two races were held in medium air before the final results were tallied on the computer and trophies were awarded.

The party at the hotel Saturday night featured the music of a popular local bluegrass band, the Green Grass Revival, along with the Division 8 Gong Show with a number of entertaining acts, including one by Tio Ferrera as the Samurai Hobie Dealer. The Gong Show was coordinated by Fleet 5 members Skee and Becky Danner.

CANCER REGATTA

The 4th Annual "Let's Stop Cancer in our Lifetime" Hobie Cat Regatta was held on September 8th and 9th on Newnans Lake. The Sail Shop provided T-shirts, Schlitz and Canada Dry provided beverages, Postal Instant Press of Ocala provided the printing, and Hobie Fleet #153 came up with one fantastic regatta. The turnout was not nearly as good as we had hoped for-only 24 boats; but as a fundraising event, this was one of the best ever, with about \$1000.00 for the Cancer Society so far. The action started on Saturday morning at about 6:30 a.m. with Carl Latsko, Robin Mack, Chuck Dwiggins, and Little Kenny picking up beer and ice. Things were going well at the St. Johns Beverage Co. with the Schlitz distributor providing 20 cases of beer. That is, until the Schlitz distributor realized that Chuck was wearing a Division 8 Championships
"MICHELOB" shirt. Chalk up one diplomacy award. Then it was on to the lake to ice everything down and lay the race course with a fantastic set of marks. (Including one great mark that could be seen from anywhere on the lake, engineered by Chuck Dwiggins and Dave Carlson. It worked out great, defying many critics.) The first race on Saturday was light aired. The next 5 races for the rest of the weekend were sailed under ideal conditions. The races were run ably from the yellow Mirage 5.5 "Bananas" by Bill Freeman and Doug Cwens. They ran fantastic races despite the hindrance of Chuck who was also on board. The 2 beer/chase boats



were run by Beth Britt and Little Kenny and assisted by Robin Mack and Anne Caffee. Robin lost his glasses early in the day, but that did not stop him from throwing beers...(total estimated damage to Sails and Hulls amounts to \$649.23). Special thanks goes to Beth Britt (who also had a wild beer arm) for towing in the committee who were stranded in "Lardass" long after the races were over when the engine died.

Competition from out of town was really tough as 1st 16-"A" went to S. McMillen from Ft. Pierce, 3rd 16-"A" went to R. Dickson from Orlando, 1st 14 went to Ocala's Bill Snyder, and 2rd 14 went to Bill Britt, also of Ocala. The competition in H-16-"A" was really keen, and we hope it gets better now with the reapearance of some old friends who've been away, Dave and Paula Sahms, Skeet Goad and Doc Roberts--Welcome Back. H-16-"B" was graced as the largest fleet of the weekend. On Sunday, Dave and Vicky Rigell won their first race ever and placed 2rd overall. In the H-14 class, Bill Britt was plagued with bad luck. On Saturday afternoon he found himself sitting on his boat with his Sail and Mast in his lap (he has now mastered the art of solo-stepping a mast on the water). On Saturday night Bill's convertible top was slashed by vandals. On Sunday sill started the 2rd race in excellent position and then turned it over right in front of the committee boat. If all that wasn't enough, every time his daughter threw him a beer, she shook it first.

All in all, this was one of the finest regattas we have ever had and one of the biggest fund raisers the Alachua Country Chapter of the American Cancer Society has all year long.

L.K.D.

16-	"A"			
1.	S.	McMillen	7	1/4
2.	G.	Carlton	8	1/4
3.	R.	Dickson	12	
4.	J.	Munson	19	
5.	S.	Goad	21	
6.	В.	Johnson	27	
7.	D.	Sahms	29	
8.	D.	Roberts	36	

CANCER REGATTA con't

#### 16-"B"

1.	J.	Parrish	7	1/2
2.	D.	Rigell	10	3/4
3.	H.	Caffee	12	1/2
4.	K.	Coffee	16	3/4
5.	R.	Bierema	27	
6.	C.	Latsko	28	
7.	C.	Rozear	36	
8.	N.	Floyd	42	
9.	J.	Gordan	50	

#### H-18

1.	G.	Hardee	3	3/4
2.	D.	Carlson	11	
3.	J.	Hales	11	3/4
4.	M.	Weigly	20	

#### H-14

1.	В.	Snyder	6 1/2
2.	В.	Britt	7 1/2
3.	D.	Widmayer	13

### DIVISION 9

6th ANNUAL SALTERPATH POINTS REGATTA

It was Mother's Day weekend when once again Stroh's Brewery and Fleet 97 of Raleigh combined to produce the Sixth Annual Salterpath Points Regatta - North Carolina State Championships. This year's regatta was moved across Bogue Sound to Camp Morehead in an effort to provide increased space, privacy, and facilities

By Saturday even Camp Morehead was beginning to show the strain of parking requirements of cars, campers, trailers, and boats as sailors from Division IX arrived for the competitions. Entrants even came from as far away as Michigan, Connecticut, New Jersey, and Alabama.

Bighty-four Hobie 18s, 16s, and 14s jockeyed for position as the first race started Saturday in brilliant sunshine and steady 15 knot winds. Luckily, the change in location erased the previous problems of navigating around oyster beds: The winds continued to build and chase boats stayed busy. Novice sailors were somewhat encouraged to see the haggard state of A Fleet skippers after a day of demanding race conditions.

True to tradition, the inevitable Mother's Day thunderstorm held off until Saturday night, so sailors had time to secure their boats and wolf down a few more knockwurst that the Stroh's representatives, Jay Seiloff and Tim Kelly, had been cooking all afternoon.

Sunday was another perfect day for Hobie racing - sunshine with solid winds (which gusted to over 20 knots!) Two more races were held and when the skippers came in, there was little doubt as to who would take home the title in each class.

In the Hobie 18 fleet, Jessie Helms of Charlotte sailed to four firsts to take that title - Larry Efird of Charlotte placed second. In 16A fleet, a close



contest developed between Bob Poteat of Raleigh and Jeff Forte of Greensboro. Poteat managed to come back for the win after receiving a DNF in the first race for being over early at the start. 14A fleet was won by Robert Thompson of Charlotte who dominated that class with four firsts.

Sande Tyson of Portsmouth, VA, won 16B fleet with four firsts. Second place went to Ron Lasater of Apex. In 16C fleet, John Blount of Washington took home the first place trophy and Hal Sharpe of Greenville was Second. Cuttis Prior of Raleigh won the 14B fleet, beating Don Ketterer of Newport by 1½ points.

Fleet 97 would like to express its appreciation to Stroh's Brewery for their sponsorship and generosity in helping to make the North Carolina State Championships a continuing success.

SUBMITTED BY:

Hannah Poteat 2301 Gaddy DR Raleigh, NC 27609 919-781-9631

### **DIVISION 11**

FLEET #170

Ever since they started naming hurricanes after men, we have had nothing but trouble on the east coast. First came a fellow by the name of Hurricane David. Well, Dave was no friend. Dave totaled Miami Beach, Maryland and washed us right into a new location. Believe me, all Fleet #170 members really thank Steve Sholl and his staff of rangers at Gunpowder State Park for all the assistance and cooperation for letting us use the park on such short notice. The second gent to have us all sweating bullets was Predrick. Nobody knew what Fred was going to do. Freddy decided to take the scenic route and we finally got a break on Friday before the Maryland State Champion-ships.

Saturday, a beautiful clear day with winds about twenty, definitely a real Hobie Day! We used a relatively closed course, so if anybody got into trouble we could help 'em out, and tried to put in extra legs on the course. The starts were fantastic to say the least. In the 16B fleet the team of Brown and Burk, attempting a Port Tack Start, charged right up to Dave Faulders boat with Dave yelling the customary hale of "Starboard". Brownie with his helm hard over responded with "Oh \$\$\frac{4}{8}\text{\$\frac{1}{8}\$}\text{\$\f

Sunday, another great day. One element decided to take a hike. We were left with only remnants of Saturdays wind. The first race was sailed with hope the wind would fill in for the next race. After a series of general recalls, the Race Committee could not get the second race started by 2:00 p.m. and it had to be cancelled for all classes but the Hobie 18'. "Go Get 'em Walt" the battle cry for race five in the series. Walt and Sue Biddle were the only boat to start and finish.

I would like to thank the Maryland Marina, our sponsors Berdine, John Hancock, Gus Peckaitus, Paul Ricketts, and John Sohn of CRAC for helping us with the printed race instructions and Fleet #54's Wes and Kay Westerfeld for their support and participation in this years Maryland State Hobie Cat Championships. A special and most deserved "Well Done" to Dan Freymeyer for the trophies. Without all these people the regatta could not have been possible.

# SECOND ANNUAL LADIES REGATTA HELD AT LAKE PERRIS, CALIF.

by Mary Payne

Competitive women sailors have taken a well deserved, and long awaited place on the Hobie racing scene. The Second Annual Ladies Regatta, held September 29th, at Lake Perris, California speaks for itself. Forty-six boats were entered for the one day event sponsored by Fleet 30. Sandy De Costa and Gayle Corridori, coming from as far away as Arizona, were evidence of the growing enthusiasm and seriousness of women sailors.

A novice fleet was added this year and proved to be the largest fleet in the race. Adding a new freshness to the event this year, the regatta site was moved to the other side of the lake. The area was a spectators delight. The A mark was directly off shore and an elevated grassy area provided a view of the entire course.

In preparation of the ladies arrival, Fleet 30 recently spent an entire day clearing rocks, brush and grading the area. The convenience of hand launching was available due to the fact that a few years earlier, they had petitioned the lake and earned the right for such an area, a new idea in the park system. Hobie Cat Riverside dealers, Salty and Neil Brady, lent their support as sponsors with Salty even sewing the marks.

A red, white and blue banner welcomed the ladies as they arrived. Registration was an event itself. Skipper and crew received a tote bag hand screened with the ladies regatta motif designed by Bill Brown. Each one was filled with goodies from cookbooks to yogurt donated by local merchants.

The skippers meeting took an entertaining turn when suddenly down the hill graciously charged the in-Continued on next page...

### NOT JUST A "SILLY OLD REGATTA"

### by Udo Winkler

In his book, Welcome to A Fleet, Jack Sammons states, "Wives and/or steady girlfriends make the most dependable crew." He then added, "They won't be wanting to get their own boat . . ."

But get their own boats they did (begged, borrowed or stolen), for the Second Annual Ladies Regatta.

Somehow it is hard to believe that the same women that call the men insane for driving hundreds of miles for a "silly old regatta" would actually do such a thing themselves.

Many of us have been to numerous regattas where the first race on Sunday is a ladies race, right?

We give our boats to the women, and give them a quick "You can show 'em, honey," when in reality we think... "let's see how much she learned from me," and confidently give ourselves a pat on the back until that lady of ours comes in ... LAST?

We sit back at the beach with our 100 power binoculars and laugh at the women's minute tacks, back-winded mains, etc. — all the time forgetting that at 9:30 a.m. the wind is usually next to non-existent.

But the wind was existent; it was blowing so good that double trapping was a necessity for top performance!

And if double-trap wind wasn't enough to scare some of the women, surely recent reports of rattle snakes swimming in the lake and actually biting some skiers should have done it. But it didn't and a lot of credit is due to those who peted.

The race committee was going to assign a reverse course because of wind conditions and direction, but a quick poll of skippers indicated that an 'R' after a course designation could have meant anything. So, they opted to start the first race on a run. Each fleet got underway in typical Hobie fashion as the newlyborn skippers got familiar with their boats under acutal racing conditions. Positions changed between each mark depending whether a skipper was a footer, pointer or reacher. But at the finish you could sure hear the shouts of joy from the winning first place skippers and crews.

### RESULTS

### SECOND ANNUAL LADIES REGATTA Lake Perris, California September 29, 1979

14 Class	Total	B. Harmon	24
L. Leth	31/2	M. Lacy	25
S. Henderson	73/4	G. Corridori	27
C. Hammer	8	B. May	34
B. Ellis	11	T. Brumbaugh	36
B. Zervas	15	J. DeSeelhirst	38
16 A Class		J. Winder	41
S. Churchill	73/4		
E. Waclawski	83/4	16 Novice Class	40
		K. Luby	10
G. Powell	10	B. High	11
S. DeCosta	12	T. Wheaton	143/4
A. Rondon	14	C. Tate	16
L. Woodside	15¾	J. Novak	161/2
C. Kofahl	17	S. Comer	21
M. Payne	23	R. Winkler	26
L. Woods	27	D. Slinkard	28
16 B Class		M. Munsey	29
L. Luby	21/4	N. Morgan	30
D. Willmot	11	M. Springer	31
D. McGowan	16	K. Gruber	37
K. Jones	17	D. Brown	39
J. Lawson	. 21	M. Agre	39
B. Griffis	22	D. Pennington	40
S. Brown	23	M. Seay	43
W. Yazzie	23	C. Anderson	54
		5. Tangaroon	



famous Pussycat cheerleaders. In full wig, costume and "various padded accessories," the displaced male skippers of Long Beach Fleet 3 were a big hit. Completing the entourage, with no need for padding, was Joyce Petti, a bigger-than-life kitten.

All fanfare aside, the race was on. The plague of any regatta had struck — no wind. The 11:00 start suffered an hour delay. Boats limped to the starting line. The first race began in timid airs. As if signaled by the starting horn, the wind died — forcing most of four fleets to eventually drift across the starting line as one. Punishing light airs persisted through the first race. An unusual wind shift made the A mark a downwind leg. Luck and sighs of relief prevailed at the finish.

In answer to our disappointment, moments before the second race the wind was with us. The committee boat, known for their admiring gawks, were heard to shout in excitement and genuinely impressed as the women hit the line double trapped. The first race frustrations were long forgotten as the doubletrap wind carried us through the third race.

On behalf of the park, Jack Roggenbuck gave credit to the Hobie Fleets for conducting a fine event and leaving the beach impressively clean. He issued a special invitation to come back again.

Lasting 'til sunset, the drawing for prizes was an extravaganza. Nearly every skipper was a winner. Prizes came from Hobie Cat Riverside, local merchants, plus handcrafted items from Judy Jones and Scott Williams, fleet members.

The Pussycats rallied for some last inspirational cheers before the trophy presentation. In appreciation for their beachside antics, Mary Payne presented each one with their own award.

As the sun set, the sandblasted bronze glass trophies were presented by their designer, Dave Reese and Jim Ellis, who made the oak frames.

Literally carried away with the spirit of the occasion (and some real spirits . . .) the Pussycats hand-carried each winner to receive her award, beginning with Carolyn Hammer.

It must be said that an obvious joint effort and a lot of enthusiastic work and planning went into this great event.

## WESTERN CANADIAN HOBIE CHAMPIONSHIPS HELD IN VANCOUVER

By Maria Riffel

The Third Annual Western Canadian Hobie Championships were held September 22 - 23 at Jericho Sailing Centre in Vancouver, British Columbia. Organized by Fleet 214 and sponsored by Kits Marine, the local Hobie Cat dealer, this year's championship regatta drew the largest fleet of boats for the event to date. Thirty-six boats came to sail in beautiful Indian Summer weather on the English Bay.

On Saturday, September 22nd, things got off to a rather dicey start as the skippers rigged their boats in the absolutely still morning air, with no hint of which direction, if any, the wind would fill in from. By II a.m., though, a westerly wind came in and we got three good races in. The surprise of the day came when Gary Sutherland, the local Hobie dealer, showed us how it's done in light airs, with two firsts and a second. And this, after he told us he didn't even know the front end from the back of a Hobie! Sure, Gary.

That evening the sailors gathered for an excellent buffet dinner at the Royal Vancouver Yacht Club facility, where Hobie films were shown, including the new Hobie 18' film from Coast Catamaran (send us some of your wind, please, Hawaii).

Sunday morning the wind was up a bit and after a pancake breakfast provided by some of the fleet ladies, we got down to some real racing. This time around the trick was to navigate through a flock of Mirror Dinghys (wtth spinnakers up!), a fleet of 30 to 40 foot cruisers, and the local Star fleet, all racing on separate but overlapping courses. Clear air was extremely rare but Harold Riffel managed to find some as he took both of Sunday's Hobie 16' races.

Even scarcerit turned out, were race results after the regattas, as somehow the binder with everything from both days went overboard the committee boat and sank! Fortunately, Shirley, our intrepid scorekeeper for the regatta,

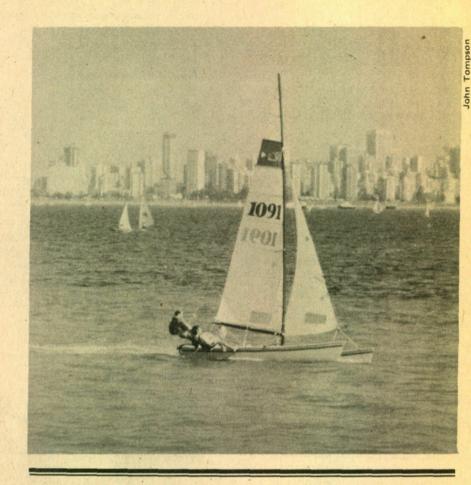
Continued on next page...

has a very good memory and things got sorted out to everyone's satisfaction.

The Western Canadian Hobie Championship, which is awarded to the Canadian sailor with the lowest overall point total for the regattas, was won by Hobie 18'skipper Urs Ruegsegger of Victoria's Fleet 261 with crew Charlotte Welti. Urs gets to take home the perpetual trophy donated by Kits Marine. Congratulations Urs and Charlotte. Do come back next year (and please bring back the trophy!).

A tradition each year with the Western Canadian Championships is our awarding of the Turkey Award. This is a beautiful 12 inch replica of a Hobie 14' made by Mattell, and designed especially for a lady named Barbie. It is awarded to the Hobie sailor who has done the most incredibly dumb or impossible thing during the regatta. This year's choice was our man in charge of the race committee-Dave 'Woodstock" Campbell. Although he is not a Hobie sailor, he got into the true spirit of things by losing the race results overboard. Very original, Woodstock. And have fun with your new "Hobie."





### RESULTS

### WESTERN CANADIAN HOBIE CHAMPIONSHIPS Vancouver, British Columbia September 22-23, 1979

- 1	TOBIE 18	THE REAL PROPERTY.
. 1	. Ruegsegger/Welti	5 1/4
2	2. Chadwick/Smyth	7 1/2
3	. Hamilton/Hamilton	11
+	HOBIE 16 A	
	. Sutherland/Fleming	6 1/2
	. Norman/Gerry	6 3/4
	. Riffel/Riffel	
,	. Killel/Killel	7 1/2
H	IOBIE 16 B	
1	. Woodward/Woodward	3
2	. France/	6 3/4
	. Stanley/McGregor	11
		- May
	IOBIE 14	
	. John Rueter	4 1/4
2	. Ted Cross	5 1/2
3	. Herb Karrassowich	10

## FIRST ANNUAL WOFFORD HEIGHT REGATTA HELD AT LAKE ISABELLA, CALIF.

### By Dave Morrison

Fleet 167 of Bakersfield, California, in sponsorship with the Wofford Heights Improvement Group, held their first points race on September 8-9th on Lake Isabella.

Since Bakersfield is located about 110 miles north of Los Angeles, we counted on the large pool of racers in the L.A. area to come and fill in our event.

And did they come!

The race was promoted in a country and western theme with fliers that looked like "Wanted" posters. Wanted was the racers for a good time; the reward was guaranteed double trap racing, free visors for the skipper and crew, free beer on Friday (plus Saturday as it worked out), a real deep pit barbeque (the meat was cooked in the ground for over 24 hours) and a boot stompin' western dance after dinner.

When we promoted the race, we figured that something would have to go wrong. The wind would not blow, the beer wouldn't be enough, the fire would go out underground and the meat would not cook, or the band would be a bust. But none of that happened.

Friday night saw the first of the racers from the L.A. area start to show up around 3 p.m. A slow trickle at first, then by 7 p.m., a steady stream of cars, trucks, motor homes—all towing at least one Hobie Cat. One Hobie 18' skipper actually towed the last 50 miles on a rim. It seems that he had a blow out just before he got to Bakersfield and decided the heck with it and came up the mountain on the rim...Now that is what Hobie racers are all about. We won't mention his name in case his insurance agent is reading, but he knows who he is.

Saturday morning dawned bright and beautiful, a typical Lake Isabella day. As we crawled out of our various sleeping arrangements, we were greeted to the outstanding view of the area crammed with vehicles and Hobie Cats—104 in all! We had our turnout. Now, if the wind would just blow.

By the time the first races started, it was starting to look like the typical Isabella day we had hoped for.

The 18s started in winds just enough to jockey for position and get their start up the lake. By the time the 16 Cs got away, the wind was clicking off about 10-15 knots. We held three races Saturday and when the third race got off, the wind was screaming down the lake at about a steady 25 knots, with raises (not gusts) to 30. We had our wind,



Something we did not plan on was the races to be videotaped by a local merchant, Bob Faulkner, in color no less! That evening as several hundred tired, but satisfied Hobie Cat racers footed it to the barbeque, we were surprised to find a 28 inch Quaser plugged in and showing tapes of all the racing during the day.

Friday night was like any night you get that many Hobie racers together—a lot of laughing fellowship, music and beer. By Saturday night, though, you wouldn't have believed it was the same group. After three blowin' races, the dinner and the dance, it was to bed early to get rested up for the next day.

Sunday, we decided to get in two races so the people could get back on the road at a decent hour. This would give us five races with a throwout. As on Sunday, the racers left the beach for the starting line in about eight knots of wind. But instead of building during the first races, it was kind of flukie from a floater, to a drifter, to some breeze and back again. A good example is the 18s and the leading 16 As were becalmed about two thirds of the way through the races, only to sit there and watch everybody else catch up. By the time the second race started though, the lake was looking like its old self, with a steady wind of 18-20 knots during the entire race.

As the boats came in, everybody started taking them down and getting ready for the trip home. It worked out with everybody packed up, ready to go and sitting around the committee area sipping a cool one as the results were finished. The fleet was fortunate enough to have over 50 gifts donated from various people ranging from McDonalds hamburgers to clothes, calendars, racing parts, wine, racing rudders and much more. We gave away the goodies by drawing sail numbers from the registration cards.

Other things that made the weekend memorable—three chase boats sunk trying to keep up with the racers in 25-30 knot wind; with 94 boats racing five screaming races, only six protests were filed; and a man in his 60s getting a trophy in the 14 class.

The Hobie 18 race was won by Dave Paulson, Fleet 180; 16A by Kevin Hutton, Fleet 3; 16B by Bill Winder, Fleet unknown, 16C by Mike Pennington, Fleet 180; 14A by Keith Christensen, Fleet 3; 14B by Monte Hammer, Fleet 30; and 14C by Sue Henderson, Fleet 3.

We would like to thank the Wofford Heights Improvement Group and Tom McKinney in particular, for all their backing and allowing us to turn the whole town over to Hobie Catters that weekend, the Army Corps of Engineers for allowing us to use the lake and setting our 6' marks (thanks to Windy Sails) anywhere we wanted; to Jerry Farmer, the race director, for running a well-planned professional race on time...everytime.

When a small, out of the way fleet puts on its first big race and it comes off as successful as it did, you just can't blame us for being bustin' proud and happy!

### REGATTA RESULTS

### **DIVISION 2**

DEL REY REGATTA FLEET 57 DOCKWEILER BEACH JULY 14, 15, 1979

	HOBIE 18A	POINTS
1.	Poitras	6 1/2
1. 2. 3.	Grimshaw Hast	6 1/2 7 1/2 7 3/4
4.	Gilchrist Hardgrave	12
4. 5. 6. 7.	Miner	15 23
8.	Morrissey	25 27
	HOBIE 16A	POINTS
1.	McGraw	8 3/4
. 2.	Hernadez Perrin	11 1/2
3.	Heath	15
5.	Hauser	16
7.	Howard Olson	23
	Egusa Johnston	31 35
11.	Shimabukuro	38
10. 11. 12. 13.	Sinotte Rose	38
15.	Griley Wagniere	52 . 55
16.	Jeavons	38 58
		TROP
	HOBIE 16B	POINTS
1.	Rossetti	10 3/4
2.	Hutton	11 3/4
3.	Higgins Nakazawa	16 3/4
6.	Quinn Christensen	17 18 3/4
7.	Poitras Robinson	28
9.	Woods	36 37
10.	Klaidman	40
11. 12. 13.	Wheaton Baily	41 43
15.	Kaplan Bisbing	46 50 3/4
16.	Luckey	53
17.	Hyman	61
		1997
	HOBIE 16C	POINTS
1.	Mangus	3
2.	Pennington Woods	14 15
4.	Parker	16 3/4
5.	Dashner Tormey	17 22
8	Calder Rendler	24
	Springer	34
11.	Griffis	38
13.	Slinkard Blada	41
10. 11. 12. 13. 14.	Rauch Corell	42 52
16.	Biakanja Coffee	56 60
18.	Briggs	61 70
19.	Simpson Evans	71
21.	French Harris	71 79
23.	Twyman Kanemaki	87 91
25.	Lush	93
26.	Mack	105
28.	Hampson Van Zeger	111 124
30.	Conn	124
	HOBIE 14A	POINTS
		7
1.	Seaman	5 1/2 7 1/2
2.	Alter, Jr. Greer	7 1/2
4.	Walsh	23
5.	Staudt Fields	23 24
	Blount McDonnell	31
10:	Carpenter Wood	34 3/4 36
	Christensen	41
12.	Hansen Cockrell	43 50
15.	Foster	53
16.	Ternas	57
		William Tall Mills

DEL	REY REGATTA	
PLE	ET 57	
DOCE	WEILER BEACH,	CA.
JUL	14, 15, 1979	

-	*	_
	HOBIE 14B	POINTS
1.	Leth	3
2.	Rumbaugh	11
3.	Johnston	12 3/4
4.	Lantz	13
5.	Elert	13
	HOBIE 14C	POINTS
1.	George	3

TODOS SANTOS REGATTA FLEET 4 CAMPO LA JOLLA, MEXICO AUGUST 4 & 5, 1979

	HOBIE 16A	POINTS
1.	J.Alter	7
2.	Derrin	2
	Oltmans	11
4.	Egusa	17
5.	Hernandez	19
6.	Hutton	19
7.	Myrter	21
8.	Heath	21 3/4
9.	Folgner	22
10.	Sinotte	27
11.	Parizean	30
12.	Shimabukuro	32
13.	Howard	32
14.	Sherer	32 3/4
15.	Hauser	36
16.	Hart	37
17.	Casher	42
18.	Jeavons	43
19.	Shearer	48
20.	Guenther	48
21.	Slattebo	53
22.	Nichols	55
23.	Hernandez	58
24.	Seibert	62
25.	Wagniere	65
26.	Morrison	67
27.	Pace	68
28.	Monson	71
29.	Byers	87

	HOBIE 16B	POINTS
1.		4 1/2
2.	Raffetto	10
3.	Martin	10 3/4
	Payne	11
	Grimes	11 3/4
	Winder	13
	LaBella	22
8.	Christensen	24
9.	Mueller	24
10.	Jansky	24
11.	Nakazawa	26
12.	Wheaton	30
13.	DeCosta	33
14.	May	34
15.	Butts	38
	Weismann	44
	Petti	45
	Wallawski .	46
	Jaseniuk	50
	Reichwein	56
	Bumpy	68
		70
	Burns	
	Clark	71
24.	Russell	72

	Managara		
	HOBIE 16C	POINT	rs
1.	Kanemaki	3 1/	/2
	Brown	9	
	Brumbaugh	11	
	Weir	16	
	Douglas	22	
	Allen	25	
7.	Bury	26	
8.	Turner	26	
9.	Woods	26 3/	4
10.	Biakanja	27	
	Belove	29 3/	4
	Parker	32	
	Jurick	36	
	Caine	38	
	King	42	
	Rhodes	44	
	Niggli	44	
	Rendler	45	
	Tilger	46	
	Fox	53	
	Miller	58	
	Martin	61	
23.	Thomas	61	
	Pederson	62	
	LaPalme	62	
26.	Senne	63	
27.	Winkler	64	
28.	Harscheid	66	
29.	Reed Brown	66	
30.	Brown	68	
31.	Hinton	69	
32.	VanHorne	69	

36.	Sedlenick	88
37.	Velasquez	93
38.	Hurwit	95
39.	Moller	101
40.	Sloane	106
41.	Meiberger	111
42.	Nasser	126

TODOS SANTOS REGATTA FLEET 4 CAMPO LA JOLLA, MEXICO AUGUST 4 & 5, 1979

HOBIE 14A

POINTS

	BODIE 148	TOANTO
1.	Alter, Jr.	2 1/4
2.	Walsh	9
3.	Paasch	10
4.	Fields	11
5.	Blout	12
6.	Greer	15
7.	Fields, C.	17
8.	Deschamps	20
9.	Alter,P.	21
10.	Christensen	24
11.	Hansen	37
12.	Olson	39
	HOBIE 14B	POINTS
10.0		
1.	Rumbaugh	2 1/4
2.	Hutton	4 3/4
	WORTE 140	DOTHER
	HOBIE 14C	POINTS
1.	Myter	3 1/2
2.	Henderson	7 3/4
3.	Brooks	8 3/4
4.	Ellis	10
5.	Miller	12
6.	Beiser	12
7.	Kirk	24
8.	Purciel	24
0.	Furcier	**



Division II Hobie 14' & 18'
Championships
Oceanside, California
July 28 & 29, 1979

	Hobie 18		Points
1.	Steele		2 1/4
2.	Wood		10
3.	Carpenter		12
4.	Parizear		14
5.			15 3/4
6.			17
7.	Woodside		18
8.			20
9.	Grimshaw		20
10.	Woods		28
11.	Poitras		29
12.	Terry		30
13.	Brady		34
14.	Gilchrist		36
15.	Halloran		42
16.			43
17.			43
	Ruiz		46
	Brown		47
	Roberts		48
21.	Williams		53
	Hobie 14A		Points
1.	Seaman		4 1/2
2.	Alter, H.	Jr.	8 3/4
. 3.			8 3/4
4.	Schafer		13
5.			13
6.	Crider		16
7.	Soden		16

8.	Greer	20
9.	Walsh	25
10.	Foster	25
11.	Fields	27
12.	Stanton	27
13.	Deschamps	32
14.	Klaidman	34
15.	Alter, P.	36
16.	Leth	37
17.	Olson	41
18.	Campbell	45
19.	Zervas	51
20.	Christiansen	52
21.	Fields, C.	61
22.	Henderson	65
23.	De Verg	66
24.	Casher	70

	Hobie 14B	Po	ints
	Lantz	4	3/4
	Lantz, J.	5	3/4
	Rumbaugh	6	3/4
	Keller	6	3/4
	verrer		3/4
	Hobie 14C	Po	ints
	Randall	2	1/4
	Christensen	4	3/4
2.	Beiser	10	.,.
		12	
	Brooks		
	Kershner	17	
5.	Ellis	17	
	Hobie Women	Po	ints
	Klaidman	5	1/2
			1/2
	Alter	6	
1.	Leth	6	
١.	Olson	6	3/4
5.	Henderson	15	

DIVISION 2 CHAMPIONSHIPS PLEET 3 LONG BEACH, CALIF. AUGUST 11 & 12, 1979

POINTS

HOBIE 16A

1. J. Alter

2.	W. Schafer	3 3/4
3.	B. Seaman	14
4.	J. McGraw	15
5.	Folgner	18
6.	Perrin	18
7.	Matthews	20 3/4
8.	Egusa	21
9.	Myrter	26
10.	Farquhar	26 28
11.	Parizreau	29
12.	Hernade'z Oltmans	29
14.	Heath	33
15.	Shimabukuro	38
16.	Sinoltte	39
17.	Hauser	40
18.	Shearer	51
19.	Eckles	53
20.	Howard	57
21.	Hart	57
22.	Staudt	60
23.	Berg	69
24.	Rossetti	70
25.	Wood	76
26.	Fogerty	77 78
27.	Wagniere	
28.	Nichols	78 78
29.	Shearer, M.	86
30.	Kladman	90
31.	Whalen Munsey	91
32.	Casher	91
34.	Hernandez	102
35.	Keller	107
36.	Hutton	107
37.	Haves	113
37.	Hayes DeCosta	115
38.		115
38. 39. 40.	DeCosta Pace Lindley	115 116 116
38. 39. 40. 41.	DeCosta Pace Lindley Seibert	115 116 116 126
38. 39. 40.	DeCosta Pace Lindley	115 116 116
38. 39. 40. 41.	DeCosta Pace Lindley Seibert	115 116 116 126
38. 39. 40. 41.	DeCosta Pace Lindley Seibert Jeajons	115 116 116 126 126
38. 39. 40. 41.	DeCosta Pace Lindley Seibert	115 116 116 126
38. 39. 40. 41. 42.	DeCosta Pace Lindley Seibert Jeajons	115 116 116 126 126 POINTS
38. 39. 40. 41. 42.	DeCosta Pace Lindley Seibert Jeajons  HOBIE 16B Higgins	115 116 116 126 126 POINTS 3 1/2 8 3/4
38. 39. 40. 41. 42.	DeCosta Pace Lindley Seibert Jeajons HOBIE 16B Higgins Jansky	115 116 116 126 126 POINTS 3 1/2 8 3/4
38. 39. 40. 41. 42.	DeCosta Pace Lindley Seibert Jeajons  HOBIE 16B  Higgins Jansky Christensen Martin	115 116 116 126 126 126 POINTS 3 1/2 8 3/4 13
38. 39. 40. 41. 42.	DeCosta Pace Lindley Seibert Jeajons HOBIE 16B Higgins Jansky Christensen Martin Newell	115 116 116 126 126 126 28 3 1/2 8 3/4 13 13
38. 39. 40. 41. 42.	DeCosta Pace Lindley Seibert Jeajons  HOBIE 16B Higgins Jansky Christensen Martin Newell Dixon	115 116 116 126 126 126 28 3 1/2 8 3/4 13 13
38. 39. 40. 41. 42.	DeCosta Pace Lindley Seibert Jeajons  HOBIE 16B  Higgins Jansky Christensen Martin Newell Dixon Walsh	115 116 116 126 126 126 126 127 3 1/2 8 3/4 13 14 15 3/4
38. 39. 40. 41. 42.	DeCosta Pace Lindley Seibert Jeajons  HOBIE 16B Higgins Jansky Christensen Martin Newell Dixon Walsh Monson	115 116 116 126 126 26 27 3 1/2 8 3/4 13 13 14 15 3/4 17
38. 39. 40. 41. 42. 3. 4. 5. 6. 7. 8. 9.	DeCosta Pace Lindley Seibert Jeajons  HOBIE 16B  Higgins Jansky Christensen Martin Newell Dixon Walsh Monson Payne	115 116 116 126 126 126 126 127 8 3/4 13 14 15 3/4 17 22 23
38. 39. 40. 41. 42. 1. 2. 3. 4. 5. 6. 7. 8.	DeCosta Pace Lindley Seibert Jeajons  HOBIE 16B Higgins Jansky Christensen Martin Newell Dixon Walsh Monson Payne Bargeman	POINTS  3 1/2 8 3/4 13 13 14 15 3/4 17 22 23 24
38. 39. 40. 41. 42. 1. 2. 3. 4. 5. 6. 7. 8. 9.	DeCosta Pace Lindley Seibert Jeajons  HOBIE 16B  Higgins Jansky Christensen Martin Newell Dixon Walsh Monson Payne Bargeman Nakazawa	POINTS  3 1/2 8 3/4 13 14 15 3/4 17 22 23 24 28
38. 39. 40. 41. 42. 3. 4. 5. 6. 7. 8. 9. 10. 11.	DeCosta Pace Lindley Seibert Jeajons  HOBIE 16B Higgins Jansky Christensen Martin Newell Dixon Walsh Monson Payne Bargeman Nakazawa Winder	POINTS  3 1/2 8 3/4 13 13 14 15 3/4 17 22 23 24
38. 39. 40. 41. 42. 3. 4. 5. 6. 7. 8. 9. 10. 112. 13.	DeCosta Pace Lindley Seibert Jeajons  HOBIE 16B  Higgins Jansky Christensen Martin Newell Dixon Walsh Monson Payne Bargeman Nakazawa Winder Griffis	POINTS  3 1/2 8 3/4 13 13 14 15 3/4 17 22 23 24 28 31
38. 39. 40. 41. 42. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14.	DeCosta Pace Lindley Seibert Jeajons  HOBIE 16B Higgins Jansky Christensen Martin Newell Dixon Walsh Monson Payne Bargeman Nakazawa Winder	115 116 116 126 126 126 127 3 1/2 8 3/4 13 14 15 3/4 17 22 23 24 28 31 37 38 39
38. 39. 40. 41. 42. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15.	DeCosta Pace Lindley Seibert Jeajons  HOBIE 16B Higgins Jansky Christensen Martin Newell Dixon Walsh Monson Payne Bargeman Nakazawa Winder Griffis Petti LaBella Brumbaugh	115 116 116 126 126 26 POINTS 3 1/2 8 3/4 13 14 15 3/4 17 22 23 24 28 31 37 38 39 40
38. 39. 40. 41. 42. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17.	DeCosta Pace Lindley Seibert Jeajons  HOBIE 16B  Higgins Jansky Christensen Martin Newell Dixon Walsh Monson Payne Bargeman Nakazawa Winder Griffis Petti LaBella Brumbaugh Wheaton	115 116 116 126 126 126 127 3 1/2 8 3/4 13 13 14 15 3/4 17 22 23 24 28 31 37 38 39 40 46
38. 39. 40. 41. 42. 1. 2. 3. 4. 5. 6. 7. 8. 9. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18.	DeCosta Pace Lindley Seibert Jeajons  HOBIE 16B Higgins Jansky Christensen Martin Newell Dixon Walsh Monson Payne Bargeman Nakazawa Winder Griffis Petti LaBella Brumbaugh Wheaton Booth	POINTS 3 1/2 8 3/4 13 13 14 15 3/4 17 222 23 34 38 39 40 46 49
1. 2. 3. 4. 42. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 19. 19. 19. 19. 19. 19. 19. 19. 19	DeCosta Pace Lindley Seibert Jeajons  HOBIE 16B  Higgins Jansky Christensen Martin Newell Dixon Walsh Monson Payne Bargeman Nakazawa Winder Griffis Petti LaBella Brumbaugh Wheaton Booth Quinn	115 116 116 126 126 126 127 3 1/2 8 3/4 13 13 14 15 3/4 17 22 23 24 28 31 37 38 39 40 40 46 49 54
1. 2. 3. 4. 5. 6. 7. 8. 9. 11. 12. 13. 14. 15. 16. 117. 18. 19. 20. 20.	DeCosta Pace Lindley Seibert Jeajons  HOBIE 16B Higgins Jansky Christensen Martin Newell Dixon Walsh Monson Payne Bargeman Nakazawa Winder Griffis Petti LaBella Brumbaugh Wheaton Booth Quinn Kanemaki	POINTS 3 1/2 8 3/4 13 14 15 3/4 17 22 23 24 28 31 37 38 39 40 46 49 54
1. 2. 3. 4. 5. 6. 7. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 20. 21.	DeCosta Pace Lindley Seibert Jeajons  HOBIE 16B Higgins Jansky Christensen Martin Newell Dixon Walsh Monson Payne Bargeman Nakazawa Winder Griffis Petti LaBella Brumbaugh Wheaton Booth Quinn Kanemaki Lake	115 116 116 126 126 126 127 3 1/2 8 3/4 13 13 14 15 3/4 17 22 23 24 28 31 37 38 39 40 40 40 40 40 40 40 40 40 40 40 40 40
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 12. 12. 12. 12. 12. 12. 12. 12. 12. 12	DeCosta Pace Lindley Seibert Jeajons  HOBIE 16B Higgins Jansky Christensen Martin Newell Dixon Walsh Monson Payne Bargeman Nakazawa Winder Griffis Petti LaBella Brumbaugh Wheaton Booth Quinn Kanemaki Lake Doyle	POINTS 3 1/2 8 3/4 13 14 15 3/4 17 22 33 24 28 331 37 38 39 40 46 49 54 60 61
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 23.	DeCosta Pace Lindley Seibert Jeajons  HOBIE 16B Higgins Jansky Christensen Martin Newell Dixon Walsh Monson Payne Bargeman Nakazawa Winder Griffis Petti LaBella Brumbaugh Wheaton Booth Quinn Kanemaki Lake Doyle Burke	115 116 116 126 126 126 127 3 1/2 8 3/4 13 13 14 15 3/4 17 22 23 24 31 37 38 39 40 40 49 49 46 49 54 56 60 61 66
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 118. 19. 20. 21. 22. 23. 24. 24.	DeCosta Pace Lindley Seibert Jeajons  HOBIE 16B  Higgins Jansky Christensen Martin Newell Dixon Walsh Monson Payne Bargeman Nakazawa Winder Griffis Petti LaBella Brumbaugh Wheaton Booth Quinn Kanemaki Lake Doyle Burke Frankel	POINTS 3 1/2 8 3/4 13 14 15 3/4 17 22 33 24 40 46 49 54 66 61 66 68
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 23.	DeCosta Pace Lindley Seibert Jeajons  HOBIE 16B Higgins Jansky Christensen Martin Newell Dixon Walsh Monson Payne Bargeman Nakazawa Winder Griffis Petti LaBella Brumbaugh Wheaton Booth Quinn Kanemaki Lake Doyle Burke	115 116 116 126 126 126 127 3 1/2 8 3/4 13 13 14 15 3/4 17 22 23 24 31 37 38 39 40 40 49 49 46 49 54 56 60 61 66

### **DIVISION 3**

MILE HIGH REGATTA FLEET 62 HUNINGTON LAKE, CA. AUGUST 11, 12, 1979

HOBIE 18A

POINTS 3/4 3/4 3/4

1.	Poitras	4 3/4
3.	Paulson	6 3/4 9 3/4
3.	Woods	9 3/4
4.	Garver Gilchrist	12 14
6	Banka	18
7.	Podry	20
8	Fortune	22
0.	rorcune	22
	HOBIE 16A	POINTS
1.	Warrum	3 1/2
2.	Russell	4 3/4
3.	Dawson	17
4.	Boschma	26 28
5.	Johnston	28
6.	Bush	30
7.	Penfield	34
8.	Baker	34 36
10	Kerber.	37
10.	Cole	41
12	Proviet	42
13	Gabbard	42 42
14.	Johnson	49
15.	Coshy	50
16.	Crocker	50
17.	Lowe	51
18.	Owen	51 57 57 57 57 57 1/4
19.	Olson	57
20.	Eby	57
21.	Guenther	57 1/4
22.	Eby Guenther Duoos Bausman Miller Reese	59
23.	Bausman	61
24.	Miller	62
25.	Reese	61 62 63
26.	Clark	64
27.	Smith	68
28.	Eichblatt	79
28.	Eichblatt Faxon	79 80
28. 29. 30.	Eichblatt Faxon Churchill	79 80 88
28. 29. 30.	Eichblatt Faxon Churchill	79 80 88
28. 29. 30.	Warrum Russell Dawson Boschma Johnston Bush Penfield Baker Kerber Porter Cole Johnson Cosby Crocker Lowe Owen Olson Eby Guenther Duoos Bausman Miller Reese Clark Smith Eichblatt Faxon Churchill	
28. 29. 30.	Eichblatt Faxon Churchill HOBIE 16B	79 80 88
	HOBIE 16B	POINTS
1.	HOBIE 16B	POINTS 9 1/2
1.	HOBIE 16B	9 1/2 10
1. 2. 3.	Petty Forrester Sullivan	9 1/2 10 10 3/4
1. 2. 3.	Petty Forrester Sullivan	9 1/2 10 10 3/4
1. 2. 3.	Petty Forrester Sullivan	9 1/2 10 10 3/4 17 18
1. 2. 3. 4. 5.	Petty Forrester Sullivan Farrar Streabotne	9 1/2 10 10 3/4 17 18
1. 2. 3. 4. 5.	Petty Forrester Sullivan Farrar Streabotne	9 1/2 10 10 3/4 17 18
1. 2. 3. 4. 5.	Petty Forrester Sullivan Farrar Streabotne	9 1/2 10 10 3/4 17 18
1. 2. 3. 4. 5.	Petty Forrester Sullivan Farrar Streabotne	9 1/2 10 10 3/4 17 18
1. 2. 3. 4. 5.	Petty Forrester Sullivan Farrar Streabotne	9 1/2 10 10 3/4 17 18
1. 2. 3. 4. 5.	Petty Forrester Sullivan Farrar Streabotne	9 1/2 10 10 3/4 17 18
1. 2. 3. 4. 5.	Petty Forrester Sullivan Farrar Streabotne	9 1/2 10 10 3/4 17 18
1. 2. 3. 4. 5.	Petty Forrester Sullivan Farrar Streabotne	9 1/2 10 10 3/4 17 18
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14.	HOBIE 16B  Petty Forrester Sullivan Farrar Streabotne Swann Stapp Bausano Steele Stitt Johnson Dickinson Atkins Jeffries Teiveira	9 1/2 10 10 3/4 17 18
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14.	HOBIE 16B  Petty Forrester Sullivan Farrar Streabotne Swann Stapp Bausano Steele Stitt Johnson Dickinson Atkins Jeffries Teiveira	9 1/2 10 10 3/4 17 18
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14.	HOBIE 16B  Petty Forrester Sullivan Farrar Streabotne Swann Stapp Bausano Steele Stitt Johnson Dickinson Atkins Jeffries Teiveira	9 1/2 10 10 3/4 17 18
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14.	HOBIE 16B  Petty Forrester Sullivan Farrar Streabotne Swann Stapp Bausano Steele Stitt Johnson Dickinson Atkins Jeffries Teiveira	9 1/2 10 10 3/4 17 18
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14.	HOBIE 16B  Petty Forrester Sullivan Farrar Streabotne Swann Stapp Bausano Steele Stitt Johnson Dickinson Atkins Jeffries Teiveira	9 1/2 10 10 3/4 17 18
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14.	HOBIE 16B  Petty Forrester Sullivan Farrar Streabotne Swann Stapp Bausano Steele Stitt Johnson Dickinson Atkins Jeffries Teiveira	9 1/2 10 10 3/4 17 18
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14.	HOBIE 16B  Petty Forrester Sullivan Farrar Streabotne Swann Stapp Bausano Steele Stitt Johnson Dickinson Atkins Jeffries Teiveira	POINTS 9 1/2 10 3/4 17 18 121 21 31 34 45 49 51 52 55 8 59 61
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14.	HOBIE 16B  Petty Forrester Sullivan Farrar Streabotne Swann Stapp Bausano Steele Stitt Johnson Dickinson Atkins Jeffries Teiveira	POINTS 9 1/2 10 3/4 17 18 21 21 21 31 34 45 49 51 52 55 58 61 69
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14.	HOBIE 16B  Petty Forrester Sullivan Farrar Streabotne Swann Stapp Bausano Steele Stitt Johnson Dickinson Atkins Jeffries Teiveira	POINTS 9 1/2 10 3/4 17 18 21 21 21 31 34 45 49 51 52 55 58 61 69
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14.	HOBIE 16B  Petty Forrester Sullivan Farrar Streabotne Swann Stapp Bausano Steele Stitt Johnson Dickinson Atkins Jeffries Teiveira	POINTS 9 1/2 10 3/4 17 18 21 21 31 34 45 49 55 58 69 61 72
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14.	HOBIE 16B  Petty Forrester Sullivan Farrar Streabotne Swann Stapp Bausano Steele Stitt Johnson Dickinson Atkins Jeffries Teiveira	POINTS 9 1/2 10 3/4 17 18 18 18 12 21 31 34 36 39 42 44 45 49 51 52 55 58 60 61 69 71 72 76
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14.	HOBIE 16B  Petty Forrester Sullivan Farrar Streabotne Swann Stapp Bausano Steele Stitt Johnson Dickinson Atkins Jeffries Teiveira	POINTS 9 1/2 10 3/4 17 18 21 21 21 31 34 36 39 42 44 45 49 51 52 55 58 61 69 71 72 76
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14.	HOBIE 16B  Petty Forrester Sullivan Farrar Streabotne Swann Stapp Bausano Steele Stitt Johnson Dickinson Atkins Jeffries Teiveira	POINTS 9 1/2 10 3/4 17 18 21 21 31 34 45 49 45 49 51 52 55 58 61 69 71 72 76 76 76
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14.	HOBIE 16B  Petty Forrester Sullivan Farrar Streabotne Swann Stapp Bausano Steele Stitt Johnson Dickinson Atkins Jeffries Teiveira	POINTS 9 1/2 10 3/4 17 18 21 21 21 31 34 45 49 55 58 61 67 76 78 81
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14.	HOBIE 16B  Petty Forrester Sullivan Farrar Streabotne Swann Stapp Bausano Steele Stitt Johnson Dickinson Atkins Jeffries Teiveira	POINTS 9 1/2 10 3/4 17 18 21 31 34 36 39 42 44 45 49 51 52 55 58 61 69 71 72 76 76 78 81 87
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14.	Petty Forrester Sullivan Farrar Streabotne	POINTS 9 1/2 10 3/4 17 18 21 21 21 31 34 45 49 55 58 61 67 76 78 81

9
1
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6 .
8
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7
1
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7
5
5
OINTS
7 3/4
7 3/4
7 3/4
7 3/4
7 3/4 1 7 7
7 3/4 1 7 7 7 7 4 3/4
7 3/4 1 7 7 7 4 3/4
7 3/4 1 1 7 7 17 17 14 3/4 12
7 3/4 1 1 7 17 17 14 3/4 12, 13
7 3/4 1 7 7 7 7 4 3/4 12, 13 14 3/4
7 3/4 1 7 7 7 7 7 7 7 7 7 8 4 3/4 12 9
7 3/4 1 7 7 7 7 4 3/4 12, 3 14 3/4 9 4 6
7 3/4 1 7 7 7 7 4 3/4 12, 13 14 3/4 9 4 6 6
7 3/4 17 77 77 44 3/4 13 14 3/4 19 4 6 6 6 9 1/2
7 3/4 1 7 7 7 7 4 3/4 12, 13 14 3/4 9 4 6 6
7 3/4 17 77 77 44 3/4 13 14 3/4 19 4 6 6 6 9 1/2
7 3/4 1 7 7 7 7 4 3/4 2 2 3 3 3 3 4 3/4 9 4 6 6 6 6 9 1/2
7 3/4 1 1 7 7 7 7 7 7 7 7 7 7 4 3/4 2 2 7 3 4 3/4 9 4 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6
7 3/4 1 1 7 7 7 7 4 3/4 2 3 3 4 4 3/4 9 4 6 6 6 9 9 1/2
7 3/4 1 1 7 7 7 7 7 7 7 4 4 3/4 2 3 3 4 3/4 9 9 4 4 6 6 6 9 1/2 6 6 3 6 6 8 8
7 3/4 1 1 7 7 7 7 7 4 3/4 2 3 3 4 4 3/4 9 4 6 6 6 9 1/2 2 2 6 6 3 6 6 8 8 9 9
7 3/4 1 1 7 7 7 7 7 7 7 7 7 4 3/4 2 2 3 3 3 3 3 4 3/4 9 9 1/2 2 6 6 6 8 8 9 9 9 9
7 3/4 1 1 7 7 7 7 7 4 3/4 2 3 3 4 4 3/4 9 4 6 6 6 9 1/2 2 2 6 6 3 6 6 8 8 9 9

### November/December 1979

### **DIVISION 3**

MILE HIGH REGATTA FLEET 62 HUNINGTON LAKE,CA. AUGUST 11, 12, 1979

	HOBIE 16C	POINTS
24.	Smith	87
25.	Wilson	88
26.	Dixon	94
27.	Zickefoose	97
28.	Smith	101
29.	Williams	101
30.	Jones	106
31.	Burge	107
32.	Brock	110
33.	Hirsch	120
34.	Husted	122
35.	Voight	124
36.	Wurster	125
37.	McManimor	141
38.	Foster	141
39.	Baker	141
40.	Lawson	141
41.	Shehon	141
	HOBIE 14A	POINTS
1.	Bush	2 1/4
2.	Fields	11
3.	Orsi	12
4.	McDonell	13
5.	Ronemus	16
6.	Fields, C.	18
	HOBIE 14B	POINTS
-		
1.	Johnston	3 1/2
2.	Paulson	4 3/4
3.	Evans	9
4.	Murray	12
	HOBIE 14C	POINTS
1.	Sullivan	5 3/4
2.	Bomais	6 3/4
3.	Kershner	9
4.	Bush	9 3/4
5.	Eiden	17
6.	Adams	17
	ridamo	

WOPFORD HEIGHTS POINTS FLEET \$167 IAKE ISABELLA, CALIFORNIA SEPTEMBER 8-9, 1979

	HOBIE 18's	POINTS
1.	Paulson	7 1/2
2.	Myrter	8 3/4
3.	Roberts	8 3/4
4.	Woodside	16 3/4
5.	Woods	20
6.	Podry	21
7.	Simmons	22
8.	Vucurevich	22
9.	Kinney	30
10.	Yardly	37 39
12.	Myrann Olson	44
12.	Olbon	
	HOBIE 16A	POINTS
1.	Hutton	6 3/4
2.	Boschma	10 3/4
3.	Heath	13
4.	McCormick	16
5.	Egusa	18 3/4
6.	Howard	19 3/4
7.	Casher	20 3/4
8.	Higgins	21
9.	Morrison	28
10.	Johnson Aver	30 44
11.	Bausano	46
13.	Eby	46
14.	Farrar	46
	HOBIE 16B	POINTS
1.	Winder	4 1/4
2.	Payne -	12 1/2
3.	Cla Bella	17
4.	Nakazawa	18
5.	Powell	21
6.	May .	28
7.	Edwards Stapp	29 31
9.		32
10.	Kofahl	32
11.	Griffis	34
12.		39
13.	Spindle	44
14.	Ellis	48
15.	Pederson	50
16.		52 61
17.	Christensen	66
10.	berreries	00
		nommo.
	HOBIE 16C	POINTS
1.	Pennington	11 3/4
2.		
	Harris	18 3/4
3.	Haines	18 3/4
3.	Haines Douglas	18 3/4 21
3.	Haines	18 3/4

7.	Lockhart	27	
8.	Dashner Reese	30 38	
9.	McGowen	45	W.
11.	Rauch Evans	46 48	
13. 14.	Novak Hoak	53 70	
15.	Spillane	70	
16.	Britton Moore	72 74 3/4	
18.	Rothman	75	
19.	Shields Rendler	· 76	7
21.	Wagner Davenport	77 77	
23.	Springer Rykman	77 79	
25.	McNatt	83	
26. 27.	Hollins Woods	86 89	
28.	Riley	100	
29.	Partridge Smith	106 106	
31.	Weaver Duhn	123	
33.	Nasser	128 130	
34. 35.	Standler Winkler	132 135	
36. 37.	Reitz Scally	137 143	
38.	Merroitt	153	
39. 40.	Scolpini Killian	154 164	
	HOBIE 14A		
		POINTS	
1.	Christensen	3 1/4	
	HOBIE 14B	POINTS	
1.	Harmer	3	
2.	Paulson Mezo	6 3/4	
4.	Chase	15	
5.	Daugherty	20	
une	SIE 14C	DOTTO	
		POINTS	
2.	Henderson Brooks	6 3/4 7 3/4	
3.	Haines	9 3/4	
ROZ FLI	ARING 20'S RE	GATTA	
PLI CON JUI	ARING 20'S RE EET 20 YOTE POINT PA LY 14, 15, 19	GATTA RK,CA. 79	
ROA FLI CON JUI	ARING 20'S RESET 20 OTE POINT PALY 14, 15, 19 HOBIE 18	GATTA RK,CA. 79 POINTS	
Ī	HOBIE 18	POINTS	
1.	HOBIE 18 Baxter Timms	POINTS 5 1/2 6 1/2	
1. 2. 3. 4.	HOBIE 18  Baxter Timms Parsons Winson	POINTS 5 1/2 6 1/2 12 14	
1. 2. 3. 4. 5.	HOBIE 18  Baxter Timms Parsons Winson Woodward	POINTS  5 1/2 6 1/2 12 14 15 3/4	
1. 2. 3. 4.	HOBIE 18  Baxter Timms Parsons Winson	POINTS 5 1/2 6 1/2 12 14	
1. 2. 3. 4. 5.	HOBIE 18  Baxter Timms Parsons Winson Woodward Harris	5 1/2 6 1/2 12 14 15 3/4	
1. 2. 3. 4. 5. 6. 7.	Baxter Timms Parsons Winson Woodward Harris Deicke HOBIE 16A	POINTS  5 1/2 6 1/2 12 14 15 3/4 25 25 POINTS 4 1/4	
1. 2. 3. 4. 5. 6. 7.	Baxter Timms Parsons Winson Woodward Harris Deicke HOBIE 16A Porter Penfield	POINTS  5 1/2 6 1/2 12 14 15 3/4 25 25 POINTS 4 1/4	
1. 2. 3. 4. 5. 6. 7.	Baxter Timms Parsons Winson Woodward Harris Deicke HOBIE 16A Porter Penfield Wieneke Cowley	POINTS  5 1/2 6 1/2 12 14 15 3/4 25 25  POINTS  4 1/4 11 3/4 17 20	
1. 2. 3. 4. 5. 6. 7.	HOBIE 18 Baxter Timms Parsons Winsons Winson Moodward Harris Deicke HOBIE 16A Porter Penfield Wieneke Cowley Jonk Boschma	POINTS  5 1/2 6 1/2 12 14 15 3/4 25 25  POINTS 4 1/4 11 3/4 17	
1. 2. 3. 4. 5. 6. 7.	HOBIE 18 Baxter Timms Parsons Winson Woodward Harris Deicke HOBIE 16A Porter Penfield Wieneke Cowley Jonk Boschma Lowe	POINTS  5 1/2 6 1/2 12 14 15 3/4 25 25 POINTS  4 1/4 11 3/4 17 20 22 24 26	
1. 2. 3. 4. 5. 6. 7.	HOBIE 18 Baxter Timms Parsons Winson Woodward Harris Deicke HOBIE 16A Porter Penfield Wieneke Cowley Jonk Boschma Lowe Montague Neathery	POINTS  5 1/2 6 1/2 12 14 15 3/4 25 25  POINTS  4 1/4 11 3/4 17 20 22 24 26 32 33	
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1. 2. 3. 4. 5. 6. 7. 7. 7. 8. 9. 10. 11. 12. 13. 14. 14.	HOBIE 18  Baxter Timms Parsons Winson Woodward Harris Deicke HOBIE 16A Porter Penfield Wieneke Cowley Jonk Boschma Lowe Montague Neathery Faxon Brenny Duoos Orloff Kerber	POINTS  5 1/2 6 1/2 14 15 3/4 25 25 4 1/4 11 3/4 17 20 22 24 26 32 33 34 36 37 41 45	
1. 2. 3. 4. 5. 6. 7. 7. 8. 9. 10. 11. 12. 13.	Baxter Timms Parsons Winson Woodward Harris Deicke HOBIE 16A Porter Penfield Wieneke Cowley Jonk Bookma Lowe Mohtague Neathery Faxon Brenny Duoos Orloff	POINTS  5 1/2 6 1/2 12 14 15 3/4 25 25 POINTS  4 1/4 11 3/4 17 20 22 24 26 32 33 34 36 37 41	
1234567 123456711213141516	Baxter Timms Parsons Winsons Winson Moodward Harris Deicke HOBIE 16A Porter Penfield Wieneke Cowley Jonk Boschma Lowe Montague Neathery Faxon Brenny Duoos Orloff Kerber Reese Mabey HOBIE 16B	POINTS  5 1/2 6 1/2 12 14 15 3/4 25 25  POINTS  4 1/4 11 3/4 17 20 22 24 26 32 33 34 36 37 41 45 61 65	
1 2 3 4 5 6 7 8 9 11 12 13 14 15 16	HOBIE 18  Baxter Timms Parsons Winson Woodward Harris Deicke HOBIE 16A Porter Penfield Wieneke Cowley Jonk Boschma Lowe Montague Neathery Faxon Brenny Duoos Orloff Kerber Reese Mabey HOBIE 16B Smilin	POINTS  5 1/2 6 1/2 14 15 3/4 25 25  POINTS  4 1/4 11 3/4 17 20 22 24 26 32 33 34 36 37 41 45 61 65  POINTS	
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1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 15. 16.	Baxter Timms Parsons Winson Woodward Harris Deicke HOBIE 16A Porter Penfield Wieneke Cowley Jonk Boschma Lowe Montague Neathery Faxon Brenny Duoos Orloff Kerber Reese Mabey HOBIE 16B Smilin Williams Cornell Pearce Simin	POINTS  5 1/2 6 1/2 14 15 3/4 25 25  POINTS  4 1/4 11 3/4 17 20 22 24 26 32 33 34 36 37 41 45 61 65  POINTS  6 3/4 9 3/4 18 3/4 19 22 3/4	
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1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16.	Baxter Timms Parsons Winson Woodward Harris Deicke HOBIE 16A Porter Penfield Wieneke Cowley Jonk Montague Neathery Faxon Brenny Duoos Orloff Kerber Reese Mabey HOBIE 16B Smilin Williams Cornell Pearce Simin Mathews Berkelich Eber Cosby Haag Snow Dousman Hansen	POINTS  5 1/2 6 1/2 12 14 15 3/4 25 25  4 1/4 11 3/4 17 20 22 24 26 32 33 34 36 37 41 45 61 65  POINTS  6 3/4 9 3/4 19 3/4 19 22 3/4 27 28 3/4 30 30 32 33 37 44	
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1. 2. 3. 4. 5. 6. 7. 12. 3. 4. 5. 6. 7. 13. 14. 15. 16. 7. 8. 8. 9. 10. 11. 12. 13. 14. 15. 16. 11. 12. 14. 15. 16.	HOBIE 18  Baxter Timms Paraons Winsons Winson Woodward Harris Deicke HOBIE 16A  Porter Penfield Wieneke Cowley Jonk Boschma Lowe Montague Neathery Faxon Brenny Duoos Orloff Kerber Reese Mabey HOBIE 16B  Smilin Williams Cornell Pearce Simin County Mathews Berkelich Eber Cosby Haag Snow Calvert Clack HOBIE 16C	POINTS  5 1/2 6 1/2 12 14 15 3/4 25 25 4 1/4 11 3/4 17 20 22 24 26 32 33 34 36 37 41 45 61 65 POINTS  6 3/4 9 3/4 18 3/4 19 3/4 22 3/4 28 3/4 30 30 32 33 37 44 44 64 POINTS	
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Brown
Krause
Hunter
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Hicks
Smith
Elliot
Dingivan
Basinger

	THE REAL PROPERTY.	
	HOBIE 14A	POINTS
,		7.1/2
1.	Peterson Tobie	7 1/2 7 3/4
3	Wilson	8 3/4
4.	Poore Hoffman	8 3/4
6.	Cushenberry	25
7.	Britt Fulweiler	26
9.	Byers	30 36
	HODER 140	DOTHER
	HOBIE 14B	POINTS
1.	Nelson	4 1/4
2.	Johnson McFarlane	9 1/2
4.	Brenny	12
5.	Taylor	13
	HOBIE 14C	POINTS
1	Yahalom	4 1/4
1.	Wynne	4 1/4 5 1/2
DIWI	ISION 3 REGIONA	
(	CHAMIONSHIPS	
SANT	PA CRUZ, CALIF. 28, 29, 1979	
JULY	28, 29, 1979	
		_
	HOBIE 18A	POINTS
1.	Hartley	2 1/4
	Hartley Timms	5 3/4
3.	Gann	10
5.	Lash Minasian	11 12
6.	Harris Rayfuse	15
8.	Rayfuse Bradbury	22 .
9.	Womak	25
	HOBIE 16A	POINTS
1.	Hauser Montague	4 3/4 10 3/4
2.	Porter	10 3/4
4.	Wienete	13
5.	Russell Cowley	17
7.	Russell Cowley Penfield Kerber Searls Boschma Orsi Mendenhall Neatherly Beyers Harrigan Faxon Lowe Johnson	19 20
8.	Kerber Searls	20 23
10.	Boschma	26
11.	Orsi	29
13.	Neatherly	35 36
14.	Beyers	36 37
16.	Faxon	41
17.	Lowe	43
18.	Johnson Duoos	44
	onarp	45
21.	Orloff Reese	45 47
23.	Steve	52
	HOBIE 16B	POINTS
		and the second second
1.	Cosby	4 3/4 5 3/4
3.	Axelson	9 1/2
4.	Landre Hill	11 12
6.	Miller	18
7.	Biegler Layer	20
	Eddy	21 24
10.	Glatt Bond	25 26
	HOBIE 16C	POINTS
1.	Coddington	8
2.	Densmore	9
3.	Powell Harrigan	10 3/4 15 3/4
	Alexander	22
6.	Chiles	22
6.	Webber Troy	22 22 23 23 3/4
	Hawley	23 3/4 28
10.	Bobby Grewohl	28 29 30
11. 12. 13.	Brown	
14.	Arioto Sherman	38 42
15.	Redmond	43 47
16.	Migliori Doctor	47
18.	Barron	58
	HOBIE 14A	POINTS
1.	Rogers Peterson	6 3/4
2.	Cushinberry	8
5.	Baxter Tobie	/8 3/4 9 3/4
5. 6. 7.	Theiring	16
7.	Hoffman	18
9.	Gross Neilson	19 20 3/4
10.	Wilson	25 25
11.	Poore Woods	31
12.	Woods	31
12.		31 POINTS 4 3/4

5.	Traub	12	
	Clark	14	3/4
7.	Johnson Collins	27	
8.	Reinhart	22 22 27 33	
10.	Sommer Hill	27	
11.	Hill	33	
COR			
AUG	UST 4, 5, 1979		
	HOBIE 18A	THE REAL PROPERTY.	INTS
1.	Maynard Dominy	6	3/4
	HOBIE 16A	400	INTS
1.	Eddington Miller	12	1/4
3	Ogden	13	3/4
	Elizando	13 14	
	Rick Eddington	15	3/4
6.	Smith Dennison	15 27 28 29	
	Hausmann	29	
	McNally	32	
	Allen	33	
11. 12. 13.	Allen Balfour Hill Bailey	32 33 43 43	
13.	Bailey	43	
	Terheggen	46	
	Brunk	49	
16.	Woods	49	111
17.	Lancaster Johnson	60	
16. 17. 18. 19.	Serpa	72	
	HOBIE 16B		NTS
1.	Heymann	5 13	1/2
3.	White Richnow	20	3/4
	Brown	22	3/4
	McKinney	26	
0.	Woodcock	27 29 31	
8	Hunt Clem	29	
8.	Forthuber	31	3/4
	Whittington	31 32	3/4
11.	Maurer	34 36 37	
12.	Acquart	36	
11. 12. 13. 14. 15.	Rice	37	
15.	Meeks Claeys	44	
16.	Taylor Quinn	44	
16.	Quinn	56	
18.	Frank Currier	59	
19.		61	
	HOBIE 16C		NTS
1.	Trinible	4	1/4
2.	Hoffman Yelton	5	1/2
1. 2. 3. 4. 5.	Schaechtel	5 12 12	
5.	Hauglum	23	
6.	Gannaway	24	
6. 7. 8.	Boebel Fehrenkamp	23 24 25 28	
	HOBIE 14A		NTS
1.	Dominy	2	1/4
2.	Miller Kitchen	11	3/4
4.	Putman	11	
5.	Bevershausen	11 11 12 14	
2. 3. 4. 5. 6. 7.	Bevershausen Peffer	14	
7.	Bright McCracken	19 19	
	aunen		

CECOND SHIPE TARTE
SECOND ANNUAL LADIES
OPEN REGATTA
FLEET #30
LAKE PERRIS, CA
SEPTEMBER 29, 1979
SEPTEMBER 29, 1979
HOBIE 14'S
HODIL 14 B
1. LETH, L.
2. HENDERSON, S.

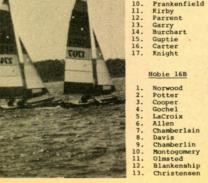
	HOBIE 14'S	POINTS
1.	LETH, L.	3 1/2
2.	HENDERSON, S.	7 3/4
3.	HAMMER, C.	3 1/2 7 3/4 8
4.	HAMMER, C. ELLIS, B.	11
5.	ZERVAS, B.	15
	HOBIE 16A	POINTS
1.	CHURCHILL, S.	7 3/4
2.	WACTOWERT P	9 3/4
3.	WACLOWSKI E. POWELL, G. DECOSTA, S. BONDON A	10
4.	DECOSTA, S.	12
5.	RONDON, A.	14
6.	WOODSIDE, L.	15 3/4
7.	KOFAHL, C.	17
8.	RONDON, A. WOODSIDE, L. KOFAHL, C. PAYNE, M. WOODS, L.	23
9.		
	HOBIE 16B  LUBY, L. WILLMOT, D. MICGOMAN, D. JONES, K. LAMSON, J. SROWN, S. YAZZIE, W. HARNON, B. LACY, M. CONRIDONI, G. MAY, B.	DOTHER
	HOBIE 16B	POINTS
1.	LUBY, L.	2 1/4
2.	WILLMOT, D.	11
3.	MCGOWAN, D.	16
4.	JONES, K.	17
5.	LAWSON, J.	21
6.	GRIFFIS, B.	22
7.	BROWN, S.	23
8.	YAZZIE, W.	23
9.	HARMON, B.	24
10.	LACY, M.	25
11.	CONRIDONI, G.	27
12.	MAY, B.	34
14	DECERIUTEEM I	30
15.	MAY, B. BNUMBAUGH, T. DESEELHIRST, J. WINDER, J.	41
	HOBIE 16NOV.	POINTS
1.	LUBY, K.	10
2.	HIGH, B. WHEATON, T.	11 2/4
3.	WHEATON, T.	11 14 3/4 16 16 1/2 21
5.	TATE, C. NOVAK, J. COMER, S.	16 1/2
6.	COMER. S.	21
7.	WINKLER	26
8.	WINKLER SLINKARD, D. MUNCIE, M.	28
9.	MUNCIE, M.	29
10.	MORGAN, N.	30
11.	SPRINGER, M.	31
12.	GRABER, K. BROWN, D. AGNE, M.	37
13.	BROWN, D.	39
14.	AGNE, M.	39
15.	PENNINGTON, D. SEAY, M.	40
16.	SEAY, M.	
17.	ANDERSON, C.	54
		900

### **DIVISION 4**

Points

Sudden Valley-Division 4 Championships Fleet 37, Division 4 July 7 & 8, 1979

	-	-
,	Hambarah	11 1/2
1.	Vosburgh	
2.	Carpenter	11 3/4
3.	Martlin	13
4.	Whisler	13 3/4
5.	Ling	13 3/4
6.	Ruegsegger	17
7.	Beluga	21
8.	Bergsma	21
9.		31
	Schindler	39
10.	Scholfield	
11.	McLeod	40
12.	Higgins	45
13.	Stone	45
	Hobie 16A	Points
	monac zon	0.
1.	Yanciw	8 3/4
2.		14
	Lade	
3.	Paeth	16 3/4
4.	Baker	20
5.	Jarratt	20
6.	Halloran	22
7.	Mautz	23 1/2
8.	Stephenson	25 85
19.	Eatow	25 3/4
10.	Prankenfield	
11.	Kirby	38
12.	Parrent	40
13.		42
	Garry	42
14.	Burchart	
15.	Guptie	51
16.	Carter	56
17.	Knight	61
	Hobie 16B	Points
1.	Norwood	6 1/4
2.	Potter	17 3/4
3.		22
	Cooper	
4.	Gochel	23
5.	LaCroix	23 3/4
6.	Allen	29
7.	Chamberlain	30
8.	Davis	31
9.	Chamberlin	31
10.	Montogomery	34
11.	Olmsted	35
12.	Blankenship	38
13.	Christensen	38



### **DIVISION 4**

Sudden Valley-Division 4 Championships Fleet 37, Division 4 July 7 & 8, 1979

	Hobie 16B	Points
14.	Paith	45
15.	Wilcox	.45
16.	Beach	50
17.	Kirby .	53
18.	Gant	56
19.	Dunn	57
20.	Davies	57
4		
	Hobie 16C	Points
1.	Reed	12 3/4
2.	Hall	15
3.	Petersen	15 3/4
. 4.	Taylor	17
5.	Trucano	24
6.	Buzzard	25 3/4
7.	Blaavw	27
8.	Lawton	27 3/4
9.	Shelton	29
10.	Ovsenek	30
12.	Glover Hall	31 3/4
13.	Searle	42
14.	Swarens	47
15.	McHugh	52
16.	Collins	56
17.	Garry	59
18.	Long .	69
19.	Hamilton	69
20.	McAuthur	70
		TATE OF THE PARTY
	Hobie 14	Points
1.	Rubadeau	9 3/4
2.	Rueter	10
3.	Carter	13 3/4
4.	Hansen	15 3/4
5.	Jankins	17 3/4
6.	Salinger	21 26 3/4
8.	Martin	28 3/4
9.	Cross	29
10.	Coughlin	34
11.	Fernandez	37
12.	Mathews	39
13.	Macnally	40
14.	Lyon	42
15.	Klein	46
16.	2215	59
17.	Lyon	67
18.	Yoeman	69

### **DIVISION 5**

Pointe

Invitational Regatta Division 5 . Alcova, Wyoming July 28 & 29, 1979

Hobie 18		Points
1.	B. Parton	6 1/4
2.	M. Lamberson	7 3/4
3.	724	12
	Hobie 16A	Points
1.	M. Shearer	7 3/4
2.	B. Bell	15
. 3.	A. Shearer	17 1/2
4.	S. Hill	23
5.	R. Cotter	24
6.	B. Seibert	24 3/4
7.	W. La Valle	31
8.	J. Abbott	31
9.	D. Shearer	32
10.	J. Rand	33
11.	E. Fulton	36
12.	D. Jones	37
13.	V. Beck	53
14.	L. Thompson	61
	Hobie 16B	Points
1.		
	m Witch	12 3/4
	T. Hitch	12 3/4
2.	S. Anderson	16 3/4
2.	S. Anderson D. Fowler	16 3/4 20 3/4
2. 3. 4.	S. Anderson D. Fowler H. Baeverstad	16 3/4 20 3/4 23
2. 3. 4. 5.	S. Anderson D. Powler H. Baeverstad D. Sovenson	16 3/4 20 3/4 23 25
2. 3. 4. 5. 6.	S. Anderson D. Powler H. Baeverstad D. Sovenson B. Cheatham	16 3/4 20 3/4 23 25 30
2. 3. 4. 5. 6. 7.	S. Anderson D. Fowler H. Baeverstad D. Sovenson B. Cheatham H. Reed	16 3/4 20 3/4 23 25 30 31 3/4
2. 3. 4. 5. 6. 7. 8.	S. Anderson D. Fowler H. Baeverstad D. Sovenson B. Cheatham H. Reed M. Johnson	16 3/4 20 3/4 23 25 30 31 3/4 32
2. 3. 4. 5. 6. 7. 8. 9.	S. Anderson D. Fowler H. Baeverstad D. Sovenson B. Cheatham H. Reed M. Johnson E. Neste	16 3/4 20 3/4 23 25 30 31 3/4 32 33
2. 3. 4. 5. 6. 7. 8. 9.	S. Anderson D. Fowler H. Baeverstad D. Sovenson B. Cheatham H. Reed M. Johnson E. Neste M. Crank	16 3/4 20 3/4 23 25 30 31 3/4 32 33 35
2. 3. 4. 5. 6. 7. 8. 9. 10.	S. Anderson D. Fowler H. Baeverstad D. Sovenson B. Cheatham H. Reed M. Johnson E. Neste M. Crank C. Shedd	16 3/4 20 3/4 23 25 30 31 3/4 32 33 35 38
2. 3. 4. 5. 6. 7. 8. 9. 10. 11.	S. Anderson D. Powler H. Baeverstad D. Sovenson B. Cheatham H. Reed M. Johnson E. Neste M. Crank C. Shedd B. Bruce	16 3/4 20 3/4 23 25 30 31 3/4 32 33 35 38 49
2. 3. 4. 5. 6. 7. 8. 9. 10.	S. Anderson D. Powler H. Basverstad D. Sovenson B. Cheatham H. Reed M. Johnson E. Neste M. Crank C. Shedd B. Bruce M. Tuckett	16 3/4 20 3/4 23 25 30 31 3/4 32 33 35 38
2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12.	S. Anderson D. Powler H. Basverstad D. Sovenson B. Cheatham H. Reed M. Johnson E. Neste M. Crank C. Shedd B. Bruce M. Tuckett	16 3/4 20 3/4 23 25 30 31 3/4 32 33 35 38 49 50
2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13.	S. Anderson D. Powler H. Baeverstad D. Sovenson B. Cheatham H. Reed M. Johnson E. Neste M. Crank C. Shedd B. Bruce	16 3/4 20 3/4 23 25 30 31 3/4 32 33 35 38 49 50 52

Hobie 16C	Points
1.º A. Brieffield	8 3/4
2. J. Witherbee	14 3/4
3. J. Row 4. J. Rutunde	20 3/4
4. J. Rutunde 5. J. Baum	21
6. D. Travis	22 3/4
7. C. Kelly	24
8. Nichols	27
9. M. Griffin	29
10. G. Cheatham	39
11. Wildeeson	43
Hobie 14A	Points
	Charles
1. A. Dewees	6 3/4
2. G. Lower	7 3/4
3. J. Baum	12
	**
DEER CREEK RESERVO	IR
REGATTA	
DEER CREEK RESERVO	
AUGUST 18, 19, 197	9
HOBIE 16A	POINTS
<b>外</b> 1000 高工程的 1000 (1000)	
1. Kevin Hatch	19
2. John Perry	36
3. Woody LaVallee	15
4. Stuart Hill	24
5. Brian Bell	9
6. Andy Shearer	6 3/4
7. Mike Shearer	4 1/4
8. John Rowland	7
9. Dave Jensen	18
10. Mark Jensen 11. Ken Brown	25
	17
12. Rick Bleyl	1,
HOBIE 16B	POINTS
10020 200	
1. Harry Reed	12
2. Terry Morris 3. Mike Tuckett 4. Randy Sorensor	4 3/4
3. Mike Tuckett	4 1/2
4. Randy Sorensor	18
5. Bill Bruce	13
6. Ed Fulton	4 3/4
HOBIE 16C	POINTS
1 Paul d Busine	
1. David Brems	. 6
2. Daniel Kohler	
	9 .
3. Andy Hess 4. Randy Ferri	10 2 1/4

### **DIVISION 6**

HOBIE 18C

1. J. Christiansen 2 1/4 2. Bret Cummack 6

POINTS

3rd Annual Sand Dune Regatta Fleet 99, Division 6 Port Aransas, Texas July 7 & 8, 1979

	HODIE TOX	POLITED
1.	R. Eddington	4 1/4
2.	R. Eddington	9 1/2
3.	C. Miller	10
4.	J. Ryan	13
5.	R. Hill	16
6.	M. Johnson	20
7.		20
8.		30
٥.	H. Dobson	30
	H-1- 160	Delete
	Hobie 16B	Points
1.	D. Dennison	6 3/4
2.	F. Maurer	12
3.	D. Schnorr	14 3/4
4.		19 3/4
		19 3/4
5.		19 3/4
6.	K. Meeks	19 3/4
7.	J. Heyman	23
8.	B. Richnow	23
9.	J. Quinn	32
10.	R. Scott	33
11.	R. Woods	41
12.	J. Salinas	44
13.	B. Cost	45
14.	J. Taylor	50
15.	B. Rice	50
16.	J. Claeys	66
	Hobie 16C	Points
1.	J. Brown	6 3/4
2.	C. Sparks	8 1/2
3.	D. Genouese	8 3/4
4.	E. Hoffman	11 3/4
5.	C. Chamburs	18
3.	C. Chamburs	10
	Hobie 14A	Points
	HODEC 14H	TOZHED
1.	B. Dominy	5 1/4
2.	J. Miller	. 9
3.	T. Dietz	9 3/4
4.	L. Putnam	10 3/4
5.	K Kitchen	17
6.	D. Pife	26
7.	J. McCracken	25
3000	THE RESERVE OF THE PARTY OF THE	

AMMER POINTS REGATTA

200	Sales State			
177	WINDJAMMER POINTS REGA			
3.1				
39	FLEET 102			
D.	SOUTH PADRE ISLAND, TE			
	JULY 21, 22, 1979			
3				
	THE RESERVE OF THE PARTY OF THE			
	HOBIE	: 14		
7	Control of the Control	THE RESERVE OF THE PERSON OF T		
10	1. Bill	Dominy		
3		m Martin		
-		Putnam		
		Miller		
100		n Rhein		
		cFarland		
15		Rettich		
8	8. Randy	Moore		
	THE RESERVE OF THE			
	HOBIE	16A		
	AND SOMETHING			
93	1. Russe	11 Eddington		
3.3	2. Rick	Eddington		
		Dennison		
200		rd Hill		
-	5. Paul	Terheggen		
167				
	HOBIE	16B		
	A. 4.1. 1.1. 1.1. 1.1. 1.1. 1.1. 1.1. 1.			
24	1. Rolf	Woods		
	2. Keith	Clem		
	3. John	Heymann		
370	4. Jeff	Heymann Deeren		
EV.		hittington		
9-51		Kury		
1.53		McKinney		
139	8. Jim I	Rawlingson		
X		Taylor		
	10. Bob 1			
94.4	11. Jim 1	srown.		
700				
25	HOBI	16C		
78	March State And Address	The Street Street		
23.7	1. Fred	Forthuber		
		offmann		
		lie Hardy		
2.3	4. Don (			
		Roegge		
	6 David	i Eymard		
2	6. David	Detrocabi		
	7. Mark	Petrocchi		
N/B		Kury		
10		1 Hogue		
	10. Joe			
5.0	11. Georg	ge Martin		
	The state of the state of			

### **DIVISION 7**

ANGOSTURA RESERVOIR REGATTA
FLEET 198
RAPID CITY, SOUTH DAKOTA
JULY 21 & 22, 1979

### HOBIE 16A

2.	Don Lundberg
3.	Steve Donahue
4.	Dave Fenske
5.	Becky Cole
6.	Jerry Anderson
7.	John Donahue
	Roger Hill
9.	Bill Armstrong
10.	Harold Mortime

#### HOBIE 14A

1. Ben Cunningham 2. Dave Liggett 3. Becky Mead

GOVENORS DAY REGATTA FLEET 10 CLEAR LAKE, IOWA JULY 21, 22, 1979

	HOBIE 16A	POINTS
1.	Jagger	2 1/4 6 7 3/4
2.		6
	Berry	
	Atkinson	12
	Chamberlain	14
	Clark	14
	Hall	16
	Crane	19
	Hartman	26
10.	Livingston	30
	HOBIE 16B	POINTS
	HOBIE 16B	POINTS
1.	A STATE OF THE STA	POINTS 3 1/2
1.	Fox	A CONTRACT
2.	Fox Schrader	3 1/2
2.	Fox	3 1/2 3 1/2
2. 3. 4.	Fox Schrader Craven Determan	3 1/2 3 1/2 9
2. 3. 4. 5.	Fox Schrader Craven Determan Fisher	3 1/2 3 1/2 9 10 12
2. 3. 4. 5. 6.	Fox Schrader Craven Determan Pisher Craven	3 1/2 3 1/2 9 10 12 13 3/4
2. 3. 4. 5. 6. 7.	Fox Schrader Craven Determan Fisher Craven Staynor	3 1/2 3 1/2 9 10 12 13 3/4
2. 3. 4. 5. 6. 7.	Fox Schrader Craven Determan Fisher Craven Staynor Fischer	3 1/2 3 1/2 9 10 12 13 3/4 18

	DE REGATTA
FLEET	192 I OAK LAKE, NEBRASKA
JUNE 2	23, 24, 1979

POINTS

HOBIE 16A

		-
1.	Sloan	10
2.	McKee	12
3.	Burton	13 3/4
4.	Anderson	14
5.	Huber	14 1/4
6.	Dage	21
7.	Kenworthy	25
8.	Kazebeer	29
9.	VanNatta	31
10.	Horton	34
11.	Donahue	42
12.	Markley	43
13.	Donahue	48
14.	Franzer	51
14.	riditer	
	HOBIE 16B	POINTS
1.	Moore	3
2.	Baker	12
3.	Friesth	15
4.	Hanson	19
. 5.	Fox	21
6.	Bronson	22 3/4
7.	Krueger	23
8.	Schneider	24
9.	Hall	24
10.	Hawley	34
11.	Davis	35
12.	Mikkelson	43
13.	Miller	45
	HOBIE 14A	POINTS
	HODED 14H	1011110
1.	Brown	6 3/4
2.	Tyler	9 1/2
3.	Jaksha	13 3/4
4.	Osterhoudt	15
5.	Williams	15 3/4
6.	Klimm	16
7.	Fisher	20
8.	Anderson	28



### **DIVISION 8**

6th Annual Gulfstream-Cat44 Hobie Points Regatta Fleet 44, Division 8 Ft. Lauderdale, Florida May 5 & 6, 1979

Hol	bie 18	Points
1. A	Stevens	9
	. Davis	9 3/4
	. Duke	14 3/4
4. K	. Alford	16
5. J	. Oberman	22
	. McKee	29
7. R	. Crouse	35
8. R	. Pearson	40
Но	bie 16A	Points
1. P	. Sanchez	10 1/2
2. M	. Kleist	12
2 0	Diakaan	22

4.	F.		25 3/4
5.	В.	Raney	32
6.	T.	Baldwin	33 3/4
7.	R.	Birch	36
8.	J.	Hackney Christensen	38 39 1/2
10.		ckenhauser	39 1/2
11.	R.		45
12.	В.		47
13.	B.	Johnson	56
14.	J.	Thomson	60
15.	В.	Schroeder	61
16.	B.	Ball	64
17.	D.	Nettles Kern	77
18.	R.	Kern	82
19.	J.	Rees	83
20.	J.	Barrett Geiger	91 94
21.			102
23.	В.	Gowdy Stolberg	106
24.		Johnson	108
25.	G.	Wright	112
26.	M.	Jones	116
27.	D.	Bovett	135
		A TOTAL P	
	Hob	ie 16B	Points
1.	В.	Chase	17 1/2
2.	J.	Martin	24
3.	G.		24 3/4
4.	A.	Hauslip Anderson	24 3/4
5.	R.	Morehouse	26
6.	J.	D'Angelo	28 3/4
7.	S.	Novak	32
8.	T.	Dwyer	35
9.	N.		45
10.	В.	Sell	
11.	M. J.	Jackson Kinnear	47
13.		Morey	52 3/4
14.	G.	Winialsky	
15.	R.		
16.	G.		63
17.	G.		
18.	E.	Lewis	81
19.	D.	Williams	83
20.	J.	Krutek	86 92
21.	В.	Frankin	
22.	C.	Smith	99
23.	B.	Homrignous	118
24.	В.	West	119
26.	М.	Depree	125
	Hob	ie 16C	Points
1.	C.	Pickering	8 1/2
2.	D.	Cruz	14
3.			16 3/4
4.	D.	Russell	17 1/4
5.	T.	Corwell	22
6.		Day	27
7.	M.	Janklow	30
8.	R.	Tyrrell	42 .

	Hob	ie 14A	Pos	ints
1. 2. 3. 4. 5. 6. 7. 8. 9. 10.	B. R. R. J. E. A. M. J. B. R.	Dando	8 13 13 18 24 31 33 34 38 38 55	3/4

Hobie Spring Break Fleet 80, Division 8 Daytona Bach, Florida

May	19 & 20, 1979	
	Hobie 18	Points
1.	G. Hardee	lst
2	A. Stevens	2nd
3	G. Reed	3rd
4	M. Walsh	4th
5	J. Duke	5th
6	D. Heyse	6th
7	B. Whitaker	7th
8	B. Buie	8th
9	R. McKee	9th
10	M. Wallis	10th
	** ** **	
12.	T. Blakeman	12th
13.	M. McCann T. Blakeman J. Hamilton K. Alford	13th
4.	K. Alford	14th
15.	M. Wiley	15th
16.	R. Stanton	16th
17.	R. Hester	17th
18.	B. McCallum	18th
19.	J. Neff	19th
20.	J. Neff J. Davis	20th
21.	R. Pearson	21st
22.	H. Mason	22nd
	Hobie 16A	Points
1.	P. Sanchez	lst
2.	M. Kleist	2nd
3.	P. Theiss	3rd
	S. McMillen	. 4th
5.	F. McIntosh	5th

### REGNITA RESULTS

### November/December 1979



### **DIVISION 8**

6.	T.	Baldwin	6th
7.	R.	Karran	7th
8.	M.	Gruber	8th
9.	T.	Anderson	9th
10.	R.	Dickson	10th
11.	В.	Ball	11th
12.	D.	Foss	12th
13.	R.	Birch	13th
14.	J.	Thomson	14th
15.	J.	Gowdy	15th
16.	R.	Johnson	16th
17.	J.	Rees	17th
18.	M.	Gallagher	18th
19.	J.	Charlton	19th
20.	J.	McGlinchy	20th
21.	В.	Chase	21st
22.	D.	Sloan	22nd
23.	E.	Mikol	23rd
24.	В.	Welter	24th

Hobie 16A		Point	
25.	M.	Endres	25th
26.	W.	Gres	26th
27.	P.	Ellis	27th
28.	M.	Barnes	28th

	Hob	ie 16B	Points
1.	D.	Williams	lst
2.	J.	Deans	2nd
3.	C.	Charlan	3rd
4.	В.	McCarl	4th
5.	K.	Kroemer	5th
6.	M.	Cleland	6th
7.	c.	Rainwater	7th
8.	J.	Williams	8th
9.	S.	Novak	9th
10.	R.	Robbie	10th
11.	H.	Downing	llth
12.	J.	Ryan	12th
13.	В.	Nixon	13th
14.	R.	Dickinson	14th
15.	T.	Mosley	15th
16.		Small	16th
17.	M.	Coleman	17th
18.			18th
19.	G.	Schermer	19th
20.	J.	Krutek	20th
21.	C.	Mobley	21st
22.	A.	Ely	22nd

	Hob:	ie 16C	Points
1.	G.	Winters	lst
2.	K.		2nd
3.	P.	Congiund	3rd
4.	R.		4th
5.	T.	Cash	5th
6.	J.	Hamilton	6th
7.	E.	Clenimons	7th
8.	M.	Gilbert	8th
9.	J.	Adams	9th
10.	C.	Day	10th
11.	R.		11th
12.	M.	Mealey	12th
13.	В.	Heath	13th
14.	В.	Myers	14th
15.	B.	Davis	15th
16.	M.	Rusler	16th
17.	T.	Burke	17th

Hobie Spring Break Fleet 80, Division 8 Daytona Beach, Florida May 19 & 20, 1979

	Hob	ie 16C	Points
18.		Dowling White	18th 19th

Sl	JLTS	
E	Hobie 14A	Points
1.	G. Carlton J. Ferrera	1st 2nd
3.	A. Brice R. Raditch	3rd 4th
5. 6. 7.	J. Spaid	5th 6th
	J. Lipka J. Furman R. Brice	7th 8th 9th
9. 10. 11.		10th
12.	J. Davis B. Curry E. Horton	11th 12th 13th
,	Hobie 14B	Points
1.	R. Luzier	lst
3.	M. Taulbee J. Barnes W. Cope	2nd 3rd 4th
	R. Gdovin	5th 6th
6. 7. 8.	M. Cuison	7th 8th
9.	R. Morris J. Greenwood B. Trow P. Haley W. Sayder R. Yelverton C. Lipka J. Oechslin B. Miller	9th 10th 11th
11.	P. Haley W. Sayder	12th
13. 14. 15.	C. Lipka	13th 14th 15th
16.	J. Oechslin B. Miller P. Reodeau	16th 17th
431		
Flee	er Island '79 t 18, Division Beach Shores,	8 Florida
June	9 & 10, 1979	Florida
	Hobie 18	Points
1.	J. Stevens J. Duke	2 1/4
2. 3. 4.	B. Whitaker J. McCann	11 12 19
4. 5. 6. 7.	D. McKee G. Reed	19
	R. Crouse P. Rafter	21 1/4 24 26
9. 10. 11.	M. Wiley J. Davis J. Chevy	34 36
12.	L. Martin	36
	Hobie 16A	Points
1.	J. Hackney J. Sammons	10 3/4 16 17 19
2. 3. 4. 5. 6. 7. 8.	J. Barrett P. Sanchez R. Karran	25
6.	R. Dickson R. Birch	25 25
9.	J. Steverding	28 1/2
10. 11. 12. 13.	B. Chose E. Merrick J. Gowd	36 37 37
13.	S. McMillen M. Gallagher	41 41
15. 16. 17.	M. Norris T. Baldwin	43
18.	R. Kern	50 51
19. 20. 21.	R. Rukin B. Johnson M. Gruber	51 52 56 3/4
22. 23. 24. 25.	J. Terrell	61
24.	K. Parker	65 1/2 70
26. 27.	P. Matheny S. Leate	76
	Hobie 16B	Points
1.	B. Stolberg G. Hayslip	4 1/2 8 3/4
4.	R. Morehouse	12
· 5. 6. 7.	C. Pickering B. Sell	14 3/4 16 1/4 17
8.	J. Martin T. Dwyer R. Robbie	17 19 19
11	C. Small	25
12.	K. Von Stade	31 n 32
15.	C. Rainwater	35 36 42
17.	D. Post S. Wood	48
19.	W. Stevens	52 56
21.	C. Smith B. Homrdghou	57 s 60

Hobie 16C	Points
A Part of the last	8
2 G Pokos	11 3/4
3. T. Corwell 4. P. Schmitz	18
	19 21 3/4
7. J. Arnold	22 23 29
8. J. Beacham 9. J. Tafoya 10. N. Walsh	29
	29 1/2 33 1/2 37 37 3/4 42
13. B. Underwood	37 3/4
14. R. Barbon	42
16. Schulmeister	48 58
18. G. Onus	69
20. L. Rouzer	69 69
	69
22. W. Newbert 23. S. Murphy	69
Singer Island '79 Fleet 18, Division Palm Beach Shores, June 9 & 10, 1979	
Palm Beach Shores,	8 Florida
June 9 & 10, 1979	-
Hobie 14A	Points
1. B. Curry 2. E. Kennedy	2 1/4
3. A Brice	8
5. J. Ferrera	11
6. S. Lane 7. L. Hoppe	20
	Points
1. M. Taulbee 2. T. Goetze	2 1/4
3. Q. Turk 4. M. Diamond	6 3/4
	15
6. R. Yelverton 7. J. Jesse	16 19
FLORIDA WORLD OPEN	
FLEET 5	
CLEARWATER BEACH, I AUGUST 3, 4, 6 5,	LORIDA
HOBIE 18A	POINTS
1. Stevens 2. McMann	8 1/2 12 3/4
3. Davis	14 3/4
4. Hardee 5. Alford	16 19
6. Reed	25 3/4 26
9. Hamilton	27 29 32
	32
12. Neit	34 35
	40 43 51
15. Whitaker	51

AUG	UST 3, 4,6 5,	1979
	HOBIE 18A	POINTS
	Stevens	8 1/2
1.	McMann	12 3/4
3.	Davis	14 3/4
4.	Hardee	16
5.	Alford	19
6.	Reed	25 3/4
7.	Duke	26
8.	Carlson	27
9.	Hamilton	29
10.	Ellis Wiley	32
12.	Neff	35
13.	Powell .	40
14.	Crouse	43 .
15.	Whitaker	51
	HOBIE 18B	POINTS
		STATE OF THE PARTY
1.	Pearson	6 1/2
2.	Hester	7 1/2
3.	Mason	9
5.	Steel Feagans	19
6.	Swann	25
7.	Frazier	26
8.	Cadrecha	29
	HOBIE 16A	POINTS
	HOBIE 16M	POINTS
1.	Sloan	16
2.	Anderson	20
3.	Sanchez	22
	Raditch	31
5.	Karran	32
6.	Hackney	33 3/4
7.	Carlton	36
8.	Mcintosh Tucker	40 3/4
10.	Birch	40 3/4
11.	Dickson	45
12.	Thomson	46 1
13.	Gowdy	48
14.	Gruber	53
15.	Foss	54
16.	Chase	54 3/4
17.	Barrett	56
18.	Kathe Norris	58 62
20.	Ball	73
»21.	Theiss	75
22.	Miller	79
23.	Baldwin	80
24.	Goad	81
25.	Gray	81

	HOBIE 16A	POINTS
26.	Mahler	83
27.	Williams	83
28.	Munson	89
29.	Durden	89
30.	Johnson	92
31.	Manrodt	92
32.	Lung	93
33.	Johnson	102
35.	Moser	120
36.	Duffield	129
37.	Gallagher	136
38.	Terrell	138
39.	Heil	148
37.	Herr	140
	HOBIE 16B	POINTS
1.	Sell	11 3/4
2.	Williams	15 3/4
3.	Gregg	16
4.	Thompson	19 3/4
5.	Novak	24
6.	Cleland	25 3/4
8.	Dwayer Sullivan	32
9.	Shannon	40
10.	Whitehill	41
11.	Ely	50
12.	Coffee	53
13.	Pickering	54
14.	Jones	57
15.	Beede	57
16.	Small	60 .
17.	Peabody	60
18.	Dickinson	62
19.	Jackson	62
20.	Berry	63
21.	Post	67 3/4
22.	Danner	68
23.	Holbrook	69
24.	Rilea	73
25.	Combs	73
26.	Parrish	74
27.	Webster Partridge	91 91
29.	Brogan	96
30.	Michels	96
31.	Ridgeway	106
32.	Caligiuri	109
33.	Kroemer	117
34.	Frank	136

	EET 5	
CLI	EARWATER BEACH,	FLORIDA
AUC	SUST 3, 4, & 5,	1979
	HOBIE 16C	POINTS
	Davidson	9 1/2
	Tyler	19
	Ryan	21
4.	Congiundi '	26
5.	Cole	27
6.	Bierema	27 3/4
7.		30
8.	Cook	34
9.	Zwolak	36
10.	Scully	38
11.	Wood	41
12.	Neidert	44
13.	Gardiner	45
		46
15.	Woods	52
16.	Bush	58
17.	Bush Walsh	60
18.	Mobley	64
19.	Pritchett	64
	Hood	66

FLORIDA WORLD OPEN REGATTA

21	Staub Stortenbecker Saliga Bledsoe Hull Egglie Payne Anderson Guarino Lewis Prudente Vignocchi Cousineau Nichols Wice Ployd Lecompte Oswald Turner MacDonald Morey	70
22.	Ctarterbacker	70
23	Saliga	70 70 77
24	Bladene	87
25	Hull	88
26.	Egelie	91
27	Payne	94
28	Anderson	97
29	Guarino	104
30	Lowie	108
31	Prudente	109
32	Vignocchi	113
33.	Cousineau	114
34	Nichole	124
35.	Wice	125
36.	Floyd	132
37	Lecompte	140
38.	Oswald	150
39.	Turner	150
40	MacDonald	157
41	Morey	164
41.	Horey	104
	100	do H
	HOBIE 14A	POINTS
	THE RESERVE OF THE PARTY OF THE	No.
1.	Curry Ferrera	3
2.	Ferrera	11
3.	Kimbrough	19
4.	Endres Taulbee	20
4.	Taulbee	20
6.	Brice.	20 3/4
7.	Brice. Horton	24
		1
8.	Cocanougher	28
9.	Jesse	. 31
10.	Armstrong	34
11.	Davis Appl	35
12.	Lipka	36
13.	Johnson	41
14.	Braswell	56
15.	Sinclair	57
16.	Goetze	59
17.	Monzel	60
18.	Brackett	60
19.	Cocanougher	69
19.	Cocanougher Jesse Armstrong Davis Lipka Johnson Braswell Sinclair Goetze Monzel Brackett Cocanougher Duffield	72
	28.3	ALCOHOL:
	HOBIE 14B	POINTS
1.	Cope	6 1/2
2.	Cope Little	12 1/2
3. 4. 5.	Ellis	14 1/2
4.	Barnes	, 19
5.	Miles	23
6.	Gdovin	24
7.	Miller	25
8.	Barnes Miles Gdovin Miller Gebhart Sargent Bossie Vanderhook Leonard Turk Marecki Snyder Lipka Gowdy Greenwood Keene	30 32
9.	Sargent	32
10.	Bossie	36
11.	Vanderhook	40
12.	Leonard	41
13.	Turk	42
14.	Marecki	44
15.	Snyder	48
16.	Lipka	57
17.	Gowdy	58
18.	Greenwood	62
19.	Keene	.62
20.	Vail	64 -
21.	Kathe	75
22.	Hawkins	*80
23.	Leech	82
24.	Gide	89
25.	Yelverton	92
26.	Meinhartdt	92
27.	Jackson	94
28.	Paloscio	108
29.	Heath	115 119 119
30.	Leroy	119
31.	Gerstein	119
-	Greenwood Keene Vail Kathe Hawkins Leech Gide Yelverton Meinhartdt Jackson Heath Leroy Gerstein	



### **DIVISION 9**

5th ANNUAL LAKE MURRY REGATTA DIVISION 9

-K		
	HOBIE 18A	POINTS
1.	Helms	3 1/2
2.	Ferird	4 3/4
3.	Conner	9
4.	Biggs	15
	HOBIE 16A	POINTS
1.	Wilkins	12
2.	Jernigan	15
3.	Forte	15 3/4
4.	Cowherd	16
5.	Langlep	17 3/4
6.	Sunderland	19
7.	Edelen	19 3/4
8.	Carley	22
10.	Humpphrey	26
11.	Pate	30
12.	Shepherd	33
13.	Poteat	36
14.	Kaneft	37
15.	Kirk	45
	HOBIE 16B	POINTS
1.	Sinnett	3 1/2
2.	Lasater	9
3.	Richardson	10
4.	Cobb	18
5.	Walker	19
6.	Brooks White	22
7.	Hammor	24 3/4
9.	Opacka	25
10.	Merrell .	30
11.	Rausieo	45
12.	Breeden	45
13.	Boykin	45
14.	Power	45
	HOBIE 14A	POINTS
1.	Thompson	2 1/4
2.	Hunter	8
3.	Wagner	10
4.	Lowrance	14
5.	Wheeler	15
6.	Beam	17
7.	Benbow	20
8.	Jones	

DIVISION 9 CHAMPIONSHIPS WRIGHTSVILLE BEACH, N.C. JULY 21, 22, 1979

-		-
	HOBIE 18	POINTS
1.	Walsh	3
2.	Conner	8 3/4
3.	Helms	9
4.	Jackson	16
5.	Harrelson	17
6.	Stocks -	22
7.	Biggs	26
8.	Efird .	29
	HOBIE 16A	POINTS
1.	Poteat	13 3/4
2.	Kilpatrick	17 3/4
3.	Cowherd	23
4.	Tom Reed	25
5.	McCulloch	26
6.	Brotherton	30
7.	Bell	30 3/4
8.	Anthony	31
9.	Mulligan	35
10.	Lungwitz	41 3/4
11.	James	43 3/4
12.	Guthrie	44
13.	Middleton	45
14.	Overman	47
15.	Beveridge	47
16.	Jernigan	48
17.	Saunders	51
18.	Heretick	51
19.	Tyson	57
20.	Price	64
21.	Williams	66
22.	Boddie	67
23.	Peterson	. 68
24.	Baggett	70
25.	Lasater	72
26.	Heefner	82
27.	Breeden	108
	HOBIE 16B	POINTS
1.	MacDonald	6 1/2
2.	O'Cain	13 3/4
3.	Barbre	16
4.	Overbee	25
5.	Hinson	27
6.	Hassinger	27
7.	Richardson	27 3/4
8.	Symmes	28
9.	Puckett	28
10.	Parshall	30
11.	Robertson	32 3/4
12.	Brewer	38

	HOBIE 16B	POINTS
13.	Blount	41
14.	Willemssen	47
15.	Merrill	48
16.	Felton	53
17.	Walker	56
18.	Stocks	_ 60
19.	Hammer	67
20.	Murray	68
21.	Caulden	80
22.	Daniels	82
23.	Humphery	84
24.	O'Palka Bill Raney	91
25.	Bill kaney	93
	HOBIE 16C	POINTS
1.	White	4 1/4
2.	Shafer	6 3/4
3.	Creech	16
4.	Harrell	16
5.	Crouch	19 3/4
6.	Sutton	22
7.	Hawkins	26
8.	Sloan	28
9.	Lawton	37
10.	Boykin	38
11.	Wilkinson	41
12.	Tomlinson	42
13.	Moore Duffy	52 58
15.	Porter	60
16.	Brewington	61
17.	Taber	61
18.	Erkes	63
19.	Austin	66
20.	Keith	70
21.	Power	71
22.	Mundy	73
23.	Auten	87
24.	Seagle	87
25.	Mann	90
26.	Rubright	104
	HOBIE 14A	POINTS
1.	Thompson	7 1/2
2.	Hunter	8 3/4
3.	Driver	12 3/4
4.	Kroger	15
5.	Wellons	18
6.	Johnson	18 3/4
7.	Hall	25.
8.	Birchfield	27
9.	Karnitsching	28
		a water and

ATLANTIC COAST CHAMPIONSHIPS FLEET 32 VIRGINIA BEACH, VIRGINIA JULY 7, 8, 1979

	HOBIE 14	POINTS
6.	Goforth	16
7.	Banana	17
8.	McManus	22
9.	Brockmeier	28
0.	McInnis	30
1.	Vitez	31
	Winfree	31
	Tihenez	36

ATLANTIC COAST CHAMPIONSHIPS FLEET 32 VIRGINIA BEACH, VIRGINIA JULY 7, 8, 1979

POINTS

HOBIE 18

1.	Bounds .	4 3/4
	Walsh	7
	John	7
	Gauthier	10
5.	Livingston	11 -
6.	Helms	13
7.	Watson	22
8.	Stocks	
	HOBIE 16A	POINTS
		1-2/21
1.	Flannigan	2 1/4
2.	Reed	9
3.	Poteat	13 3/4
4.	Banbury	17
	Guthrie	17
6.	Shoemaker	18
7.	Overman	29
8.	Lungwitz	29
	Worrell	29
10.	Boddie	32
11.	Morris	32
	Tyson	33
13.	Heretick	34
14.		34
15.	Lavino	36
16.	Hagy	40
17.	Driscoll	40
18.	Bel1	41
19.	Jernaigan	44
20.	Christofferse	48
21.	Grante	59
22.	Finley	60
23.	Lee Hinson	61
24.	Hinson	72



HOBIE 16B	POINTS
HOBIE TOB	FOINIS
1. Landry	. 9
2. Johnson	10 3/4
3. Cohen	15 3/4
4. Faunters	16
5. Smith	19
6. Fentcess	19
7. Richardson	20
8. Fenton	22
9. Flannigan	-23
10. Anglin	23
11. Puckett	23 3/4
12. Rodgers	28
13. Winstead	29 3/4
.14. Wiedeman	31
15. Barbie	32
16. Myers	.33
17. Caster	34
18. Blout	40
19. Ulmer	46
20. Skinner	48
21. Pureene	49
22. Wall	54
23. Mitahell	55
24. Bobbitt	57
25. Swenson	58
26. Stewart	59
27. Beebe	69
28. Clayton	70
29. Hungerfoted	71 72
30. Mazzanti	12

	HOBIE 16C	POINTS
	100700000	
1.	O'Neal	3 1/2
2.	Williams	9
3.	Culey	10
4.	McLean	12 3/4
5.	Strong	17
6.	Koch, Jr.	20
7.	Cerny	22
8.	Pasley	25
9.	Carreiro	28
10.	Myers	28 3/4
11.		29
	Clifton	34
13.	Wilkinson	34
14.	Sloan	34
15.	Ashly	35
16.	Fuller	36
17.	Kimmel	41
18.	Wray	41
19.	Cowan	44
20.	Hardre	45
21.	Collins	46
22.	Osborne .	48
23.	Nelson	55
24.	Richard	59
25.	Gins	63
26.	Boyd	67
	DESTRUCTION TO	
	HOBIE 14	POINTS
		Control of the last of the las
1.	Kroger	3 1/2
2.		7 3/4
3.		7 3/4
4.		10
5.	Winfree	12

DIVISION 9 CHAMPIONSHIPS WRIGHTSVILLE BEACH, N.C. JULY 21, 22, 1979

	HOBIE 14A	POINTS
10.	Kay Wheeler	30
11.	C.J. Reed	32
	HOBIE 14B	POINTS
	Ketterer	
		4 1/4
2.	Jones	5 1/2
3.	Broadway	11
4.	Winslow	12

### **DIVISION 10**

TRAVERSE CITY REGATTA TRAVERSE CITY, MICHIGAN JULY 21, 22, 1979

	HOBIE 18	POI	NTS
1.	Barnett Timm	3 11	
3.	Heikkila	15	
4	Sundberg	15	
	Roberts Garrett,D.	22	3/4
6. 7. 8.	Jacobs	24	-/
8.	Axelson Norberg	24 27	
10.	Rose	31	
11.	Shannon	43	
	Hanra 141		
	HOBIE 16A	POI	NTS
1.	Woodruff	11	112
3.	Knape Garrett	13	1/2
4.	Pairitz	14	
6.	Perry Bonesteel	15	3/4
	Jacobson	29	
8.	Frakes Williams	35	
10.	Williams Allen	36 38	
11.	McGuan LaBine	39 49	
13.	Crocker	52	
11. 12. 13. 14.	Higgs Nelson	56	
16.	Werntz	57	
17.	Werntz Werntz,P. Murphy	62	
	Murphy Antal	62 63 65	
20.	Frazier	74	
21.	Visser Stormyard	76 76	
22.	Peirce	78	
24.	Tejchma Rommelqere	79 79	
26.	Rogers	80	
27.	Chapman	83	
	HOBIE 16B	POI	INTS
1.	Zadonick	18	3/4
3	Brabaker Soule	19	3/4 3/4 3/4
9 -	Knierim	22	3/4
5.	Mol Beadnell	25 32	2/4
7.	VanTuyl	34	3/4
8.	Damon	36	
10	Lorenz Hanna	37 37	
11.	Fulbright	41	
	Eickelman		
13	Engetrom	42	
13.	Engstrom Simon	42	3/4
13.	Engstrom Simon	42 48 51 54	3/4
16.	Engstrom Simon Johnson Bruni Thiede	42 48 51 54	3/4
16. 17.	Engstrom Simon Johnson Bruni Thiede Drost	42 48 51 54 57 61 62	3/4
16. 17. 18. 19.	Engstrom Simon Johnson Bruni Thiede Drost Cousins	42 48 51 54 57 61 62	3/4
16. 17. 18. 19.	Engstrom Simon Johnson Bruni Thiede Drost Cousins Burr	42 48 51 54 57 61 62 63 65	3/4
16. 17. 18. 19.	Engstrom Simon Johnson Bruni Thiede Drost Cousins Burr	42 48 51 54 57 61 62 63 65 70 71	3/4
16. 17. 18. 19. 20. 21. 22. 23.	Engstrom Simon Johnson Bruni Thiede Drost Cousins Burr	42 48 51 54 57 61 62 63 65 70 71 72	3/4
16. 17. 18. 19. 20. 21. 22. 23.	Engstrom Simon Johnson Bruni Thiede Drost Cousins Burr Phillips Mathews Young Steffen Bolduc	42 48 51 54 57 61 62 63 65 70 71	3/4
16. 17. 18. 19. 20. 21. 22. 23. 24. 25.	Engstrom Simon Johnson Bruni Thiede Drost Cousins Burr Phillips Mathews Young Steffen Bolduc Bastien Totten	42 48 51 54 57 61 62 63 65 70 71 72 76 80 82	3/4
16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26.	Engstrom Simon Johnson Bruni Thiede Drost Cousins Burr Young Steffen Bolduc Bastien Totten Nickel	42 48 51 54 57 61 62 63 65 70 71 72 76 80	3/4
16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26.	Engstrom Simon Johnson Bruni Thiede Drost Cousins Burr Phillips Mathews Young Steffen Bolduc Bastien Totten Nickel Weber	42 48 51 54 57 61 62 63 65 70 71 72 76 80 82 94 98 100	3/4
16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26.	Engstrom Simon Johnson Bruni Thiede Drost Cousins Burr Phillips Mathews Toung Steffen Bolduc Bastien Totten Nickel Weber Marton Vaughan	42 48 51 54 57 61 62 63 65 70 71 72 76 80 82 94 90 110 114	3/4
16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32.	Engstrom Simon Johnson Bruni Thiede Drost Cousins Burr Phillips Mathews Young Steffen Bolduc Bastien Totten Nickel Weber Marton Vaughan Shaver Seifert	42 48 51 57 61 62 63 65 70 71 72 76 80 82 94 98 100 114 119	3/4
16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 30. 31. 32. 33. 34.	Engstrom Simon Johnson Bruni Thiede Drost Cousins Burr Phillips Mathews Young Steffen Bolduc Bastien Totten Nickel Weber Marton Vaughan Shaver Seifert Russell	42 48 51 57 61 62 63 65 70 71 72 76 80 82 94 98 100 114 119 125	3/4
16. 17. 18. 19. 20. 22. 23. 24. 25. 27. 28. 29. 30. 31. 32. 33. 34. 35.	Engstrom Simon Johnson Bruni Thiede Drost Cousins Burr Phillips Mathews Young Steffen Bolduc Bastien Totten Nickel Weber Marton Vaughan Shaver Seifert Russell Mackay Erhan	4248 5154 57761 6226336570 71727688082 944988 100110114119	3/4
16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 30. 31. 32. 33. 34. 35. 36.	Engstrom Simon Johnson Bruni Thiede Drost Cousins Burr Phillips Mathews Young Steffen Bolduc Bastien Totten Nickel Weber Marton Vaughan Shaver Seifert Russell Mackay	42 48 51 57 61 62 63 65 70 71 72 76 80 82 94 98 100 114 119 125	3/4
16. 17. 18. 19. 20. 22. 23. 24. 25. 27. 28. 29. 30. 31. 32. 33. 34. 35.	Engstrom Simon Johnson Bruni Thiede Drost Cousins Burr Phillips Mathews Young Steffen Bolduc Bastien Totten Nickel Weber Marton Vaughan Shaver Seifert Russell Mackay Erhan Gates	42 48 51 54 57 61 62 63 65 70 71 72 76 80 82 94 98 100 110 114 119 129	
16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 30. 31. 32. 33. 34. 35. 36. 37.	Engstrom Simon Johnson Bruni Thiede Drost Cousins Burr Phillips Mathews Young Steffen Bolduc Bastien Totten Nickel Weber Marton Vaughan Shever Seifert Russell Mackay Erhan Gates HOBIE 16C	422 488 51 54 57 61 62 63 65 70 71 72 76 80 82 94 94 100 110 111 112 128 129 129	NTS
16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 30. 31. 32. 33. 33. 34. 35. 37.	Engstrom Simon Johnson Bruni Thiede Drost Cousins Burr Phillips Mathews Young Steffen Bolduc Bastien Totten Nickel Meber Warton Waughan Shaver Engles Eifer Russell Mackay Erhan Gates  HOBIE 16C  Barnes Morkwan	422 488 51 54 57 61 62 63 65 70 71 72 76 80 82 94 44 119 125 129 129 129	NNTS 1/2
16. 17. 18. 19. 20. 21. 22. 23. 24. 225. 26. 27. 28. 30. 33. 33. 33. 33. 33. 33. 37.	Engstrom Simon Johnson Bruni Thiede Drost Cousins Burr Phillips Mathews Young Steffen Bolduc Bastien Totten Nickel Weber Marton Vaughan Shaver Seifert Russell Mackay Erhan Gates  HOBIE 16C Barnes Workman Jarvis	42 48 51 54 57 61 62 63 65 70 71 72 76 80 82 94 98 100 110 111 125 128 129 129	NTS 1/2
16. 17. 18. 19. 20. 21. 22. 23. 24. 225. 26. 27. 28. 30. 33. 33. 33. 33. 33. 33. 37.	Engstrom Simon Johnson Bruni Thiede Drost Cousins Burr Phillips Mathews Young Steffen Bolduc Bastien Totten Nickel Weber Marton Vaughan Shaver Seifert Russell Mackay Erhan Gates  HOBIE 16C Barnes Workman Jarvis	422 488 51 54 57 61 62 63 65 70 71 72 76 80 82 94 98 100 114 119 129 129 129	NNTS 1/2
16. 17. 18. 19. 20. 21. 22. 23. 24. 225. 26. 27. 28. 30. 33. 33. 33. 33. 33. 33. 37.	Engstrom Simon Johnson Bruni Thiede Drost Cousins Burr Phillips Mathews Young Steffen Bolduc Bastien Totten Nickel Weber Marton Vaughan Shaver Seifert Russell Mackay Erhan Gates  HOBIE 16C Barnes Workman Jarvis	42 48 51 54 57 61 62 63 65 70 71 72 76 88 82 94 98 100 110 111 128 129 129 129	NTS 1/2
16. 17. 18. 19. 20. 21. 22. 23. 24. 225. 26. 27. 28. 30. 33. 33. 33. 33. 33. 33. 37.	Engstrom Simon Johnson Bruni Thiede Drost Cousins Burr Phillips Mathews Young Steffen Bolduc Bastien Totten Nickel Weber Marton Vaughan Shaver Seifert Russell Mackay Erhan Gates  HOBIE 16C Barnes Workman Jarvis	42 48 51 54 57 61 62 63 65 70 71 72 76 82 94 44 98 100 110 111 129 129 129 129 13 15 15 15 15 15 15 15 15 15 15 15 15 15	NTS 1/2
16. 17. 18. 19. 20. 21. 22. 23. 24. 225. 26. 27. 28. 30. 33. 33. 33. 33. 33. 33. 37.	Engstrom Simon Johnson Bruni Thiede Drost Cousins Burr Phillips Mathews Young Steffen Bolduc Bastien Totten Nickel Weber Marton Vaughan Shaver Seifert Russell Mackay Erhan Gates  HOBIE 16C Barnes Workman Jarvis	42 48 51 54 57 61 62 63 65 70 71 72 72 76 80 82 94 98 100 114 112 128 129 129 129 129 15 15 15 15 15 15 16 16 17 17 17 18 18 18 18 18 18 18 18 18 18 18 18 18	NTS 1/2
16. 17. 18. 19. 20. 21. 22. 23. 24. 225. 26. 27. 28. 30. 33. 33. 33. 33. 33. 33. 37.	Engstrom Simon Johnson Bruni Thiede Drost Cousins Burr Phillips Mathews Young Steffen Bolduc Bastien Totten Nickel Weber Marton Vaughan Shaver Seifert Russell Mackay Erhan Gates  HOBIE 16C Barnes Workman Jarvis	42 48 51 51 52 63 65 63 65 70 71 72 76 80 82 82 94 98 100 110 1119 1129 129 129 129 129 129 129 129 1	NTS 1/2
16. 17. 18. 19. 20. 21. 22. 23. 24. 225. 26. 27. 28. 30. 33. 33. 33. 33. 33. 33. 37.	Engstrom Simon Johnson Bruni Thiede Drost Cousins Burr Phillips Mathews Young Steffen Bolduc Bastien Totten Nickel Weber Marton Vaughan Shaver Seifert Russell Mackay Erhan Gates  HOBIE 16C Barnes Workman Jarvis	42 48 51 51 52 63 65 65 70 71 72 94 98 80 82 94 98 100 110 111 125 125 129 129 129 129 129 129 129 129 129 129	NTS 1/2
16. 17. 18. 19. 20. 21. 22. 23. 24. 225. 26. 27. 28. 30. 33. 33. 33. 33. 33. 33. 37.	Engstrom Simon Johnson Bruni Thiede Drost Cousins Burr Phillips Mathews Young Steffen Bolduc Bastien Totten Nickel Weber Marton Vaughan Shaver Seifert Russell Mackay Erhan Gates  HOBIE 16C Barnes Workman Jarvis	42 48 51 51 51 51 51 51 51 51 51 51 51 51 51	NTS 1/2
16. 17. 18. 19. 20. 21. 22. 23. 24. 225. 26. 27. 28. 30. 33. 33. 33. 33. 33. 33. 37.	Engstrom Simon Johnson Bruni Thiede Drost Cousins Burr Phillips Mathews Young Steffen Bolduc Bastien Totten Nickel Weber Marton Vaughan Shaver Seifert Russell Mackay Erhan Gates  HOBIE 16C Barnes Workman Jarvis	42 48 51 51 51 51 51 51 51 51 51 51 51 51 51	NTS 1/2
16. 17. 18. 19. 20. 21. 22. 23. 24. 225. 26. 27. 28. 30. 33. 33. 33. 33. 33. 33. 37.	Engstrom Simon Johnson Bruni Thiede Drost Cousins Burr Phillips Mathews Young Steffen Bolduc Bastien Totten Nickel Weber Marton Vaughan Shaver Seifert Russell Mackay Erhan Gates HOBIE 16C Barnes Workman Jarvis	42 48 51 51 51 51 51 51 51 51 51 51 51 51 51	NTS 1/2
16. 17. 18. 19. 20. 21. 22. 23. 24. 225. 26. 27. 28. 30. 33. 33. 33. 33. 33. 33. 37.	Engstrom Simon Johnson Bruni Thiede Drost Cousins Burr Phillips Mathews Young Steffen Bolduc Bastien Totten Nickel Weber Marton Vaughan Shaver Seifert Russell Mackay Erhan Gates HOBIE 16C Barnes Workman Jarvis	42 48 51 51 51 51 51 51 51 51 51 51 51 51 51	NTS 1/2
16. 17. 18. 19. 20. 21. 22. 22. 22. 22. 24. 25. 30. 31. 32. 33. 34. 35. 36. 37. 7. 8. 9. 9. 9. 9. 9. 9. 9. 9. 9. 9. 9. 9. 9.	Engstrom Simon Johnson Bruni Thiede Drost Cousins Burr Phillips Mathews Young Steffen Bolduc Bastien Totten Nickel Weber Marton Vaughan Shaver Seifert Russell Mackay Erhan Gates HOBIE 16C Barnes Workman Jarvis Thorsen Olin Hoppe Allen Atkinson Bernard Quinn DeCrausaz Hollman Beck Bueschlen McCallum Quinn Ferry Hoppe Hennessy Hennessy	42 48 451 154 557 61 62 63 65 65 670 71 72 72 74 11 11 11 12 12 12 12 12 12 12 12 12 12	NTS 1/2
16. 17. 18. 19. 20. 21. 22. 22. 22. 22. 24. 25. 30. 31. 32. 33. 34. 35. 36. 37. 7. 8. 9. 9. 9. 9. 9. 9. 9. 9. 9. 9. 9. 9. 9.	Engstrom Simon Johnson Bruni Thiede Drost Cousins Burr Phillips Mathews Young Steffen Bolduc Bastien Totten Nickel Weber Marton Vaughan Shaver Seifert Russell Mackay Erhan Gates HOBIE 16C Barnes Workman Jarvis Thorsen Olin Hoppe Allen Atkinson Bernard Quinn DeCrausaz Hollman Beck Bueschlen McCallum Quinn Ferry Hoppe Hennessy Hennessy	42 48 51 51 51 51 51 51 51 51 51 51 51 51 51	NTS 1/2
16. 17. 18. 19. 20. 21. 22. 22. 22. 22. 24. 25. 30. 31. 32. 33. 34. 35. 36. 37. 7. 8. 9. 9. 9. 9. 9. 9. 9. 9. 9. 9. 9. 9. 9.	Engstrom Simon Johnson Bruni Thiede Drost Cousins Burr Phillips Mathews Young Steffen Bolduc Bastien Totten Nickel Weber Marton Vaughan Shaver Seifert Russell Mackay Erhan Gates HOBIE 16C Barnes Workman Jarvis	42 48 51 51 51 51 51 51 51 51 51 51 51 51 51	NTS 1/2

TRAVERSE CITY REGATTA TRAVERSE CITY, MICHIGAN JULY 21, 22, 1979

	HOBIE 14	POINTS
2. 3. 4. 5. 6. 7. 8. 9. 0. 1.	Jenkins Robinson Wall Mettler Bird Myner Robinson,P. Gardner Bradford Spivy Pierce	3 9 13 3/4 14 16 18 25 30 36 39 40
	9 TROPHY WINNERS ET #144	

PIEEL \$144	
HIGGINS LAKE BOAT CLUB	3
ROSCOMMON, MICHIGAN	
FIRECRACKER REGATTA	
HOBIE 16	PLACE
Krauss	1
Durance	2 2
Schaper	2
LABOR DAY REGATTA	
HOBIE 16	PLACE
	-
Hufano	1
Krauss	2 3
Balesky	3
SEASON TOTAL (weekly r	aces)
HOBIE 16	PLACE
,	- LORGE
Krauss	1
Balesky	1 2 3
Durance	3

ANNUAL LIGHTINING AND CATAMARAN REGATTA FLEET #1.44 ROSCOMMON, MICHIGAN AUGUST 4 & 5, 1979

HOBIE 16A	PLACE
Engstam	1
Kraus	1
Dent	2
Dey	3
HOBIE 16B	PLACE
Cousins	1
Cousins Fulbright	
	2 3
Fulbright	1 2 3 4

SANGAMO BEER BUST REGATTA PLEET 158 SPRINGFIELD, ILLINIOS JULY 19, 1979

HOBIE 16A

POINTS

MOI AIGON	POINTS
McKey	4 1/2
Bally	7
Anderson	9
Rahn	10 3/4
Schulte	15
Snyder	21
Hanson	21
Anderson	22
HOBIE 16B	POINTS
100	
Vetter	10 3/4
Connolly	11 3/4
Blinn	13
Woolsey	16
Darragh	18
Hutson	18
Roudebush	20
Flatt	24
Laukitis '	24
Milner	25 3/4
Logue	34
Ferguson	34
Cook	36
HOBIE 14A	POINTS
HODEL ATA	TOTHIO
Alameda	3 1/2
Milner	4 3/4
Kanzler	8

POINTS

### **DIVISION 10**

MICHIGAN STATE CHAMPIONSHIPS MUSKEGON, MICHIGAN JULY 7, 8, 1979

HOBIE 18A

1.	Heikilla	2 3/4
2.	Timm	4
3.	Roberts	8
4.	Sunberg	8
5.	Norberg	11
	Rose	11
6.		11
7.	Shandon	12
8.	Jacobs	14
9.	Vaculik	14
	HOBIE 16A	POINTS
	HODEO TON	
,	Bonesteel	6 3/4
1.		6 3/4
2.	Bally	'
3.	Knape	9
4.	Garrett	9
5.	Crocker	9 3/4
6.	Frakes	14
7.	m)l-	3.4
8.	Labine	17
9.	Jacobson	18
10		19
10.	Frazier	13
11.	Higgs	20
11. 12. 13.	Hyde Allen	23
13.	Allen	24
14.	Williams	26
15.	Levine	29
16.	Visser	30
17.	Vouna	32
18.	VanTongeren Touchma	32
10.	vanTongeren	33
19.	ve actima	
20.	VanHull	33
21.	Murdock	34
22.	Noel	34
	HOBIE 16B	POINTS
	HOBIE 16B	
1.		
1.	Brubaker	
2.	Brubaker Walker	1 1/2
2.	Brubaker Walker Storzama	1 1/2 8 11
3.	Brubaker Walker Storzama Gay	1 1/2 8 11 16
2. 3. 4. 5.	Brubaker Walker Storzama Gay Hanna	1 1/2 8 11 16 16
2. 3. 4. 5.	Brubaker Walker Storzama Gay Hanna Zudonick	1 1/2 8 11 16 16 19
2. 3. 4. 5. 6. 7.	Brubaker Walker Storzama Gay Hanna Zudonick	1 1/2 8 11 16 16 19 20
2. 3. 4. 5. 6. 7. 8.	Brubaker Walker Storzama Gay Hanna Zudonick	1 1/2 8 11 16 16 19 20 21
2. 3. 4. 5. 6. 7. 8.	Brubaker Walker Storzama Gay Hanna Zudonick Freye Breaonell Laurie	1 1/2 8 11 16 16 19 20 21 22
2. 3. 4. 5. 6. 7. 8. 9.	Brubaker Walker Storzama Gay Hanna Zudonick	1 1/2 8 11 16 16 19 20 21 22 22
2. 3. 4. 5. 6. 7. 8. 9. 10.	Brubaker Walker Storzama Gay Hanna Zudonick Freye Breaonell Laurie Holmes Field	1 1/2 8 11 16 16 19 20 21 22 22
2. 3. 4. 5. 6. 7. 8. 9. 10.	Brubaker Walker Storzama Gay Hanna Zudonick Freye Breaonell Laurie Holmes	1 1/2 8 11 16 16 19 20 21 22 22 22 22 25
2. 3. 4. 5. 6. 7. 8. 9. 10.	Brubaker Walker Storzama Gay Hanna Zudonick Freye Breaonell Laurie Holmes Field	1 1/2 8 11 16 16 19 20 21 22 22 22 22 25 26
2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12.	Brubaker Walker Storzama Gay Hanna Zudonick Freye Breaonell Laurie Holmes Pield Cousins Seilhorn	1 1/2 8 11 16 16 19 20 21 22 22 22 22 25 26
2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13.	Brubaker Walker Storzama Gay Hanna Zudonick Freye Breaonell Laurie Holmes Field Cousins Seilhorn Vaughan	1 1/2 8 11 16 16 19 20 21 22 22 22 25 26 27
2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14.	Brubaker Walker Storzama Gay Hanna Zudonick Freye Breaonell Laurie Holmes Field Cousins Seilhorn Vaughan Nickel	1 1/2 8 11 16 16 19 20 21 22 22 22 22 22 25 26 27 28
2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14.	Brubaker Walker Storzama Gay Hanna Zudonick Freye Breaonell Laurie Holmes Field Cousins Seilhorn Vaughan Nickel Olin	1 1/2 8 11 16 16 19 20 21 22 22 22 22 25 26 27 28 28
2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16.	Brubaker Walker Storzama Gay Hanna Zudonick Preye Breaonell Laurie Holmes Field Cousins Seilhorn Vaughan Nickel Olin Mainwaring	1 1/2 8 11 16 16 16 19 20 21 22 22 25 22 25 27 28 29
2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15.	Brubaker Walker Storzama Gay Hanna Zudonick Preye Breaonell Laurie Holmes Field Cousins Seilhorn Vaughan Nickel Olin Mainwaring	1 1/2 8 11 16 16 16 19 20 21 22 22 25 22 25 27 28 29
2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16.	Brubaker Walker Storzama Gay Hanna Zudonick Preye Breaonell Laurie Holmes Field Cousins Seilhorn Vaughan Nickel Olin Mainwaring	1 1/2 8 11 16 16 16 19 20 21 22 22 25 22 25 27 28 29
2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16.	Brubaker Walker Storzama Gay Hanna Zudonick Freye Breaonell Laurie Holmes Field Cousins Seilhorn Vaughan Nickel Olin Mainwaring Weber Siefert Mathews	1 1/2 8 11 16 16 19 20 21 22 22 22 22 22 25 26 27 28 28 29 30 30 30
2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16.	Brubaker Walker Storzama Gay Hanna Zudonick Freye Breaonell Laurie Holmes Field Cousins Seilhorn Vaughan Nickel Olin Mainwaring Weber Siefert Mathews	1 1/2 8 11 16 16 19 20 21 22 22 22 22 22 25 26 27 28 28 29 30 30 30
2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16.	Brubaker Walker Storzama Gay Hanna Zudonick Freye Breaonell Laurie Holmes Field Cousins Seilhorn Vaughan Nickel Olin Mainwaring Weber Siefert Mathews	1 1/2 8 11 16 16 19 20 21 22 22 22 22 25 26 27 28 28 29 30 30 32
2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16.	Brubaker Walker Storzama Gay Hanna Zudonick Freye Breaonell Laurie Holmes Field Cousins Seilhorn Vaughan Nickel Olin Mainwaring Weber Siefert Mathews	1 1/2 8 11 16 16 19 20 21 22 22 22 22 25 26 27 28 28 29 30 30 32
2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16.	Brubaker Walker Storzama Gay Hanna Zudonick Freye Breaonell Laurie Holmes Field Cousins Seilhorn Vaughan Nickel Olin Mainwaring Weber Siefert Mathews	1 1/2 8 11 16 16 19 20 21 22 22 22 22 25 26 27 28 28 29 30 30 32
2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16.	Brubaker Walker Storzama Gay Hanna Zudonick Freye Breaonell Laurie Holmes Field Cousins Seilhorn Vaughan Nickel Olin Mainwaring Weber Siefert Mathews	1 1/2 8 11 16 16 19 20 21 22 22 22 22 25 26 27 28 28 29 30 30 32
2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16.	Brubaker Walker Storzama Gay Hanna Zudonick Freye Breaonell Laurie Holmes Field Cousins Seilhorn Vaughan Nickel Olin Mainwaring Weber Siefert Mathews	1 1/2 8 11 16 16 19 20 21 22 22 22 22 25 26 27 28 28 29 30 30 32
2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16.	Brubaker Walker Storzama Gay Hanna Zudonick Freye Breaonell Laurie Holmes Field Cousins Seilhorn Vaughan Nickel Olin Mainwaring Weber Siefert Mathews	1 1/2 8 11 16 16 19 20 21 22 22 22 22 25 26 27 28 28 29 30 30 32
2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16.	Brubaker Walker Storzama Gay Hanna Zudonick Freye Breaonell Laurie Holmes Field Cousins Seilhorn Vaughan Nickel Olin Mainwaring Weber Siefert Mathews	1 1/2 8 11 16 16 19 20 21 22 22 22 22 25 26 27 28 28 29 30 30 32
2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16.	Brubaker Walker Storzama Gay Hanna Zudonick Freye Breaonell Laurie Holmes Field Cousins Seilhorn Vaughan Nickel Olin Mainwaring Weber Siefert Mathews	1 1/2 8 11 16 16 19 20 21 22 22 22 22 25 26 27 28 28 29 30 30 32
2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16.	Brubaker Walker Storzama Gay Hanna Zudonick Freye Breaonell Laurie Holmes Field Cousins Seilhorn Vaughan Nickel Olin Mainwaring Weber Siefert Mathews	1 1/2 8 11 16 16 19 20 21 22 22 22 22 25 26 27 28 28 29 30 30 32
2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16.	Brubaker Walker Storzama Gay Hanna Zudonick Freye Breaonell Laurie Holmes Field Cousins Seilhorn Vaughan Nickel Olin Mainwaring Weber Siefert Mathews	1 1/2 8 11 16 16 19 20 21 22 22 22 22 25 26 27 28 28 29 30 30 32
2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16.	Brubaker Walker Storzama Gay Hanna Zudonick Freye Breaonell Laurie Holmes Field Cousins Seilhorn Vaughan Nickel Olin Mainwaring Weber Siefert Mathews	1 1/2 8 11 16 16 19 20 21 22 22 22 22 22 25 26 27 28 28 29 30 30 30
2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16.	Brubaker Walker Storzama Gay Hanna Zudonick Freye Breaonell Laurie Holmes Field Cousins Seilhorn Vaughan Nickel Olin Mainwaring Weber Siefert Mathews	1 1/2 8 11 16 16 19 20 21 22 22 22 22 22 25 26 27 28 28 29 30 30 30
2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16.	Brubaker Walker Storzama Gay Hanna Zudonick Freye Breaonell Laurie Holmes Field Cousins Seilhorn Vaughan Nickel Olin Mainwaring Weber Siefert Mathews Lapham Barnard Kilbright Lorenz Thorsen Maxwell Bolduc	1 1/2 8 11 16 16 19 20 21 22 22 22 22 22 25 26 27 28 28 29 30 30 30

ONTARIO POINTS REGATTA FLEET 278 GEORGIAN BAY,ONTARIO AUGUST 4, 5, 1979

	HOBIE 16A	POINTS
		7 3/4
1.	Ponta	
2.		15
3.		15 3/4
	Leeson	15 3/4
	McRea	16
	Adams	18 3/4
	Dinnie	21 3/4
	Garlick	23.
9.	Rudd	23
10.	Holthof	30
	HOBIE 16B	POINTS
1.	Elja	7 1/2
2.		8 1/2
	Cathers	14
	Pickie	14 3/4
5.	Allan	16
6.	Motley	16
7.	Brooker	18
8.	Donovan	33
9.	Shilling	36
	HOBIE 14A	POINTS
	-	1
1.	Kafarowski	4 1/4
2.	Kymlicka	5 1/4
	The state of the s	
	HOBIE 14B	POINTS
		-
1.	Glain	4 1/4
	Gander	6 3/4
3.		9 3/4
-		



MARYLAND STATE IV
POINTS REGATTA FOR 1980
Fleet #170
CUNPOWDER STATE PARK,
CHASE, MARYLAND
SEPTEMBER 15 & 16, 1979

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	HOBIE 18	POINTS
	Biddle .	
1.	Nusbaum	3 8
4.	INCESTRACINI	
	HOBIE 16A	POINTS
1.	Pearson	5 1/2
2.	Becker	7 3/4
3.	Anderson	10
4.	Glanden	11 15 3/4
5.	Hart Whitted	17
7.	Boecker	17
8.	Sohn	19
9.	Orggovain	24
10.	Tennyson	25
11.	Woloszyn	26
12.	Schotta	26
13.	McGhee	29
14.	Brooks	38
	HOBIE 16B	POINTS
1.	Basset	4 1/2
2.	Iurie	7
3.	Riebman	8 3/4
4.	Westerfeld	13
5.	Huppler	14 3/4
6.	Dayton	15
7.	Loizoix	17 18
8.	Witt Wexler	20
10.	Miginsky	23
11.	Clements	31
12.	Krauth	33
13.	Burk	36
14.	Gallow	36
15.	James .	37
16.	Scheckter	37
17.	Milan	40
	HOBIE 14	POINTS
1.	Holland	2 1/2
2.	Hamlin	6
3.	Beard	11
4.	Hart .	12 3/4
5.	Hall, B.	13
6.	Lash	13
8.	Hall, S. Collins	14 23
9.	Flanigan	24
	Laurigui	SOH OTHER

### **DIVISION 11**

Yacht Club of Pleasantville Points Regatta Fleet 73, Blvision 11 Pleasantville, New Jersey July 28 & 29, 1979

ш	Y 20	# 23, 13/3	
	Hob	ie 16A	Points
1.	J.	Flanigan	4 1/4
2.	B.	Shoemaker	6 3/4
3.	W.	Myers	12 3/4
4.	J.	Glanden	18
5.	P.	Rochelle	18
5.	T.	Whitted	21
7.	T.	Morris	26
В.	G.	Shipman	27
9.		Ferguson	28

200		The second second
	2702	
	Hobie 16B	Points
		DO - 2 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1
1.	P. Lippincott W. Witt	8 1/4 12 3/4
3.	R. Harolo	13
	J. Smith	13 3/4
5.	P. Christy G. Myers	24
7.	.I. Zottinger	24 26 37
		37
9.	J. Sauker G. Schmidbauer	38
11.	G. Schmidbauer D. Kioth	45
12.		48
	N. Holland	48
15.		49
16.	T. Kimmel C. Shimp	54 57
18	M. Brown	58
19.	D. O'Brien	59
20.	J. Kahn B. Spurlin	65 68
22.	S. Brown	83
	Hobie 14A	Points
		The second second
1.	G. Holland	3 7 3/4
2.	J. Cottrell B. Hiller	10
4.	T. Campbell	16
		Dad-4-
	Hobie 14B	Points
1.	J. Chatten J. Davis	7 1/2 8 3/4 9 3/4
2. 3. 4.	J. Davis J. Glassey	8 3/4 9 3/4
4.	F. Paulk	
		3.5
٥.	D. Buxton	15
6.	D. Buxton D. Spicer	15 22
6.	D. Buxton	
OCE. AUG	D. Buxton D. Spicer	
OCE. AUG	D. Buxton D. Spicer AN SHORES REGAT UST 4, 5, 1979 HOBIE 18A	POINTS
OCE. AUG	D. Buxton D. Spicer  AN SHORES REGAT UST 4, 5, 1979  HOBIE 18A Carpenter Whisler	POINTS 5 1/2 8 1/2
OCE. AUG	D. Buxton D. Spicer  AN SHORES REGAT UST 4, 5, 1979  HOBIE 18A  Carpenter Whisler Ling	POINTS 5 1/2 8 1/2 10 3/4
OCE AUG	D. Buxton D. Spicer  AN SHORES REGAT UST 4, 5, 1979  HOBIE 18A  Carpenter Whisler Ling Schmidt Wlibarri	POINTS 5 1/2 8 1/2 10 3/4
OCE AUG	D. Buxton D. Spicer  AN SHORES REGAT UST 4, 5, 1979  HOBIE 18A Carpenter Whisler Ling Schmidt Wlibarri Stone	POINTS 5 1/2 8 1/2 10 3/4
OCE AUG	D. Buxton D. Spicer  AN SHORES REGAT  UST 4, 5, 1979  HOBIE 18A  Carpenter Whisler Ling Schmidt Wlibarri Stone Reed	POINTS  5 1/2 8 1/2 10 3/4 11 16 23 23
OCE AUG	D. Buxton D. Spicer  AN SHORES REGAT UST 4, 5, 1979  HOBIE 18A Carpenter Whisler Ling Schmidt Wlibarri Stone	POINTS 5 1/2 8 1/2 10 3/4
OCE AUG	D. Buxton D. Spicer  AN SHORES REGAT UST 4, 5, 1979  HOBIE 18A Carpenter Whisler Ling Schmidt Wlibarri Stone Reed HOBIE 16A	POINTS 5 1/2 8 1/2 10 3/4 11 16 23 23 POINTS
OCE AUG	D. Buxton D. Spicer  AN SHORES REGAT UST 4, 5, 1979  HOBIE 18A Carpenter Whisler Ling Schmidt Wlibarri Stone Reed HOBIE 16A Baker Paith	POINTS  5 1/2 8 1/2 10 3/4 11 16 23 23 POINTS 9 1/2 9 3/4
OCE AUG	D. Buxton D. Spicer  AN SHORES REGATIVET 4, 5, 1979  HOBIE 18A  Carpenter Whisler Ling Schmidt Wlibarri Stone Reed  HOBIE 16A  Baker Paith Halboran	POINTS  5 1/2 8 1/2 10 3/4 11 16 23 23 POINTS 9 1/2 9 3/4
OCE AUG  1. 2. 3. 4. 5. 6. 7.	D. Buxton D. Spicer  AN SHORES REGAT- UST 4, 5, 1979  HOBIE 18A Carpenter Whisler Ling Schmidt Wilbarri Stone Reed  HOBIE 16A  Baker Paith Halboran Brown Jarrat	POINTS  5 1/2 8 1/2 10 3/4 11 16 23 POINTS  9 1/2 9 3/4 11 3/4 15 18 3/4
OCE AUG  1. 2. 3. 4. 5. 6. 7.	D. Buxton D. Spicer  AN SHORES REGAT UST 4, 5, 1979  HOBIE 18A Carpenter Whisler Ling Schmidt Wlibarri Stone Reed HOBIE 16A Baker Paith Halboran Brown Jarrat Eaton	POINTS  5 1/2 8 1/2 10 3/4 11 16 23 POINTS  9 1/2 9 3/4 11 3/4 15 18 3/4
OCE. AUG  1. 2. 3. 4. 5. 6. 7. 1. 2. 3. 4. 5. 6. 7. 7.	D. Buxton D. Spicer  AN SHORES REGATIVET 4, 5, 1979  HOBIE 18A  Carpenter Whisler Ling Schmidt Wilbarri Stone Reed  HOBIE 16A  Baker Paith Halboran Brown Jarrat Eaton Parent	POINTS  5 1/2 8 1/2 10 3/4 11 16 23 POINTS  9 1/2 9 3/4 11 3/4 15 18 3/4
1. 2. 3. 4. 5. 6. 7. 1. 2. 3. 4. 5. 6. 7. 8. 9.	D. Buxton D. Spicer  AN SHORES REGAT UST 4, 5, 1979  HOBIE 18A Carpenter Whisler Ling Schmidt Wilbarri Stone Reed  HOBIE 16A  Baker Paith Halboran Brown Jarrat Eaton Parent Carter Stephenson	POINTS 5 1/2 8 1/2 10 3/4 11 16 23 23 POINTS 9 1/2 9 3/4 11 3/4 15 3/8 18 3/4 21 23
1. 2. 3. 4. 5. 6. 7. 7. 8. 9. 9. 10.	D. Buxton D. Spicer  AN SHORES REGAT UST 4, 5, 1979  HOBIE 18A  Carpenter Whisler Ling Schmidt Wlibarri Stone Reed HOBIE 16A Baker Paith Halboran Brown Jarrat Eaton Parent Carter Stephenson Tarleton	POINTS  5 1/2 8 1/2 10 3/4 11 16 23 23 POINTS  9 1/2 9 3/4 11 3/4 15 18 3/4 21 23 25 27 32
1. 2. 3. 4. 5. 6. 7. 1. 2. 3. 4. 5. 6. 7. 8. 9.	D. Buxton D. Spicer  AN SHORES REGAT UST 4, 5, 1979  HOBIE 18A Carpenter Whisler Ling Schmidt Wilbarri Stone Reed  HOBIE 16A  Baker Paith Halboran Brown Jarrat Eaton Parent Carter Stephenson	POINTS  5 1/2 8 1/2 10 3/4 11 16 23 23 POINTS  9 1/2 9 3/4 11 3/4 15 18 3/4 21 23 25 27 32 38
1. 2. 3. 4. 5. 6. 7. 7. 8. 9. 9. 10.	D. Buxton D. Spicer  AN SHORES REGAT UST 4, 5, 1979  HOBIE 18A Carpenter Whisler Ling Schmidt Wlibarri Stone Reed HOBIE 16A Baker Paith Halboran Brown Jarrat Eaton Farent Carter Stephenson Tarleton Kirby HOBIE 16B	POINTS  5 1/2 8 1/2 10 3/4 11 16 23 23 23 29 3/4 11 3/4 15 18 3/4 21 23 25 27 32 38 POINTS
OCE AUG	D. Buxton D. Spicer  AN SHORES REGAT UST 4, 5, 1979  HOBIE 18A Carpenter Whisler Ling Schmidt Wlibarri Stone Reed HOBIE 16A Baker Paith Halboran Brown Jarrat Eaton Parent Cartex Stephenson Tarleton Kirby HOBIE 16B Allen	POINTS  5 1/2 8 1/2 10 3/4 11 16 23 23 23 29 3/4 11 3/4 15 18 3/4 21 23 25 27 32 38 POINTS
OCE AUG	D. Buxton D. Spicer  AN SHORES REGAT UST 4, 5, 1979  HOBIE 18A Carpenter Whisler Ling Schmidt Wlibarri Stone Reed HOBIE 16A Baker Paith Halboran Brown Jarrat Eaton Parent Carter Stephenson Tarleton Kirby HOBIE 16B Allen Allen Allen Christensen	POINTS  5 1/2 8 1/2 10 3/4 11 16 23 POINTS  9 1/2 9 3/4 11 3/4 11 3/4 11 3/4 12 3 25 27 32 38 POINTS 13 3/4 21 23 37 25 27 32 38
OCEE AUGU  1. 2. 3. 4. 5. 6. 7. 7. 11. 12. 2. 3. 4. 4. 5. 6. 7. 7. 12. 3. 4. 4. 5. 6. 7. 7. 12. 7. 7. 11. 11. 12. 7. 7. 8. 8. 9. 9. 10. 11. 11. 12. 7. 7. 7. 8. 8. 9. 9. 10. 11. 11. 12. 7. 7. 8. 8. 9. 9. 10. 11. 12. 7. 7. 8. 8. 9. 9. 10. 11. 12. 7. 7. 8. 8. 9. 9. 10. 11. 12. 7. 7. 8. 8. 9. 9. 10. 11. 12. 7. 7. 8. 8. 9. 9. 10. 11. 12. 7. 7. 8. 8. 9. 9. 10. 11. 12. 7. 7. 8. 8. 9. 9. 10. 11. 12. 7. 7. 8. 8. 9. 9. 10. 11. 12. 7. 7. 8. 8. 9. 9. 10. 11. 12. 7. 7. 8. 8. 9. 9. 10. 11. 12. 7. 7. 8. 8. 9. 9. 10. 11. 12. 7. 7. 8. 8. 9. 9. 10. 11. 12. 7. 7. 8. 8. 9. 9. 10. 11. 12. 7. 7. 8. 8. 9. 9. 10. 11. 12. 7. 7. 8. 8. 9. 9. 10. 11. 12. 7. 7. 8. 8. 9. 9. 10. 11. 12. 7. 7. 8. 8. 9. 9. 10. 12. 7. 8. 8. 9. 9. 10. 12. 12. 12. 12. 12. 12. 12. 12. 12. 12	D. Buxton D. Spicer  AN SHORES REGAT UST 4, 5, 1979  HOBIE 18A Carpenter Whisler Ling Schmidt Wlibarri Stone Reed HOBIE 16A Baker Paith Halboran Brown Jarrat Eaton Parent Carter Stephenson Tarleton Kirby HOBIE 16B Allen Allen Montgomery	POINTS 5 1/2 8 1/2 10 3/4 11 16 23 23 POINTS 9 1/2 9 3/4 11 3/4 15 3/4 15 3/4 21 23 25 27 32 38 POINTS 13 3/4 16 3/4
OCE AUG	D. Buxton D. Spicer  AN SHORES REGAT UST 4, 5, 1979  HOBIE 18A Carpenter Whisler Ling Schmidt Wlibarri Stone Reed HOBIE 16A Baker Paith Halboran Brown Jarrat Eaton Carter Stephenson Tarleton Kirby HOBIE 16B  Allen Christensen Squier Montgomery Blannership	POINTS  5 1/2 8 1/2 10 3/4 11 16 23 POINTS  9 1/2 9 3/4 11 3/4 15 3/4 15 3/4 21 23 25 27 32 38 POINTS  POINTS  18 3/4 21 18 3/4 15 3/4
OCE AUG	D. Buxton D. Spicer  AN SHORES REGAT UST 4, 5, 1979  HOBIE 18A Carpenter Whisler Ling Schmidt Wlibarri Stone Reed HOBIE 16A Baker Paith Halboran Brown Jarrat Eaton Parent Carter Stephenson Tarleton Kirby HOBIE 16B Allen Allen Christensen Squier Montgomery Blannership Kris	POINTS  5 1/2 8 1/2 10 3/4 11 16 23 POINTS  9 1/2 9 3/4 11 3/4 15 3/4 15 3/4 21 23 25 27 32 38 POINTS  POINTS  18 3/4 21 18 3/4 15 3/4
OCEE AUGU  1 2 3 4 5 6 7 1 2 3 4 5 6 7 1 2 3 4 5 6 7 7 8 9 10 11	D. Buxton D. Spicer  AN SHORES REGAT UST 4, 5, 1979  HOBIE 18A  Carpenter Whisler Ling Schmidt Wlibarri Stone Reed HOBIE 16A  Baker Paith Halboran Brown Jarrat Eaton Farent Carter Stephenson Tarleton Kirby  HOBIE 16B  Allen Allen Christensen Squier Montgomery Blannership Kris Dunn Cohn	POINTS  5 1/2 8 1/2 10 3/4 11 16 23  POINTS  9 1/2 9 3/4 11 3/4 15 3/4 21 3/4 21 3/4 21 3/4 21 3/4 21 3/4 21 3/4 21 3/4 27
OCE AUG	D. Buxton D. Spicer  AN SHORES REGAT UST 4, 5, 1979  HOBIE 18A Carpenter Whisler Ling Schmidt Wlibarri Stone Reed HOBIE 16A Baker Paith Halboran Brown Jarrat Eaton Parent Carter Stephenson Tarleton Kirby HOBIE 16B Allen Christensen Squier Montgomery Blannership Kris Dunn Cohn Simoson	POINTS  5 1/2 8 1/2 10 3/4 11 16 23 POINTS  9 1/2 9 3/4 11 3/4 15 3/4 21 23 25 27 32 38 POINTS  POINTS  18 3/4 21 3/4 21 3/4 21 3/4 21 3/4 21 3/4 21 3/4 21 3/4 21 3/4 21 3/4 21 3/4 21 3/4 21 3/4 21 3/4 21 3/4 21 3/4
OCEE AUGU  1. 2. 3. 4. 5. 6. 7. 7. 8. 9. 9. 9.	D. Buxton D. Spicer  AN SHORES REGAT UST 4, 5, 1979  HOBIE 18A Carpenter Whisler Ling Schmidt Wlibarri Stone Reed HOBIE 16A Baker Paith Halboran Brown Jarrat Eaton Parent Carter Stephenson Tarleton Kirby HOBIE 16B Allen Allen Christensen Squier Montgomery Blannership Kris Dunn Cohn Simpson Long	POINTS  5 1/2 8 1/2 10 3/4 11 16 23 POINTS  9 1/2 9 3/4 11 3/4 15 3/4 21 23 25 27 32 38 POINTS  POINTS  18 3/4 21 3/4 21 3/4 21 3/4 21 3/4 21 3/4 21 3/4 21 3/4 21 3/4 21 3/4 21 3/4 21 3/4 21 3/4 21 3/4 21 3/4 21 3/4
OCEE AUGU  1. 2. 3. 4. 5. 6. 7. 7. 8. 9. 9. 9.	D. Buxton D. Spicer  AN SHORES REGAT UST 4, 5, 1979  HOBIE 18A Carpenter Whisler Ling Schmidt Wlibarri Stone Reed HOBIE 16A Baker Paith Halboran Brown Jarrat Eaton Parent Carter Stephenson Tarleton Kirby HOBIE 16B Allen Allen Christensen Squier Montgomery Blannership Kris Dunn Cohn Simpson Long Gaidino LaCroix	POINTS  5 1/2 8 1/2 10 3/4 11 16 23 POINTS  9 1/2 9 3/4 11 3/4 15 18 3/4 21 23 25 27 32 38 POINTS 13 3/4 15 16 3/4 18 18 3/4 21 3/4 21 3/4 22 29 3/4 33
OCE AUG	D. Buxton D. Spicer  AN SHORES REGAT UST 4, 5, 1979  HOBIE 18A Carpenter Whisler Ling Schmidt Wlibarri Stone Reed HOBIE 16A  Baker Paith Halboran Brown Jarrat Eaton Carter Stephenson Tarleton Kirby HOBIE 16B  Allen Christensen Squier Montgomery Blannership Kris Dunn Cohn Simpson Long Gaidino	POINTS 5 1/2 8 1/2 10 3/4 11 16 23 23 POINTS 9 1/2 9 3/4 11 3/4 15 3/4 21 3/4 21 3/4 21 3/4 21 3/4 21 3/4 22 38

	HOBIE 16C	POINTS
3. 4. 5. 6. 7.	Trucans Lawton Chamberlin Lopolos August Shelton Castanias Bade	6 3/4 10 1/2 12 3/4 13 3/4 15 19 20 23
	HOBIE 14A	POINTS
	Sales of the sales	
	Jenkins	4 1/4
2.		10
	Hanson	11 3/4
	Martin	11 3/4
	Zornow	20
6.		
	Salingle	24
7.	Mathews	26
7.	Mathews McAnally	26 27
7. 8. 9.	Mathews McAnally Fernandez	26 27 29
7. 8. 9.	Mathews McAnally Fernandez Lyon	26 27 29 35
7. 8. 9.	Mathews McAnally Fernandez Lyon	26 27 29

### **DIVISION 12**

THE 7th ANNUAL LONG ISLAND HOBIE MASTERS POINTS REGATTA FLEET 124 SAYVILLE, NEW YORK JULY 14 & 15, 1979

	HOBIE 18	POINTS
1.	Palmer	4 1/2
2.	Mazzacane	8
3.	Saluga	8 3/4
4.	Flaherty	10
5.	Sullivan	13
6.	Manganello	18
7.	Cutillo	23
8.	Fauer	26

	HOBIE 16A	POINTS
1.	Carpenter, C.	11
2.	Carpenter, B.	11 1/2
3.	Littauer	15
4.	McKay	17
4.	Berger	18
6.	Walser	19
7.	Dodds	20
8.	Becker	26
9.	Campbel1	27 3/4
10.	Cherau	33
11.	Hanlon	34
12.	Ewing	36
13.	West	37
14.	Schuchardt	45
15.	Matthews	47
16.	Danielson	47
17.	Christopher	62
18.	Adelman	63
19.	Kringel	67
20.	Olson	67
21.	Darress	69
22.	Sebastian	71
23.	Peter	73
24.	Piechnik	75

	HOBIE 16B	POINTS	
1.	Jones	11	
2.	Conroy	13	
3.		19	
4.	Donnerstag	22	
5.	Toensing	22	
6.	Sauberg	22 3/4	
7.	Bassett	24 3/4	
8.	Bliss	25	
	Klingg	27 3/4	
0.	Fish	28	
1.	Hodson	29	
2.	Maloney	37	
3.	Rudnick	39	
4.			
	Ferrara Roth	45	
5.		54	
6.	Bouwmeester	55	
7.	Morgan	55	
8.	Swanberg	58	
9.	Schwartzman	59	
0.		60	
1.	Winston, D.	61	
2.	Goldstein	64	
	Feinberg	68	
4.		71	
5.	Winston, R.	73	
	HOBIE 14	POINTS	

Knorr Nichols

SUNDANCE	REGATTA
FLEET 78	OB THE
	JA LAKE, NEW YORK
JULY 28TH	6 29TH, 1979

HOBIE 18 A

	Dave Block .	9	3/4	
4.	Gary Sprague	13		
	HOBIE 16 A	POI	INTS	
	2100			
1.	Chad Klahr	4	1/4	
2.	Randy Chamberlin	. 8	3/4	
3.	Tom Johnson	13		
4.	Jerry Clark	13		
5.	John Anderson	17		
6.	Bruce Cowe	19		
7.	D. Barry	21	3/4	
8.		28		

HOBIE 16 B

POINTS

POINTS

1.	Mike McNamara	17	3/4
2.	John Rickloff	18	
3.		19	
4.	Tom Snodgrass	21	3/4
5.	Wally Adams	26	
	Tom Kovseniewski		
7.	David Strahl	37	3/4
8.	Mike Kelley	38	
		40	
	Robert Yates	41	3/4
	Ronny Graff	45	
12.	Arch Thames	47	
13.	Dave Kloss	50	
14.		51	
15.	S. Koreniewski	54	
	Gary Moynihan	54	3/4
17.	Scooter Young	55	
18.	Jim Fisher	56	
19.	Mike Cerrone	56	
20.	Rick Bernardini	62	
21.	Don Lopp	65	
22.	Buck LaRusch	67	
23.	Ken Clark	75	
24.	Keith Mortlock	77	
25.	Ron Pfender	100	
	Carl Hertwig	112	

HOBIE 14	POINT
1. Dave Ratti	4 1/4
2. Ron Doyle	5 1/2

### **DIVISION 13**

ROOSEVELT ROADS REGATTA PUERTO RICO MAY 26, 27, 1979

	HOBIE 16A		POI	INTS
1.	Vassallo		5	3/4
2.	Fyffe		14	
3.	Mora		14	3/4
4.	Griffin		18	3/4
	Hobie 14A		POI	INTS
1.	Enrique		5	3/4
2.	Juncos, C.		15	1/2
3.	Enrique,S.		16	
1.	Enrique, J.	· M	21	
5.	Glenn	twal.	22	
5.	Medley		35	1.1
				11

PUERTO RICO CHAMPIONSHIPS JULY 28, 29, 1979

	HOBIE 16A	POINTS
1.	Figueroa	9 1/4
2.	Goldberg	12 1/2
3.	Vassallo	15 3/4
4.	Fyffe	21
5.	Ovies	21 3/4
6.	Darmanin	37
7.	Betancourt	40
	HOBIE 14A	POINTS
1.	Suarez	9
2.	Dalmau	16
3.	Borges	17 1/2
4.	Reves	21
5.	Medley	34
6.	Junco	49

POINTS

POINTS

POINTS

### **DIVISION 14**

DIVISION 14 CHAMPIONSHIP LAKE ARROWHEAD WICHITA FALLS, TEXAS AUGUST 18-19, 1979

-		first at	
	HOBIE 18	POINTS	
1.	HOWETH ROY	7 1/2	
2.		12	
4.	MORRIS, BOB	16 1/4	
5.	BAILEY, PODNEY	19	
7.	BALLARD, R.B.	25	
8.	ACQUART, MIKE	31	
10.	ALDEN, JOHN	34	
11.	ELLIOT	36	
13.	SOURY DENNY MORRIS, BOB MILLER, BOB MILLER, RONDY BAILEY, RONDY BAILEY, RONDY BAILEY, RONDY BAILARD, R.B. BRUCE, DAVID ACQUART, MIKE ALDEN, JOHN CLURIS, JOHN ELLIOT WINBALD, DAVE BANTON, MIKE BAYES, ROBERT EKBERG, ERNIE MCCAMEY, BOB SEIDEL, TIM PETERSON, BIL	41	
15.	BROWN, DARRELL	53	
16.	BATES, ROBERT	58	
18.	MCCAMEY, BOB	60	
19.	SEIDEL, TIM PETERSON, BILL	61 76	
-3.			
	HOBIE 16A	POINTS	
1.	FREED, DAVID KELLEY, NOEL II HENNING, DALE SMITH, CHARLIE BOYER, J.B.	8 1/2 I 8 3/4	
3.	HENNING, DALE	10	
4.	BOYER, J.B.	22 3/4	
6.	EDDY, MARC	23	
7.	FORSYTH, JERRY	26 3/4	
9.	DOWNHAM, STEVE	33	
10.	LASTER, GERRY	34	
12.	SCHWARZ, WERNER	37	
13.	BATES, R. III	48	
15.	RALPH, MARK	57	
17.	HARVEY, EDDIE	60	
18.	JOHNSON, DAVE	61	
20.	SMITH CHARLIE BOYER, J.B. BEDDY, MARC DICKERSON, MIKE FORSTH, JERRY DOWNHAM, STEVE FIELDS, ROBERT LASTER, GERRY SCHWARZ, WERNER JONES, BILL BAYES, R. III RALPH, MARK HOLMES, CHRIS HAWYEY, EDDIE JOHNSON, DAVE BIGELOW, CHUCK BISHOP, JERRY	70	
	HORIE 19B	POINTS	
1.	FREEMAN, SCOTT	7 1/2	
3.	FREEMAN, SCOTT WILKINSON, JACK GAZZETTA, DAVID RANKIN, NIEL BEYDLER, TERRY	11 14 3/4	
4.	RANKIN, NIEL	17	
5.	RANKIN, NIEL BEYDLER, TERRY REDDICK, RANDY DOUGLAS, KEN	20	
6.	DOUGLAS, KEN	22 3/4	
10.	FIEWEL, KEN BRYANT, JOHN NIELD, STEVE	32	
11.			
	A Committee of the Comm	POINTS	
1.	KIMBALL, DAVE CHURCH, JIM MORREL, GORDY FULLER, TONY LAMERS, JOHN BIELSS, GLEN SEYFARTH, H. JR DIEM, JOHN	9 1/2	
3.	MORREL, GORDY	12 12 3/4 15 3/4 15 3/4	
. 5.	LAMERS, JOHN	15 3/4 15 3/4 23	
6.	BIELSS, GLEN	23	
8.	DIEM, JOHN	28	
9.	CONDREW, TERRY	35	
11.	KELLY, GEORGE	41	
12.	BILLINGSLY, R	44	
14.	PEYTON, MARK	44	
16.	BIRDWELL, ALLEN	56	
	SEYFARTH, H. JR DIEM, JOHN WALKER, ROGER CONDREW, TERRY KELLY, GEORGE HENSLEY, ROGER BILLINGSLY, B. PEYTON, MARK GANNAWAY, C. BIRDWELL, ALLEN HOBIE 14A	POINTS	
1:	BALTHASER, DON	4 1/4	
2.	SCHLIGS, DAN GRIFFICE, R.	9 1/4 19 1/2	
4.	CTACY MICHELLE	20 21	
5.	WELSH, JACK	24	
1000		24 26	
9.	WASHBURN, PHIL	29	
10.	WEBBER TIM	36 37	
12.	BATEMAN, NANCY	37	
14.	BASS, BUID	45	
15.	HAYES, BOB	47	

DIVISION 14 CHAMPIONSHIPS LAKE ARROWHEAD WICHITA FALLS, TEXAS AUGUST 18-19, 1979 (CONT.)

POINTS

HOBIE 14B

1. VARUH, BURTON 2. LUTHY, MARY 3. HAMILTON, G.

DIVISION 14 CHAMPIO LAKE ARROWHEAD WICHITA FALLS, TEXA AUGUST 18-19, 1979	NSHIPS S
4. LUCE, EDWIN	15 3/4
5. BARTON, JOHN 6. THORNBLOM, D. 7. HOWELL, BILL 8. COOLEY, BILL	16 18 18
8. COOLEY, BILL 9. MOORE, DAVE 10. BILLINGSLY, M. 11. TEEL, LARRY 12. WOLFF, ART	
10. BILLINGSLY, M. 11. TEEL, LARRY	32
	47
HOBIE 14C	POINTS
1. BUSH, RICK 2. HERZFIELD, C. 3. RAINBOW, BRYAN 4. FULKERSON, J. 5. BURTON, TOM	3 1/2 4 3/4
4. FULKERSON, J.	11 3/4 12
6. RICHARDSON, B.	15
3. RAIMBOW, BRYAN 4. FULKERSON, J. 5. BURTON, TOM 6. RICHARDSON, B. 7. FAWCETT, C. 8. MIZE, BILLY 9. BEAVER, GEORGE	19 .
DIVISION	1
Gulf Coast Division Championships	15
Championships Fleet 178, Division Fort Walton Beach, July 28 & 29, 1979	Florida
Hobie 18  1. B. Whitehurst	Points 5 1/2
1. B. Whitehurst 2. T. Jakvbik 3. G. Kaeding 4. J. Suares	9 1/2
5. W. Jablonovski 6. L. Jorgeusen 7. J. Kattine 8. S. Dowell 9. W. Bavdier 10. L. Tucker 11. J. Jones	17 24 29
7. J. Kattine 8. S. Dowell 9. W. Bavdier	29
10. L. Tucker 11. J. Jones	35 39
Hobie 16A	Points
1. M. Johnson 2. L. Kalata 3. G. Black 4. B. Stewart 5. G. Zorn	7 3/4 10
3. G. Black 4. B. Stewart	13 3/4 14 1/2
5. G. Zorn 6. M. McRee	19 23 24
8. B. Allen	27 3/4
10. D. Teddlie	29 32 44
12. J. Miko 13. R. Moore	47 49
14. J. Salmon 15. R. Cumby	50 53 57
16. B. Gaston 17. E. Goodall	57 65 68
19. R. Ourso	69
21. L. Boyd	79 86
23. J. Garth	88
4. B. Stewart 5. G. Zorn 6. M. McRee 7. C. Tucker 8. B. Allen 9. S. Gaston 10. D. Teddlie 11. R. Phillips 12. J. Miko 13. R. Moore 14. J. Salmon 15. R. Cumby 16. B. Gaston 17. E. Goodall 18. B. Davis 19. R. Ourso 20. C. McDaniel 21. L. Boyd 22. L. Ruthren 23. J. Garth 24. R. Knight 25. K. Dreyer  Hobie 16B	94
	TOTHER
1. D. Carlson 2. W. Burralowa 3. M. Shechan	12 1/2 13 1/2 15
5. D. Crosier	16 3/4
6. J. Kidder 7. R. Drelo	22 33 34
9. T. Garner	34 38 39
11. A. Adent	39 41 45
	51 53
16 T Daniels	54 55
17. A. Pay	59 62
20. L. Franzan	63 64 65
22. B. Christie	66
24. R. Deblanc	73 79
26. T. Whittmore	82 92
	100
30. A. Arrington 31. B. Burdy	115 118
Hobie 16C	Points
1. B. Hudgens 2. J. Harris 3. Derzypolski	5 1/4 16 3/4
4. B. Webster	17 24 27
5. B. Clifford	41

Gulf	Coast Division		ı
C	hampionships		١
Fort	t 178, Division Walton Beach, 28 & 29, 1979	Florida	ı
	Hobie 16C	Points	١
6.	E. Cutler Bl Souter	32	ı
7.	J. Angela	34 37	١
9.	K. Smith W. Kern	40 51 52 3/4	١
11.	C. Dye R. Martinez	53	١
13.	T. Coaskley D. Barnes	55	ı
15.	W. Mern C. Dye R. Martinez T. Coaskley D. Barnes D. Heinrich L. Vagias L Gillette J. Blackstone D. Leslie	58 59	١
17.	L Gillette J. Blackstone	63	١
17. 18. 19. 20.	J. Blackstone D. Leslie J. Myers J. Dorminy D. Dygert M. Johnson C. Rosicka M. Devine S. Dalton J. Mewson D. Priester J. Remsburg B. Young J. Waldo T. Flighthurst	66	ı
21.	J. Dorminy D. Dygert	73 73	١
22. 23. 24. 25. 26. 27.	M. Johnson C. Rosicka	74 75 78	
25.	M. Devine S. Dalton	78 79	ı
27.	J. Mewson D. Priester	80	١
29.	J. Remsburg B. Young	84	١
31.	J. Waldo J. Flighthurst	107	ı
	Hobie 14A	Points	1
1.	T. Whitehurst	3	1
2.	D. Frank M. Douglas M. McQuillen	9	1
5.	C Barnes	14 18 3/4	1
6.	G. Thomas C. Trahai M. Dovalycsik	20 22	١
8.	M. Dovalycsik L. Gryczewski		1
10.	Hobie 14B	Points	1
1.	R. Townsend	3	1
2.	T. Glover M. Ronk	8 12	١
			١
			١
6th	ANNUAL HOBIE OF	EN	١
PANA	ANNUAL HOBIE OF MA CITY ST 11, 12, 1979		
PANA	MA CITY ST 11, 12, 1979	_	
PANA	MA CITY ST 11, 12, 1979 HOBIE 18	POINTS	
PANA AUGU	MA CITY ST 11, 12, 1979 HOBIE 18 Keading Mason	POINTS 3 8 3/4	
PANA AUGU	HOBIE 18 Keading Mason Hutchison Duke	POINTS  3 8 3/4 12 13	The second secon
1. 2. 3. 4.	MA CITY ST 11, 12, 1975 HOBIE 18 Keading Mason Hutchison Duke Tucker Gaston	POINTS  3 8 3/4 12 13 13 21	The second secon
1. 2. 3. 4. 5. 6.	MA CITY ST 11, 12, 1975  HOBIE 18  Keading Mason Hutchison Duke Tucker Gaston Moore Gaston	POINTS  3 8 3/4 12 13 13	The same and the s
1. 2. 3. 4. 5. 6. 7. 8. 9.	MA CITY ST 11, 12, 1975  HOBIE 18  Keading Mason Hutchison Duke Tucker Gaston Moore Gaston Stevens Ruthven	POINTS  3 8 3/4 12 13 13 21 26	CONTRACTOR OF THE PERSON NAMED IN COLUMN NAMED
1. 2. 3. 4. 5. 6. 7. 8.	MA CITY ST 11, 12, 1975  HOBIE 18  Keading Mason Hutchison Duke Tucker Gaston Moore Gaston Stevens Ruthven Phillips	POINTS  3 8 3/4 12 13 13 21 26 30 32 35 42	
1. 2. 3. 4. 5. 6. 7. 8. 9.	MA CITY ST 11, 12, 1975  HOBIE 18  Keading Mason Hutchison Duke Tucker Gaston Moore Gaston Moore Ruthven Phillips HOBIE 16A	POINTS  3 8 3/4 12 13 21 26 30 32 35 42 POINTS	
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11.	MA CITY ST 11, 12, 1975 HOBIE 18 Keading MASON Hutchison Duke Tucker Gaston Moore Gaston Stevens Ruthven Phillips HOBIE 16A McKee Johnson	POINTS  3 8 3/4 12 13 13 21 26 30 32 35 42 POINTS 6 1/2 8 3/4	
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 1. 2. 3. 4. 4. 5. 5. 6. 7. 8. 9. 10. 11.	MA CITY ST 11, 12, 1975 HOBIE 18 Keading Mason Butchison Duke Tucker Gaston Moore Gaston Stevens Ruthven Phillips HOBIE 16A McKee	POINTS  3 8 3/4 12 13 13 21 26 30 32 35 42 POINTS  6 1/2 8 3/4 9 3/4 9 3/4 10 3/4	
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11.	HOBIE 18  Keading Mason buke Tucker Gaston Moore Gaston Moore Gaston Hobies Hob	POINTS  3 8 3/4 12 13 13 21 26 30 32 35 42 POINTS  6 1/2 8 3/4 9 3/4 9 3/4 10 3/4 17 21	
PANA AUGU 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11.	HOBIE 18  Keading Mason buke Tucker Gaston Moore Gaston Moore Gaston Hobies HOBIE 16A  McKee Johnson Kalata Zorn Suares	POINTS  3 8 3/4 12 13 13 21 26 30 32 35 42 POINTS  6 1/2 8 3/4 9 3/4 10 3/4 10 3/4 11 26 30	
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11.	HOBIE 18  Keading Mason Hutchison Duke Tucker Gaston Moore Gaston Stevens Ruthven Phillips  HOBIE 16A  McKee Johnson Kalata Zorn Suares Gaston Moore Gaston Stevens Ruthven Phillips	POINTS  3 8 3/4 12 13 13 21 26 30 32 35 42 POINTS  6 1/2 8 3/4 9 3/4 10 3/4 17 21 26 30 32 35 32 35	
PANA AUGU 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11.	MA CITY ST 11, 12, 1975 HOBIE 18 Keading Mason Hutchison Duke Tucker Gaston Moore Gaston Stevens Ruthven Phillips HOBIE 16A McKee Johnson Kalata Zorn Suares Gaston Moore Gaston Stevens Ruthven Phillips	POINTS  3 8 3/4 12 13 13 21 26 30 32 35 42  POINTS  6 1/2 8 3/4 9 3/4 10 3/4 17 21 26 30 32 35 42	
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 3. 4. 15. 6. 7. 8. 9. 10. 11.	HOBIE 18  Keading Mason Hutchison Duke Tucker Gaston Moore Gaston Stevens Ruthven Phillips HOBIE 16A  MCKee Johnson Kalata Zorn Suares Gaston Moore Gaston Stevens Ruthven Phillips HOBIE 16A	POINTS  3 8 3/4 12 13 13 21 26 30 32 35 42 POINTS  6 1/2 8 3/4 9 3/4 10 3/4 17 21 26 30 32 35 42 POINTS	
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HOBIE 14	POINTS	125	HOBIE 16B
1. Tucker	7 1/2 7 3/4	1.	Smith
2. McQuillen	7 3/4	2.	Behan
3. Frank	9 3/4	3.	Steglich Pringle
4. Barnes 5. Townsend	18	5.	Pierce
6. Bennett	19	6.	Huycke
7. Beasley	30	7.	Reid
8. Strickland	30	8.	Motley
9. Stapleton	34	9.	Quodt
10. Francis	40	10.	McNamara Wood
		12.	Dyck
		13.	Cathers
		14.	Brooker
		15.	Galvin
		16.	L. Smith
CANADIAN NATIONAL	r c	17.	
	шо	18.	Spurgeon
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HOBIE 18	POINTS		HOBIE 14A
l. Ala	5 1/2	1.	Innes
2. B.Harner	8 1/2	2.	M. Innes
3. P.Harner	10	3.	Summerfield
4. Proctor	15 3/4	4.	Kymlicka
5. Conacher	17	5.	Coffen
6. Pringle 7. McDonald	17	6.	Price .
8. Zinck	30	7.	Yausie Stephen
9. Donald	34	9.	Elliot
		10.	Lyttle
	A	11.	Doyle
HOBIE 16A	POINTS		
1. Ponta	5 1/4		
2. Liefeld	12		
3. Leeson	12 3/4		HOBIE 14B
4. Chamberlin	16 3/4	1.	Kafarowski
5. Glaholt 6. Raybould	22 29	2.	Glera
7. Mackewzie	30	3.	Orr
8. Garlick	31	4.	Hughes
9. Chick	34	5.	Otte
10. Adams	36'	7.	Park
11. Binnie 12. Clark	37 40	8.	Campbell Warren
13. Rudd	41	9.	Cane
14. McRea	43	10.	Summerfield
15. Chance	45	11.	Gloin
16. Long	47	12.	Alloke Dark
17. Reid 18. Dixon	55 56	14.	Hanna
19. Cowe	62	15.	Milne
20. Duncaw	74	16.	Yarwood .
SEASON STATE		350	The same of the same



## Paula Alter — First 14' **Women's National Champion**

By Bella Lagmay-Singh

When you're the daughter of Hobie Alter Sr., the designer of the ever-popular Hobie surfboards, skateboards and Hobie Cat sailboats, it only seems natural that these hobbies would become a way of life. And it has for Paula Alter, the oldest of the Alter children, just as it has for her dad and brothers.

At the mere age of seven, she was already surfing with her brothers, Hobie Jr. and Jeff, off San Onofre Beach. At 11 years-old, when the sidewalk surfing craze hit, she got into skateboarding. Nowadays, at age 24 she's into sailing. And is very good at it. Recently, she won the national championship of the First Annual Hobie Cat 14' Women's Nationals at Lake Tahoe, Nevada.

Born in Newport Beach. California, Paula started sailing when she was a freshman in high school. She was intimidated to go out into the surf at first, but did after encouragement from her dad and brothers.

But she was really into skiing and raced with the Mogul Ski Club of Southern California during her years at Laguna Beach and San Clemente high schools. Eventually, she moved to Bear Valley and following graduation from Calavares High, attended the University of Colorado where she majored in biology. However, in the middle of her sophomore year she decided to take an adventurous hiatus and devoted her time to oceanographic research with the Sailing Education Association (SEA), based in Boston.

For seven weeks, she sailed aboard the "Westward," a 100 ft. schooner that journeyed to Spain, the Canary Islands and the Caribbean. She disembarked the vessel in Puerto Rico and flew back to Antigua, a windward island just

beyond the Caribbean, where she worked on charter boats.

Her ventures abroad ended when she decided to resume her education at the University of California at Santa Cruz. She enjoyed her days spent in Santa Cruz. While there



Paula Alter and her proud dad.

she became interested in holistic healing, which she spent three months thereafter studying about in Hawaii. She then returned to the mainland, sailing a friend's 45 ketch back to Santa Cruz.

Upon her return home to Southern California, she began working on the new Hobie 33', doing original cost analyses and a little back-shop work. She has since stopped working on the 33' but enjoys racing on the prototype with her dad in coastal races. Currently, Paula's attentions are focused on writing articles for the "Hot Line," of which she is now a contributing

Paula also enjoys crewing for her

father in national championships and in this year's 18' nationals, they came in fourth place and in this year's 16' Nationals, came in third place. Previously, they won second place in the 1977 16' Nationals at Ft. Lauderdale, Florida; fourth place in the 1977 18' Nationals also at Ft. Lauderdale; and 14th place in the 1978 16' Worlds at So. Padre Island. Texas. The first time she ever crewed for her dad was at the 1976 16' Worlds in Hawaii. Although she often crews for Hobie Sr., she credits Wayne Schafer of Capo Beach. California, for teaching her how to crew. She crewed for the first time ever with Schafer at a regatta held at Lake Havasu while she was attending college in Colorado.

The first time she ever skippered was during the Midwinters in San Felipe this year. She laughs when she explains, "When Nationals time came up I thought I'd better learn how to tack a 14' ... so I just started talking to people on the beach about tactics." Apparently, Paula caught on quick. She finished with a first place in B Fleet!

According to Paula, spending time crewing was good experience for her tactics as a skipper would not be as good had she never crewed at all.

What's it like being the daughter of Hobie Alter Sr.? Says Paula, "Sailing with Dad is the greatest fun. . . I really appreciate being able to sail with him and my brothers and just talking about sailing with them." The Alter family owns two Hobie 14s and three Hobie 16s and throughout the year, sail in local regattas and participate in national championships. Thanks to her dad, the man who is responsible for beginning the world of Hobie Cats, sailing has really become a way of life for Paula. . . For the Alters, it's indeed all in the family. X





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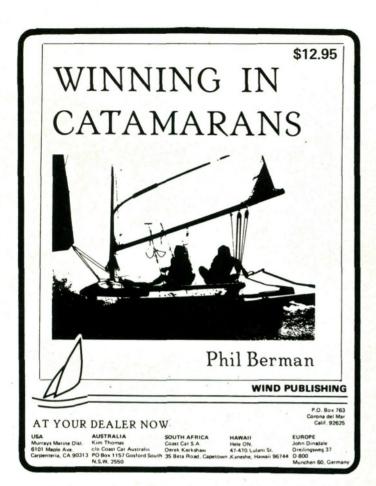
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## Tuning a Hobie 18' An Interview with Bob Thomas

### by Paula Alter

The Hobie 18' class joined the regatta scene two and half years ago; today it is a well established class with its own group of hot skippers. It takes time to figure out what will make a particular boat sail the fastest. More and more people are racing 18s, and many have been seeking the advice from the more experienced Hobie 18' sailors concerning tuning and the fine aspects of racing their new boats.

Bob Thomas, a Hobie Cat dealer in Oceanside, California, is one of the top 18' racers in California. He is always in the top of local races and placed second in the 18' Nationals last year. Thomas' business includes selling 18s and giving advice on how to tune them. No two sailors will tune or sail their boats alike, but most good racers have talked with fellow competitors, checked out their boats and taken whatever information they feel would be of benefit to themselves and tried it.

"If I have an idea, I'll read a book, hash it over with other sailors like Nick Steele, Wayne Schafer, Larry Cooke or Stu Wentworth then make my own synopsis and see if it works for me, "said Thomas. "Sometimes, what works for someone else won't work for me. A lot of the time it's psychological, so

I just keep experimenting until I find what works for my particular style of sailing."

In an interview with Thomas, he offered the following tips regarding the tuning of the Hobie 18'.

### What is your basic philosophy about tuning an 18'?

"I gear my boat for the average conditions and the average wind, and I tune it like that for the whole regatta. My philosophy is based on the conditions we have in southern California where any day the wind can blow between 8-15 knots; we're not going to see many days with winds of 30 - 35 knots like you'd see in Australia.

I don't go changing things for light or heavy air. For example, you go to an average race here . . . on Saturday the first race will be light, the second race medium to heavy and the last race medium to heavy. You're going to have two, maybe three different conditions you'll be racing in. If your boat is geared to the average you're going to have good averages all the time. The guy who's tuned for light may go good in one race, but if it blows he's history. And vice-versa. Their boats may not be any slower, but psychologically they're going to be

slower, especially on the 18' where you have all these factors that everyone's always worried about adjusting and tuning."

### How much shroud tension do you use?

"Most people run the rigging real tight. My philosophy in light air is that it doesn't make much difference what the shroud tension is on the 18' because you can adjust the luff tension on the jib and the downhaul on the main. Shroud tension is going to affect your mast compression bend a little bit, so if I knew that it was going to be real light I'd run it not quite as tight. I go back to the old monohull rule the harder she blows, the harder she goes.' The reason I like to run my rig tight most of the time is if it does start to blow, and I'm feathering the mainsheet (pulling it in and letting it off with the puffs), I'll need tension to keep the forestay tight. When you're normally sheeted in going to weather, and you sheet in the main. . . it's going to tighten up the forestay. When it's blowing enough that you're feathering it, you need the rig tight to keep the jib from sagging. On the beach I set my boat up so that with everything sheeted in hard, I have approximately a half a hole play on the lee side. If I don't think it's going to blow as hard, I'll run the rig a hole or two looser. I also race with a light crew, so when it's blowing I just want to hang in there to the weather mark and make up for it tactically downwind. The 18' is a tactical boat downwind as well as upwind."

### How much diamond wire tension do you use?

"All season I've run mine so that when you hold both of the wires in towards the mast about three feet up from the base, they're about an inch off the mast; I run them real loose.

Now, Nick Steele, in light air, will run his wires tight. He is faster than me to weather in light air—maybe that's part of the reason. Or maybe he's just a better light air sailor than me. Once it starts to blow, I don't worry about it."

### How far do you rotate your mast?

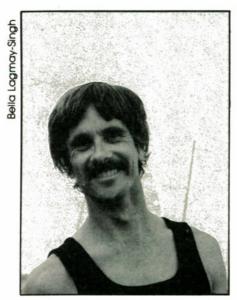
"I rotate my mast about the same as on a 16'—about 45 degrees. If it starts to really blow, I'll over rotate about 10 degrees more. Some guys really crank it over. I haven't been in anything over 25 knots, though."

### Is mast rake an important factor on an 18'?

"The 18' has a lot of factors which interact. All of it comes down to the total picture. . .what's it do to your helm? Every change I make on the boat, I'm curious as to what's going to happen to my helm. I adjust my centerboards to my helm and I adjust my mast rake to my helm. People have told me they do it like a 16'-raking the mast way back. Others do it like Toronados-all the way forward. There's a reason why the mast works best raked back. And you have to take your boat and see what it needs. I rake the mast back until the helm feels right. What has worked on every boat I sell (which is pretty much how I rig my own boat) is basically set them up with the side shrouds approximately four to five holes down (usually four). The forestay is hooked into the top hole of the chainplate that runs into the furling unit. You usually see one and a half holes sticking out from under the unit. That's usually the average rake on an average 18' when I'm starting from scratch on a boat I've never sailed before. Then, I'll adjust a hole or two depending on how the helm feels on that particular boat."

### What are you looking for as far as how a helm feels?

"Going to weather, an 18' is usually a well-balanced boat. I find very few have a heavy weather helm. I've sailed some with a little lee helm and had to rake the mast back a bit. When you're sailing in swells all the boats will fool you; as you start to reach (a shade lower than pointing), the swells hitting the boat a certain way will give you a feeling of a lee helm. Usually nothing is wrong with the helm. If you were sailing in smooth water you wouldn't feel it. Sometimes if it's really bad I'll rake the mast back a shade more because of that swell action.'



Bob Thomas offers advice to Hobie 18' skippers.

### Do you adjust your jib luff tension for different wind conditions?

"Again, I go by the book—'the harder she blows, the harder she goes.' I treat the jib tension just like the downhaul on the main, just enough to get the wrinkles out of the sail. As the wind picks up, I'll change my luff tension. It's one of the few variables I'll mess with between races. I'll start out in a light air race in the morning with fairly light luff tension. As the wind picks up I can crawl out on the bow, balance myself and tighten it."

### Do you vary the luff tension on the main in that same fashion?

"Oh sure. Sometimes going downwind, if I'm really in trouble, I'll crack the main downhaul. I never crack the outhaul—when you

crack the downhaul you're automatically cracking the outhaul. I'll let the downhaul off an inch and a half sometimes, the mast straightens up and the sail billows out, which makes you go faster downwind. You only want to loosen it enough so that you don't have any wrinkles in the sail. It's also easy to forget to downhaul it before you round the leeward mark. The main reason I don't do it all the time is if I'm out in front, I don't have to. . . I only do what I have to in order to win."

### What do you look for in sail shape?

"I like to see the pocket a little bit further back than on a 16'. On a 16', for example, you're talking about the pocket being about 40 percent back from the luff. The jib on the 18' overlaps the main much more than the jib on a 16', so I like to see the pocket back a little further. The most important thing to look for going to weather is you want a sail that is not hooking, especially in those top battens. Most guys tend to over tighten their battens. The minute you start overtightening them the sails starts to hook. I just barely get the wrinkles out and I run it like that for all conditions. I figure in heavy air you want loose battens anyway. And in light air, I seem to go downwind good enough . . . so why tie them any tighter. The only place I can see where it might help me is going off the wind. But I don't want to kill my upwind performance in light airs if I can help it.'

### What kind of battens do you use?

"Anything less than stock battens causes the sail to hook like a mad man! It will not go to weather with soft battens. I tried an experiment with some super soft battens... it was great downwind, but killed me upwind."

### Where do you set your jib leads?

"I don't pull mine back too far. The further back you pull it . . . by the time you get it sheeted in tight enough . . . it's too close to the spreaders. There's a point where it's actually rubbing against the spreader. Every sail is different. In light airs I actually run them a little forward. I believe in a fuller sail for light air and choppy water. I pull the jib cars back as the air picks up, which allows the sail to twist off up high and keeps it flat below. And what do you want in heavy air? A

Continued on page 33



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## Continued group of I back in the around decibeach after up to C. 7





## 16' Natis

Continued from page 15

group of boats who were further back in the fleet the second time around decided to go in towards the beach after A mark, then reach back up to C. The foreleaders of this group slipped into third place behind Wood and Hobie Jr.

"What I'm looking at is a crushing victory" is how John Ross-Duggan, the 1977 16' National Champion described Hobie Jr.'s victory to the large crowd at the awards banquet. Hobie and his crew, David Frank from Ft. Walton Beach, not only won the regatta, but won by the widest margin between first and second place ever in a 16' Nationals! The team had a 27 3/4 point lead over second place. John Ross-Duggan looked at his notes and in a soft voice said "14', 16' and 18 National Champion,-that's damned good Hobie." Hobie was especially pleased as the 16' is "his boat". It's what he sails most of the season and the boat that he likes the best. Hobie also gave half of the victory honors to his crew. He credited Frank and his local knowledge of the waters with helping to win the race, saying that Frank was trully one of the best crews he's had.

From second to fifth place the points were close. Second place went to Russell Eddington and his crew Billy Smith from Houston Texas with 44 points; third was Hobie Alter Sr. and daughter Paula Alter with 45 3/4 points; fourth was Carlton Tucker and Rick Bennett, with 47 1/2 points and fifth was the little guys, Miles Wood and Floyd Werntz from San Diego, Calif., with 49 1/2 points. The top three finishers will be a part of team USA for the 1980 16' World Championships.



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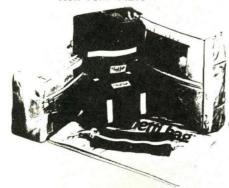
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flat sail. I think it helps some sailing to weather. In a good breeze I'll end up half to three quarters of the way back. In general, they're usually about a third of the way back, it all depends on the leach. Look at the leach going to weather and see if it's hooked. Then watch the luff. As you cut up into the wind, watch to see if the sail first luffs high or low. If it luffs low first, you move the lead back a little to tighten up the foot. If it luffs up high first, move the lead forward to tighten up the leach. You can do this for each different breeze, but it gets hard sometimes with everything else going on." What kind of sheeting angles do

you use?

"Going to weather, everything is always in, but not necessarily in hard. Most beginning sailors try to point super high and sheet way too tight. I used to be a pincher, now I'm a footer. I'd rather be going fast than not at all. When you start reaching you start traveling out, but you want to have use of your sail so you can crack it loose until the next puff fills in and you can work that puff. Watch your telltales, basically you want to have the sail luff evenly up and down all the time, so that you have an even air flow all the way around the sail. On the downward leg I travel out so that the traveler is just inside the hull. I twist in the sail so I'll work the twist and adjust it to where it feels good. I call this the groove angle of the

What is the groove angle? "To me, this is the key to the whole boat. Going upwind, the boats are all going about the same, a guy can master that maybe a little better than his competitor, but it is not the key. The key is going off the windthat's where I think the race is won or lost. Going to weather the boat has a fine groove line. You go a little bit too high and you're dying. Everything looks good but you're still dying. Go a little bit too low and you'll be losing too much ground. A real pincher on an 18' won't make it going to weather, and the same thing downwind. There's pinchers and footers. The guy who's going too high is a footer. When you're going downwind on the 18' you start really reaching in only five to eight knots, whereas on a 16' you don't really start reaching and working the sails until about eight to 10 knots. That's why I run my boards half way down going

downwind because I'm reaching.

half. If you look at the boards I

have, there are number lines so I

Never put them further down than

know at anytime where the boards are at. To get back to the groove line, I'll go by how the helm feels and where I have the boards at. What I want going downwind is a neutral helm.

Is there anything else you do regarding the centerboards?

'If I'm on a reach and I have time, I''ll have the windward board all the way down, the lee board up 1/4 to a 1/3 and pull my windward rudder up—then my helm feels good. Again, I'm adjusting to my helm. When you have both boards and rudders down you'll have helm like you wouldn't believe, but you can balance it out by adjusting the boards. The other thing I have done is put tape around the opening to the daggerboard well to keep my boards from sliding up as much. I don't worry about it too much. The water pressure against the boards keeps them pretty much in one position.'

How much weight do you think it takes to race an 18' competively? "I think guys can race with another guy for crew (unless they're really heavy) and be competitive. Personally, I think it's more fun to race with a woman. I race with light crews and it really hasn't even hurt me. I feel the crew has a lot to do with sailing this boat. It takes a little more strength and finesse to sail and crew on an 18'. I think 300 lbs. is an ideal weight for the boat, I can hang in with the heavier guys when it blows, and I'm with the lightweights when it's light."

Where do you distribute your weight on the boat?

'Again, it goes back to the total feel of the boat. I used to try and get all the weight forward. There's a temptation to get that bow in and go a little higher, but I think it creates extra drag. Usually, going upwind in trapezes I'm standing around the side shrounds and my crew is right behind the front crossbar. Like all boats, as it starts to blow harder I move back a little; as it gets lighter, I move forward.

Do you backwind your jib when

you tack?
"I backwind when I tack. I over tack and gybe and go for acceleration. For awhile, I wasn't backwinding. But, now I do again. Just a quick backwind thoughlong enough to get the bows across the eye of the wind and on their way over. This boat accelerates so fast that you can use that acceleration.

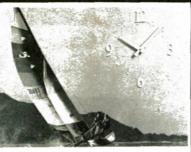
What other factors make racing an 18' different from sailing a 14' or a 16'?

"We're talking about a boat that is really different in the sense that most Hobie sailors are geared to really racing their boats to weather and defending downwind. I defend upwind and tack downwind. On a 18' you start reaching and you get into real tactical duels going downwind. The old rules that apply to 16s and 14s don't work. It's a whole new ball game. I really believe that. I find with this boat, going downwind I'll work headers like crazy. It gybes fast enough and accelerates fast enough to make full use of the shifts. The 18' pivots on its boards so fast that you have a more tactical boat. Going downwind you usually work the boat on a 90 degree vector. What this means is that your apparent wind is at 80 to 85 degrees. That's half the key to this boat, a lot of guys work on a 90 degree vector, but working with an 85 you're going faster and therefore, able to work lower. The reason is you're going higher for a second, but then you hold the telltale on the forestay at 85 degrees and drive lower. When other guys look at me, it usually looks like I'm sailing lower. But I have to go higher for a second to get the speed. The key is learning how to anticipate the wind. If it's going to die, bring the boat up; or if I'm being hit with a puff, I don't need to go any higher and I can start to work down with my 85 degree wind vector. The telltale will let you know as it swings forward that it's time to go back up again. When it gets really light, then maybe I'll get into a 90 degree vector. On an 18' you want the telltales on the sails all going back, whereas on a 16' you let them flop a little more."

Out of all this information you've talked about, what do you think is the most important for sailors wo are new to racing Hobie 18s?

"None of the adjustments I've talked about are as important as learning to sail the boat in the groove line to weather and the groove line downwind. If you started with these two things you'd be in good shape. Then, you can start playing around with the adjustments, but first focus on sailing the boat. Sailing the boat is number one—the other stuff might give you a slight advantage, but being able to find that line where everything is working together perfectly is what is going to be the most beneficial at first!"

## **It's About** Time



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## **CHRISTMAS** IS COMING...

## and we have a few last minute goodies

The Hobie Class Association is offering the extra 1979 16' Nationals hats for \$5.00 and some assorted design regatta shirts for \$4.00 each. Prices include all normal shipping charges.

Order yours now-the supply is limited.

Send your order to:

Hobie Class Association/Goodies P.O. Box 1008 Oceanside, California 92054

### THE TRAPEZE SYSTEM



This trapeze system was used on all the boats in the 1979 Hobie 16' Nationals. I was pleased at the number of skippers and crews who told me that they liked the handles. The plastic coated handles are much safer than the all metal type. The open design makes it easier to trap and hook up for fast tacks. Using different colored handles for skipper and crew solves a lot of confusion when you're trying to grab the handle that's adjusted for you. I've been using this set-up for four years and think it's the simplest and best yet!

Hobie alte

### **J&H DESIGNS**

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SUPER TRAPEZE HANDLES.....\$12.98 pair

Colors: blue, brown, yellow

ADJUSTMENT SYSTEM..... \$27.00 pair Includes: handles, pulleys, shackles, rope, rope stop adjusters, extra nicropress sleeves and complete instructions.

COMPLETE TRAP SYSTEM...... \$48.00 pair Includes: adjustment system, coated trapeze wires and shock cord (note with order if for a Hobie 16' or 18' for trapeze wire length)

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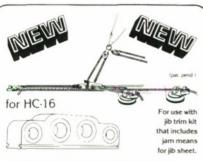






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NOW total adjustability of batten tension for maximum sail performance.

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The Line Handle gives you added muscle power and saves your hands when tightening your trampoline and tugging on your halyard.

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For lines 1/8 " to 3/16"

Satisfaction Guaranteed



## -Photo Gallery-

2019 2019 2019 2019

Hobie Cat fever is ever rising in France and A. DeBaghy framed this beautiful photograph of the French scene. Nancy Cockrell shot the race of the recent Hobie Cat Dealer Meeting held in Mission Bay, California. David Ashkenazi couldn't believe his eyes and recorded this photo of the morning after a hurricane swept over this beach.





David Ashkenazi



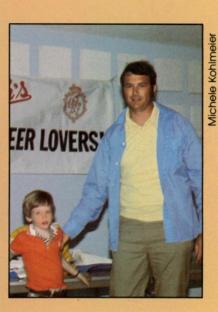






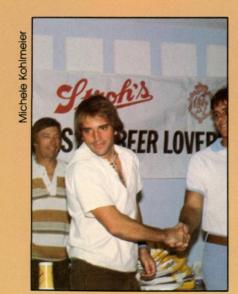


crew-his seven year-old son!



Far right photo depicts another great party recently hosted by Stroh's Beer. At the 18' Nationals awards banquet in Charleston, South Carolina Michele Kohlmeier captured some typical shenanigans-First place winners Dean Froome and John Driscoll accept their trophies in Halloween drag; Carlton Tucker is congratulated for his eighth place finish, thereby earning him a new windsurfer from his dad (Carlton lost out when he didn't make the Top 3 at the 16' Nationals held at his home turf as the deal called for, but finally won when the deal was extended to the Top 10 for the 18' Nationals); third place finishers Hobie Jr. and David Frank camp it up; and sixth place finishers John Suares with

Send your contributions to "Hot Line Photo Gallery."



## Happy Hobie Holidays!

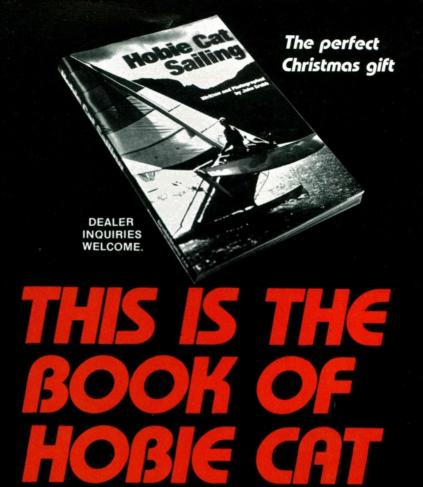
I get some thank you's now and then for starting this whole thing, but to me, starting the Hobie Cat business was not as tough as it is to maintain it as the industry continues to grow. Now that the holiday season is here, I'd like to express my thanks to the most unique and fun group of people around-our enthusiast Hobie Cat owners. It is such a privlege to be able to participate with people who are dedicated to having fun. Imagine centering our social events around a funny little boat that will tip over in any direction if you're not careful! I really have a lot to be thankful for because the Hobie Cat has not only provided me with a good living, but most importantly, it's recreational entertainment for my entire family. But it's not for just the sport

of sailing that we seem to be dedicating much of our lives to-it's become a way of life for us and all other Hobie Cat people. Playing and competing with Hobie Catters year after year is great fun and fun is what we had in mind from the start.

I hope the next ten years will be just as great and that we do our part even better so that your job is that much easier. And your job is to just keep having fun!

Thank you Hobie Catters and Coleman Company for continuing to make it happen!

38 Hot Line Holie al



Finally the answers to all your questions; a book now exists which covers Hobie Cat Sailing in its every detail-from early beginnings to basic sailing, to the Hobies of different sizes, to rigging, maintenance, trailering, and regattas. With over 300 pages and nearly 1000 of the finest existing catamaran photographs, Hobie Cat Sailing shows you everything from the bare bone basics to techniques used by the top skippers in active competition.

Written and

Photographed by Jake Grubb

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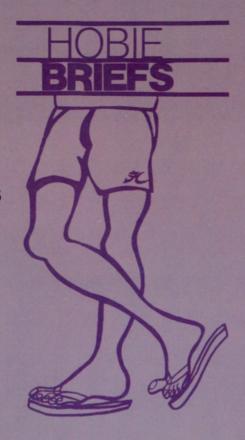
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### **Bounty Program**

Remember the Bounty Program? If You see low power or utility lines around where you sail or launch your boat, write the local power company a letter, send us a copy and we'll send you a Hobie prize. We have had a good response thus far and are happy to hear that you are informing the power companies of the danger of low lines.

### 14' Nationals Acknowledgments

Sandy Banks, director of the Hobie Class Association, would like to thank everyone who attended the 1979 Hobie 14' Nationals and the First Annual Hobie 14' Women's Nationals in Lake Tahoe, Nevada. The events were extremely successful and credit is due to the following individuals and companies who helped make both a success: Grea Japolski for his help in planning and coordinating the event, Frank Bianchetti for the use of "Ultima" as the committee boat, Hobie Reno, Fleet 203 and the Hyatt Lake Tahoe. Special thanks goes to Michelob for supplying the beer!

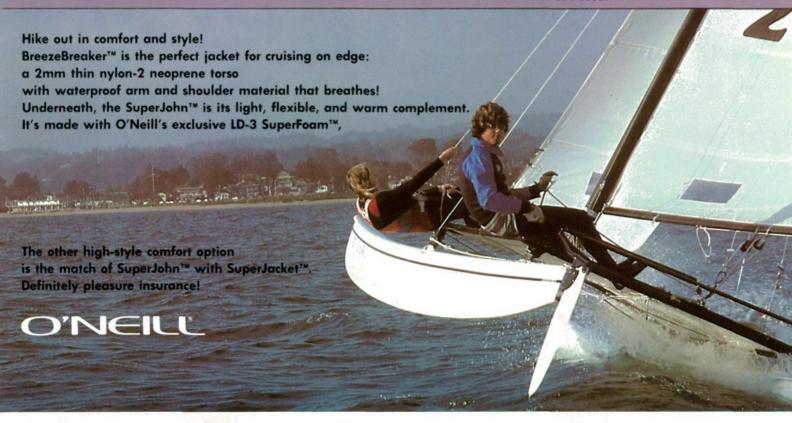


### **PMA Results**

The Pacific Multihull Regatta held at San Pedro, California came up with some impressive boat-for-boat results. The fleet included Nacras, Darts, Prindles, G-Cats and Hobies. A Hobie 18' was first to finish in four out of five races. The corrected scores based on a system have not yet been received. The word at the trophy presentation was that the Hobie 14s and 16s were looking pretty hot in the speed trials.

### Ross-Duggan's Hobie 14' for Sale

John Ross-Duggan, a past 16' Nationals champion, would like to sell his 14' as he is unable to participate in anymore 14' races. John is now paralyzed from the neck down although he sailed in the 16' Nationals this year and plans to continue sailing Hobie Cats. If interested in a 10 year-old 14', faded blue (good light hulls, he says), contact John at: Box 2780, D.U.M.C., Durham, N.C. 27710 or phone him at (919) 684-1804 or 684-5332.



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