

JAPAN

France

GUAM

South Africa

Tanzania

New Zealand

Philippines

New Guinea Canada Germany Puerto Rico

HOBIE CAT Hot Line



Number 2 Volume 2

March 1973



Boats and people fill the beach at the Outrigger Canoe Club, Honolulu, Hawaii, between races at the 1972 Hobie Cat World Championship Regatta. In the foreground, getting an early start is Hobie 14 National Champion Jeff Canepa of Santa Cruz, California. Watching anxiously in the left foreground in white shirt is Jeff's pit crew, his father, Angelo Canepa.

Australia

U.S.A.

hawaii

The Inside Story of the 1972 Hobie Worlds Championship

Keith Fuller Race Coordinator

The recent World Championship was a milestone for the Hobie Cat Class Association. It was our first World Championship ever and it was a regatta which has no match in yachting history.

How come the Hobie 14 is four years old and this was only the first World Championship? Simple. I have always tried to avoid regattas with meaningless titles. If we hold a Nationals we make every effort to get true national representation. If we had held a World Championship before, it would not have been much more than an extension of our Nationals with little competition coming from other countries. And that was what I was trying to avoid. It was not until this last year that I could see sufficient international activity to justify holding a World Championship and having good representation from around the world.

In late 1971 I sent feelers to each of the other six Hobie Cat manufacturers around the world to see if they felt that their skippers would be interested in competing in a World Championship and if each area could hold a qualifying regatta and send at least their top skipper to compete. The response was enthusiastic.

Throughout the year we made plans for the World. We decided to hold the regatta in Hawaii because it offered fairly reliable conditions and excellent facilities which fit into our requirements. We had some of our skippers in Honolulu help us gather information and make preliminary arrangements. Karl Heyer volunteered to act as liaison for us with the Outrigger Canoe Club as well as any other areas where we needed help. Herb Andresen, a Hobie Cat skipper who works for Pan American Honolulu, got Pan Am to co-sponsor the regatta and made most of the arrangements for us. Paul Collins, our Public Relations Director, approached Primo Beer and got them as a co-sponsor. So the stage was set for a potentially great regatta.

Boats were a problem. I knew I had to furnish boats for all non-Hawaiian contestants but what about sails. Each Hobie manufacturer uses a local sail loft to supply new sails and even though they use our pattern, I was afraid of major discrepancies between sails from different areas. The obvious solution was to provide sails and battens for out of the country skippers. But to allow them a chance to tune the sail, they must be shipped half way around the world. Then at the Nationals, Hank Pauloo, the European manufacturer, commented that he would like to see everyone trade boats. A very interesting proposition.

After the Nationals we went to work full time on the Worlds. We decided to send 54 complete boats, all equipped with identical equipment, including sails. We had the sails all made the same color — yellow, white and blue stripes — with the Pan Am logo on one side and the Primo Beer logo on the other. Care was taken to inspect each boat that was to be used; hulls were weighed to keep them all as close to the same weight as possible. Desirable racing equipment was selected and installed on each boat: "The Slider" manufactured by Pacific

2820 Shelter Island Drive, San Diego, California 92106) was selected as the traveler car to be used; Seaway Racing Blocks, a roller bearing block system from Seaway Marine (available through your Hobie Cat dealer or Hobie Cat Class Association), were used in conjunction with 7-16" mainsheet line for running rigging; super boom vang's were installed; each sail was equipped with tapered Hobie Cat battens; tell tales were added to the sail and shrouds; and a righting line added to each boat.

Since we wanted this Regatta to be a true World Championship, I limited the number of entries from each major Hobie Catting area of the world. The number was based on number of boats, activity and the number of good skippers we could expect to attend. The maximum number from the larger areas was five, with the total number of competitors not to exceed 45. Considerations also had to be given to a qualifying race the day before the actual Regatta.

We wanted to have some way to encourage qualified skippers to attend the Regatta. Therefore we offered free room for each pre-qualified skipper for the five days of the Regatta — all he had to do was get there and feed himself.

A week before the Regatta, four of us from Coast Cat flew in and set about the final preparation for the Regatta. Sandy Banks and Joey Johnson took charge of assembling the boats. Bob Johnson made contact with the local press. And I concerned myself with the Regatta itself and last minute details of lodging, the group flight from Los Angeles, and social events. Throughout this week of preparation our efforts were greatly augmented by the unprecedented cooperation of McWayne Marine Supply (the Hobie Cat dealer in Hawaii) and the local Hobie Cat Fleet. Fleet members volunteered for anything that needed to be done. McWayne's supplied any power boats and equipment that we needed and as many personnel as possible. Without the outstanding help of these two organizations the Regatta would not have been the same.

The tremendous amount of volunteer help was utilized throughout the Regatta, both on the water in chase boats and on land as beach help, assisting Joey Johnson in investigating boat problems and moving boats around to keep the beach orderly. It would take a good portion of the Hotline to list names, so we will simply say thanks to all who helped make this world championship a great one.

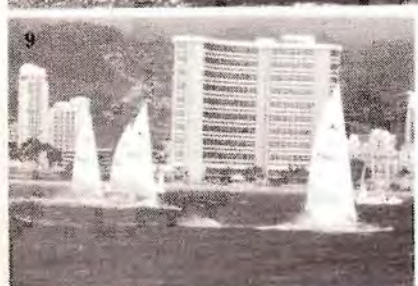
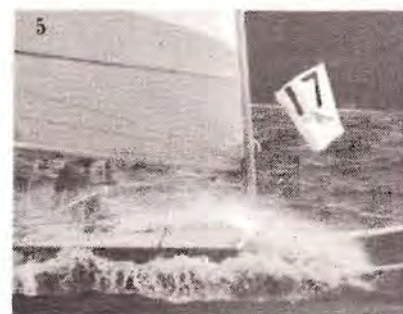
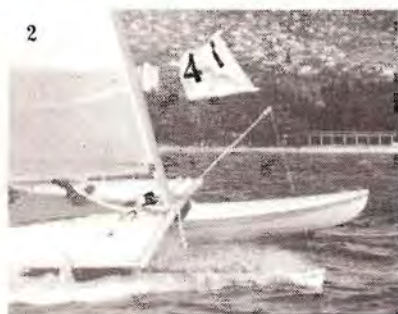
Besides being lucky enough to have all the help we had a great deal of luck in another area — weather. As we have found out all too often in the past weather can completely ruin a well planned Regatta. This time our luck reversed and the weather turned good at just the right time and stayed good throughout the event. Ironically enough the winds had been pretty calm for some time prior to the Regatta and a couple of days after the Regatta strong winds prevailed for some time — so strong that it would have been difficult to safely hold the races.

If you combine all the planning, help and a lot of luck you have the end result — a near perfect Regatta. We hope it becomes a trend for this years Regattas.

Photo credit this edition: Paul Powers, Sail Boat Week; Harry Monahan, Sea Magazine; Cris Caswell, Yacht Racing; Almon

Lockaby, Orange County Daily Pilot; Bill Amberg, Sail Magazine; Ed Ward, Sailors Gazette.

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Starting lineup for Saturday's race. The northeast tradewinds have returned as evidenced by the cloud cover over the Koolau Range—weather end of the line is the flag at right . . . #2 Richard Loufek, California . . . #3 Dennis Wilcox, Florida . . . #4 Hobie Alter, Capistrano Beach . . . #5 Harold Hutchings, Hawaii . . . #6 Leith Anderson, Hawaii . . . #7 Roberto Bouret, Puerto Rico under twin engine, 2

bird power . . . #8 Wayne Schafer, Capistrano Beach . . . #9 Richard Loufek ahead but to leeward of Deane Froome, USA & Hobie Alter in 20 to 25 MPH trades . . . #10 Hobie Alter . . . #11 The lightweight Japanese skippers had difficulty in the heavy seas and winds at the Leeward mark. Larry MacArthur, Hawaii on the left.



#1 Bob Anderson and Harold Hutchings approaching the Outrigger Canoe Club Beach . . . #2 The Outrigger Canoe Club Seawall and deserted beach, the world's fleet is beating out to the Diamond Head buoy . . . #3 Roberto Bourget, Jr., Puerto Rico in the foreground going downward in light air . . . #4 Dennis Wilcox, Florida prepares his boat as wife and daughters look on . . . #5 Bill Amberg, movie cameraman, Hobie Alter, Steve Mann of McWayne's Marine Supply, Paul Collins, Director of Advertising, Roberto Bouret, Puerto Rico . . . #6 Bill Amberg prepares to go out for some more action shots . . . #7 Outrigger Canoe Club, Hau Terrace, the hard working representatives of the Press take a break for lunch. In the foreground is Cris Caswell representing Yacht Racing, Harry Monahan of Sea Magazine, Paul Powers of Yacht Racing and Sailboat Week, Al Lockaby of

Los Angeles Times and Newport Harbor Coast Pilot . . . #8 Carol Backhausen, Germany, looking for a boat or a girl . . . #9 Conrad Banks Nauti Gal IV furnished by Judge Rudy Buchanan for Committee Boat served well in some of the rough seas and heavy winds . . . #10 Jack Daws of McWayne's Marine Supply is happily filling orders for the world's slightly used Hobie 14s. Over 100 persons appeared at 7:30 AM ready to finalize their deal to buy the boat they had reserved, the demand exceeded the 55 boat supply; a 36 boat shipment was rushed to complete the orders taken . . . #11 Joey Johnson of Coast Catamaran supervises the uncrating and assembly of 55 new Hobie 14's . . . #12 The regatta is over and a string of World's boats are headed for McWayne's Marine Honolulu and a new owner.



Richard Loufek is receiving a word of congratulation upon winning the World Championships from Nadine Kahanamoku, widow of the late Duke Kahanamoku, Honorary Sheriff & greeter of Honolulu.

Social Events of World's Championship

GROUP FLIGHT

The preliminary arrangements for this regatta, including transportation and accommodations, took place over a period of months prior to the event. A tour package was arranged with Pan American Air Lines and the Kaimana Beach Hotel, at the Diamond Head end of Waikiki Beach, Honolulu. Transportation for over 100 of the main group in the charter was via a scheduled 747 flight arriving at Honolulu Monday noon, January 15th. Leis were presented to all individuals in the group as they deplaned. A group photo was taken and copies are available through Coast Catamaran.

Kaimana Beach Hotel

The Kaimana Beach Hotel was the headquarters hotel for contestants, press, and friends. It took the staff of the hotel a few days to recover from the initial impact of over 100 Hobieites hitting the registration desk at one time. All the contestants, with the same thought in mind of getting a boat checked out and doing some test sailing. Upon recovering, the staff and manager were wonderful hosts for our Hobie event.

The first night was on your own with many Hawaiian sights and sounds beckoning the Hobie group.

Sunsets on the Hau terrace of the Kaimana or the Outrigger Canoe Club closeby are never to be forgotten experiences. The view of the sunset over the reef and the ocean is always different, depending on the cloud cover. The Terrace became every evening

Sunsets on the Hau terrace of the Kaimana or the Outrigger Canoe Club closeby are never to be forgotten experiences. The view of the sunset over the reef and the ocean is always different, depending on the cloud cover. The Terrace became a rendezvous every evening for Hobie contestants and friends, discussing race results and events of the day over a cool Hawaiian glass.

The breakfast coffee shop at the Kaimana was the meeting spot for the race committee before sunrise, setting out the day's duties. The Hobie skippers would take over next, with wives and press following. The expansive view included cocoa palms, coral reefs, white surf and sand all covered wall to wall with Hobies.

Tuesday was a day of practice sailing, limited to two hours per skipper, enabling all contestants to have at least two turns each on any one of the 50 boats. Tuesday evening, all of the Hobie group that wished could participate in a Sunset Dinner sail on the Aikane II, a 140 passenger catamaran. Hobie Alter



Right to left World's Champion Hobie skipper Richard Loufek; 2nd place National Champion Jeff Canepa; 3rd place Hobie Alter, 4th place Wayne Schaffler, 5th place Cappy Sheeley, Hawaii 1971 National Champion and received World Hawaiian Governor's trophy for the first Hawaiian to finish in the world's competition.

enjoyed taking the helm for the full cruise from genial skipper Don Lipton.

QUALIFYING REGATTA DAY

Wednesday was the day all of the non-qualified skippers had been waiting for, their chance at one of the nine remaining places to be filled in the world's Championship Regatta.

The Aikane IV, a 45 passenger catamaran, a prototype of the Hobie asymmetrical hull design, was made available to the qualified skippers, wives and press by Rudy Choy, owner of the fleet of four excursion catamarans including his newly acquired Ali Ali Kai, built by the late Henry Kaiser. Everyone enjoyed an afternoon of sailing, race-viewing and picture taking from Aikane IV.

World's Qualifying Races

A beautiful Hawaiian day. Qualifying skippers were down in the Kaimana Hotel beachside coffee shop early, nervously watching the trades whip the overhanging cocoa palms. Since the arrival of the group flight two days earlier, most of the skippers had had an opportunity to test the sea and light sailing conditions. The northeast trade winds had been absent for over ten days but during the night had freshened to about their normal velocity, giving Mainland lake and light air skippers some reason for concern. The sea had built up over the reef, often breaking over the small entrance channel to the Outrigger Canoe Club anchorage. This scene attracted many apprehensive sideways glances between bites of fresh papaya, pineapple and sips of hot coffee.

Forty-seven boats had been assigned to contestants, all with the hope of placing in the top nine positions yet open in the World's Championship lineup. These boats were new Hobie 14's, right out of the box, new sails to match special Seaway sheet blocks and Pacific Southwest Marine traveler cars courtesy of Joe Neal. Also ten local skippers were allowed to use their own boat but had to use the special worlds sails.

By the time the first race got underway, the trades had slackened to about 18 to 20 mph. The starting line was void of vessels. Everyone seemed gun shy and holding around the Committee boat with the port favored end of the line completely vacant. The boats that held the starboard tack into the surfline and then laid the weather mark made out. Skippers that split tacks and headed out to sea had a commanding right of way at the weather mark but lost out on the lifts experienced by the rest of the fleet.

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Hobie Alter led the fleet around to win the first race, followed by John Ross-Duggan of Newport, California, Bob Anderson of Hawaii, Derek Kershaw of South Africa and Cappy Sheeley, Hawaii.

After a lunch break of delightfully refreshing Primo Beer and Outrigger Canoe Club food, the boats left the beach for three races back-to-back under generally the same conditions.

The results for the four qualifying races less one throw-out is as follows:

Qualifying Race Results

1. John W. Ross-Duggan, California, 2-1-1; 2. Bob Anderson, 3-3-1; 3. Cappy Sheeley, Hawaii, 5-2-2; 4. Jack Sammons, Florida, 9-4-3; 5. Derek Kershaw, S. Africa, 4-3-9; 6. Hobie Alter, California, 1-11-5; 7. Larry MacArthur, Hawaii, 5-7-7; 8. Robby Barrel, Hawaii, 6-13-2; 9. Karl Heyer, Hawaii, 12-8-5; 10. Dennis Lhamon, California, 9-11-6; 11. Fred Miller, California, 13-8-6; 12. Glenn Yim, Hawaii, 8-6-15; 13. Gunter Hagen, California, 7-12-11; 14. Jim Tripton, Virgin Islands, 14-10-10; 15. Rolly Pulaski, California, 11-16-9; 16. Gauden Reed, Florida, 10-14-16; 17. Ted Crane, Hawaii, 7-17-17; 18. Dave Boyle, California, 22-12-12; 19. Russell Davidson, Hawaii, 22-21-8; 20. M. Crowell, Florida, 18-19-22; 21. John Morris, Hawaii, 16-25-19; 22. Richard Marron, California, 19-23-19; 23. Bob Johnson, California, 27-18-16; 24. Jack Morrison, New York, 29-20-13; 25. John Duggin, Texas, 23-25-15; 26. Kirk Sturm, California, 20-23-22; 27. Alfred Egan, California, 21-18-26; 28. Jeff Parker, California, 15-24-26; 29. Atsushi Aoyama, Japan, 24-29-24; 30. Ross McKendrick, Australia, 25-27-27; 31. Ed Bradbury, New Hampshire, 31-31-18; 32. Frank Lederle, New Mexico, 30-30-29; 33. Richard Blake, New Jersey, 31-34-31; 34. Chip Goldeen, California, 39-37-21; 35. Don Stubbs, Washington, 34-33-33; 36. Shirley Martin, Texas, 40-32-28; 37. Lloyd Scott, California, 37-36-30; 38. John K. Ross-Duggan, California, 41-27-35; 39. Roger Gamaunt, California, 33-40-32; 40. Gary Halopoff, California, 35-38-36; 41. John Noyes, Missouri, 38-40-42; 42. Janet Bradbury, New Hampshire, 46-33-42; 43. Dean Sample, California, 43-41-48; 44. Doug Bentz, California, 47-42-48; 45. Marion Tallent, Minnesota, 44-48-48; 46. Arthur Stanten, California, 45-48-48; 47. Paul Hansen, Iowa, 48-48-48.

The only major mishap occurred to Shirley Martin, one of two girl contestants who dismasted in the fourth race.

Derek Kershaw of South Africa made the trip half way round the world in the hope of qualifying. Derek's self-confidence was backed by skill and sailing ability in spite of the handicap of not having the use of his legs and body from the waist down. In the strong northeast tradewinds, Derek maintained complete control and top boat speed without being able to move off of the trampoline and hike out. Derek was the only foreign skipper of four entered in the qualifying race to make the cut, placing fifth.

World's — Skippers' Meeting

The World's skippers' meeting was held Wednesday evening after the qualifying race. It was held on the sand under the palms of the Outrigger Canoe Club and was the time and place to award gratuities presented by co-sponsors. Primo Hawaiian Beer distributors presented a beer icer and spinnaker cap; Pan American Air Ways gave a beach towel and sailing visor to all qualified contestants. All qualified contestants received their identifying number and country flag on a square of sailcloth that snapped to the forestay. This was necessary as boats would be rotated between races and sail numbers could not be used for scoring. All instructions were given for the forthcoming ten race series. The only language communication problem was with the Japanese team, but some of the Japanese skippers understood enough English to translate for the remainder. One young man, David Lyons of Australia, received his instructions by sign language from one of his Australian teammates, as he has been deaf from birth.

The skippers' meeting was a fun affair and had the makings of a good long evening party, forgetting one thing, that the skippers all wanted to get to bed early and get plenty of rest for the rigors of the days ahead. By 9:00 p.m. the beach was deserted; tomorrow was the big day.

Racing routines, press deadlines, sightseeing occupied the contestants and friends Thursday, Friday and Saturday and Sunday. With plenty of excitement between each race as the boats hit the beach to exchange skippers. This system of boat exchange insured equality of equipment for all contestants. This combined with the fact that all boats had been checked at the factory, repacked, shipped and assembled in Honolulu with all hardware, sails and accessories exactly identical set a precedent in yacht racing circles. The forty to fifty contestants individual seamanship and tactical ability and not his better boat hardware or more expensive sail was the winning factor.

Primo Hawaiian beer was a good refreshment between races and made the run to the beach well worth it. The race starts took place about two miles offshore directly down wind of the Outrigger Canoe Club this made the finish line just off of the reef, interesting for the beach chair and hotel room spectators.

We have what we feel is the best description of our total Hobie Regatta with photos and without embellishments, just as it happened and recorded on tape by Paul Powers of Sailboat Week and Yacht Racing. we would like to share these results with you.

(See page 6)



Mox Lippstreu of South Africa is caught up by a wave and heads for the pass through the reef to the beach. Earlier in the race Mox was hit by a sneak wave, he and his boat landed on the reef suffering severe damage to boat and pride.



Many mainland skippers, like Mox were unfamiliar with breaking surf. After a few harrowing experiences they all became experts at sailing in and out of the channel as shown here as Mox finishes his Waikiki sleigh ride.

Follow the World's Championship Race by Race

Courtesy of Paul Powers, of Sail Boat weekly and Yacht Racing Magazine

Race 1, Thursday Jan. 18

The first race was a long beat out to the Diamond Head buoy, way out into the seas through swells and chop. Seconds before the start of the race the wind dropped and the whole fleet found themselves foundering around the mark. At least fifteen boats fouled the mark and one another and had to re-round.

As the wind picked up, Mike Holmes of Hawaii broke out into the lead with Keith Logan of Australia on his heels. Within minutes the fleet was spread out over as much as a mile; those who had caught the early wind out in front, those unlucky ones who didn't and those who went too far inshore bringing up the rear.

By the time they reached Diamond Head buoy, Holmes had given it all away and Hobie Alter had come from back in the pack to take a first followed by Dennis Wilcox and Cappy Sheeley. On the way to the third mark, Wilcox began to grind away at Hobie Alter and the lead changed back and forth with every other swell. Cappy Sheeley clung doggedly to his third position. Wind at the third mark was a near calm compared to the wind out to Diamond Head and the boats wallowed sloppily around the pin.

On the way to the finish, Cappy Sheeley split away from the leaders and took a starboard tack back through the fleet. Fourth place boat, Piccolo of Brazil, rounded the third mark 4 1/2 minutes behind the leaders. Hobie made a bad tack and lost substantial footage to Wilcox, Cappy Sheeley's indepent tack paid off.

The "Balls Ahead" award in this race went to South African, Mike Cormack. During the last beat to the finish, a tug with a long, long tow line to an old oiler crossed the course and Cormack found himself trapped on the outside. Undaunted, he sailed briskly between the two boats and over the tow line to hold his position in the fleet.

Race 2

The second race of the day was a beat to the weather mark, run to wreck buoy, reach out to "S" mark and beat back to the finish line off of the Outrigger Club.

Jeff Canepa led the fleet around the course, followed closely by Hobie Alter, John Russ-Duggan, Richard Loufek, Roberto Bouret of Puerto Rico, Leith Anderson of Hawaii, and Keith Baxter of Hawaii.

Race 3 Friday Jan. 19

We're in the third race now.

The third race got off on a bright clear morning with a fresh clear breeze that donated more than its share of capsize to the pre-start maneuvering. A Japanese entrant had considerable trouble righting and never did get off to a start. Around the first mark and down to the wreck buoy was Jeff Canepa, winner of the second race followed by Wayne Shafer who was getting it together for this race. Close on their heels came Cappy Sheeley with Hobie in hot pursuit with Mike Holmes of Hawaii and John Ross-Duggan, winner of the eliminations, directly behind.

The reaching leg was a thrilling sight with the boats lifting their weather hulls and the spray flying behind them. On the reaching leg, Hobie picked up two positions to move into third pushing Cappy Sheeley, back to a fifth. Sheeley again tacked away from the fleet early followed by one or two other competitors anxious to capitalize on the maneuver that had won the preceeding day, but the leaders weren't buying it this time and tacked over on the same tack to cover.

Then commenced a long beat leg to Diamond Head buoy. Nearly the whole fleet followed Sheeley's lead tacking inshore where the current was reported to run less strong. First to tack off the beach and stand out was Hobie Alter, now a good chance for first spot. Suddenly it became apparent that the boats inshore were continuing to get better lift and move ahead and Hobie reversed his gamble and tacked back into shore for the added lift. Sheeley had stayed inshore too long and he and Hobie found themselves taking bad air from four or five boats led by Hawaiian Mike Holmes. To further compound the felony, Hobie missed a tack and Cappy Sheeley pulled ahead to fifth spot.

Way out to sea, specks on the horizon, a sizeable section of the fleet was also doing its work very well and it became a guessing game as to who would close on the buoy first. Wayne Shafer, one of the most inshore boats, piled on a big drive and pulled out into the lead, followed by Jeff Canepa.

It was no go for the outside boats, however, and at Diamond Head buoy it was Wayne Shafer first after two risky quick hitches, screaming in on a reach Jeff Canepa and John Ross-Duggan; then came Holmes, Sheeley and Wilcox. Where was Hobie Alter? Three boats back in the pack and working hard to catch up.



Danny Kalikimaka, Hawaiian entertainer and master of ceremonies at the Kahala Hilton Hotel, presents the Worlds perpetual trophy to Richard Loufek. Hobie Alter and Nadine Kahanamoku look on.

The long run back downhill to the mark appeared to bore even the competitors and places changed almost not at all. Still Canepa had taken over the lead from Shafer and led on the final beat.

Everybody tried everything. Sheeley and Wilcox tacked out, the leaders tacked in. The back of the fleet tacked down the center. Sheeley lost it but Wilcox hung on.

Across the line it was Jeff Canepa to claim his second win in the series. He was followed by Wayne Shafer, John Ross-Duggan, and a spirited duel with Wilcox coming in from his screaming long reach to edge out Mike Holmes in a photo finish.

4th Race

Race four was a shallow beat to an onshore mark and a very tightly jammed starting line came off with military precision. Piccolo from Brazil took an excellent start at the favored end but it soon became a dice between Piccolo and a number of other contenders. To make matters worse, Piccolo missed a tack. During all this, Alter took an independent shot down the middle of the fleet and riding a very fair breeze, put himself squarely into contention for first around the mark. Winds were very brisk on this leg and all contestants were hiked out to the limit of their ability to hang it over the side.

Approaching the mark, a heretofore unknown, Deane Frome of Hawaii, looked to be first but couldn't quite lay the mark, and had to port tack into the oncoming starboard fleet. Canepa rounded first followed closely by Sheeley and Keith Baxter. Hobie's strategy had not worked out and he rounded the mark eleventh. The long dead run down to the wreck buoy was not without its excitement with the boats sitting right on top of the surf line and the ever present contingent of surfers and the populate Waikiki Beach. One boat got caught in a burble and almost went flying. Around the mark it was still Jeff Canepa followed by Baxter who had aced out Sheeley. This leg was not to Sheeley's liking either. Chewing away at him were Bob Anderson and Dennis Wilcox, Anderson taking the outside. At the mark he had slipped back into fourth. On the next beat leg everybody took a different tack. Around the mark it was Sheeley still in fourth, Wilcox in third, Canepa in second and Keith Baxter now out in front.

The reaching leg, owing to a wind shift, had become a run, and a dull one at that with positions in the single file procession virtually unchanged.



Left to right Dave Boyle of Newport Beach, past Race Coordinator for the Hobie Cat Class Association, Herb Andresen, Hawaiian 14 and 16 Hobie skipper placed 12th in 16 Nationals but sat out the worlds. Herb, worked out all of the details of the group flight with Pan American Airways. Denis Ljamon, alias wrong way Corrigan, enjoy a Primo Beer while taking in the scene.

The wind began to die and most of the fleet went out in search of some fresh air, found little and came back for a close finish with Keith Baxter holding his first, Canepa clinging to his second. Sheeley had regained third over Wilcox and Froome.

Race five.

Things got off to a very bad start on this third race of the second day. Winds were generally fluky, light, and confusion reigned at the starting line. There was a recall start with a good number of boats over early, more by drift than poor management. In the jumble of the next start Hobie Alter got thoroughly buried never to recover and Roberto Bouret of Puerto Rico made a beautiful port tack start to establish a lead that he was never to lose throughout the race.

The wind shifted radically and picked up to about fifteen. The leader, reading the writing on the wall, tacked out leaving the rest of the fleet to risk the surt and the lighter winds on shore. Around the pin, Wayne Shafer, Jeff Canepa and Dennis Wilcox slugged it out for second place with the positions changing.

On the long run down to the wreck buoy, the wind went light again to 10-12 and very few could do much about positions from then out.

Race 6 Saturday Jan. 20

The morning of the third day brought some real Hobie weather as grey cumulus clouds scudded across the horizon and a brisk, 18-25 gusty tradewind blew in across Diamond Head. There were five capsize on the way to the starting line as the Hobie skippers tested the new wind and wave conditions and pushed their boats to the ultimate.

The first course was a long, long course with a beat to a mark inshore. Hobie, out for revenge after his tank of the second day, led around the first pin followed by Richard Loufek, regatta-leader-Canepa, and Rick Naish. The long run to the wreck buoy was a wild one with a violent jibe at the bottom that caught a number of skippers off their guard.

On the broad reach out to the starting area, the fleet closed in on one another and excitement reigned as everyone jockeyed to get the leaders. Hobie hung on doggedly to his lead, and it was still, Alter, Loufek, Canepa, Shafer, and Sheeley.

(Continued on Page 20)



The arrival of the group flight via Pan American Air Lines was marked by a genuine Hawaiian aloha, including flower lei presentation, pineapple juice and a group photograph.

Race 6 Continued

Then began the long, long heat to Diamond Head. Hobie was still in the lead, around the buoy. Loufek had hung on to second but Sheeley had snuck in ahead of Canepa. Action around the buoy was wild with a twenty knot wind blowing and the heavy surf. It was fascinating to watch these people tack and round with the boats virtually flying out of the water. More capsize around the mark gave the latecomers some additional tactical problems.

Down the long downwind leg back to the starting area the boats were having the ride of their life racing down the face of the big rollers, shifting their weight aft to prevent the bows from purling and flying off the crest of the lead edge. Back at the finish, the leaders chose to risk the wild surf line and come up in the slightly less choppy waters that lay just outside. The fleet by now had stretched out over three and a half miles with many boats not yet making the Diamond Head Buoy. But that's Catamaran racing where the penalty for the slightest of errors can cost you hundreds of yards. Loufek was pushing Hobie hard for first place and right on the top of them was Cappy Sheeley waiting for some mistake to slip through. Canepa had now slipped back quite far and had little chance of anything better than fourth.

In an attempt to protect his lead and weather berth, Hobie took a short tack and this quickly proved risky. Once he read the situation, he tried to tack back for the line but it was too late. Loufek got him in a photo finish and Sheeley almost did him out of second.

But the excitement wasn't over. Keith Baxter screamed in from nowhere on a reach and stole fourth from Canepa hailing starboard to a very surprised Canepa. Canepa was forced into a tack and lost another place to Rick Naish and had to settle for sixth.

Race Seven

The wind was continuing to honk in at better than fifteen and the chop and surf had continued to build since morning. Clearly the boys had their hands full for this one.

Just before the start of the first race, Jeff Canepa's mast jumped out of its pin and came tumbling down. Not to be left out, Jeff stripped the sail and in those rough seas stepped the mast and got the sail up in little more than seconds before the five-minute gun.

The weather end of the line was clearly favored and the boats began a long procession down from the end of the committee boat. Hobie had stayed outside the line ready to dive in and tack out, but by the time he got ready, a sea of traffic prevented it from working. First off was Piccolo. As they approached the shore, Hobie - well back in the pack - seemed to remember his surfing experience tacked over and flew like a bird off the face of a friendly wave and went dashing out in front, virtually in seconds. Wayne Shafer followed the master's ways and reached the mark second, surfing like a banshee. Behind him were Cappy Sheeley and Leith Anderson, Hawaiians who knew a little about surfing too.

The downwind leg was so unlike the others in this wind and surf. Here in one wave a boat could gain seven or eight lengths on a competitor only to sit in the trough while the competitor flew past him. Speeds were the most exhilarating we had seen so far in the race and our chase boat log, showed some of the boats surfing at 20 kts. Spray flew everywhere.

Jeff Canepa steadily worked his way up from the back, but nobody was to touch Hobie's lead on this one. Several boats got caught in breaking waves and with the foam swirling about them, came to a slushing standstill only to shoot away seconds later to full tilt on the face of the next wave. Few times has sailing been such a spectator sport as on this run.

At the wreck buoy Hobie led by 150 yards. Second was Wayne Shafer, third Bob Anderson and in fourth Cappy Sheeley. A youngman named Harold Hutchins from Hawaii suddenly flew out of the fleet as if powered by twenty tin-screw diesels, only to end in a lump, boneyarding with both bows in a capsize fatal to his hopes. A capsize caught Anderson right after the mark, giving Sheeley third place. I can think of almost no two legs in any yacht race as exciting as this run and reach legs. Boats were literally flying through the air with skippers working desperately to keep them upright and moving at top speed.

By now, with the beat back inshore, the wind had piped up to 25 knots, with whitecaps everywhere. Hobie had kept all of his lead but Loufek had snuck into second. Keith Baxter was behind Loufek. Wayne Shafer, his second place having turned to a sour fourth had only the satisfaction of stealing the position from Sheeley. Then Mike Holmes of Hawaii who had shown occasional flashes of brilliance, was just coming to life, then Cappy Sheeley's third turned to sixth.



Richard Loufek's winning light air style of sailing.

At the finish, it was Alter and Baxter. Mike Holmes pulled a surprise third, Sheeley recovered fourth and Wayne Shafer caught a fifth followed by Loufek.

Race Eight

The course was a short one with a beat leg inshore, a long run down to the wreck buoy, back out to the reaching mark, and a beat to finish. The short timing caught many competitors unaware at the starting line and the start was a bit disorganized.

Dennis Wilcox, Roberto Bouret and John Ross-Duggan got off in the best positions from the favored end. Wilcox couldn't seem to keep it going and dropped back fairly rapidly while a number of other skippers came up from the middle of the line. The starboard end tackers had taken a wide hitch out to sea intending to reach down on the mark. Ross-Duggan made the mark first, but his joy was short lived as Roberto Bouret screamed in on a reach to pass him seconds after rounding. Around the running mark it was still Bouret now having widened his lead to about fifty yards, followed by Ross-Duggan and Harold Hutchings, of Hawaii.

15 year old Bobby Barrel the youngest skipper in the Regatta, of Hawaii, suffered a dismasting and was towed ignominiously home during the middle of the race.

On the beat back to the finish, Roberto Bouret pulled a real fast one slipping along shore to cross the finish minutes before any of the others. It was an impressive lead. John Ross-Duggan pulled a second followed closely by Wayne Shafer. Hobie had worked steadily up from the back throughout the race and in a photo finish was just narrowly edged out by Jeff Canepa. Harold Hutchings of Hawaii finished next with Cappy Sheeley coming up fast.

At this point, Cappy Sheeley found he couldn't make the line and was forced into an abrupt tack. Dennis Wilcox and Loufek slipped underneath him.

Race 9 Sunday January 21

The morning of the final day brought lighter winds than the regatta had yet seen. Blowing gently out of the west, the sea was only slightly rippled but inshore the big breakers rolled in from the south.

Jeff Canepa, unless he fell apart, had the regatta virtually locked in. He could do as bad as ninth in both races and still come out on top. The real battle was for second place between Hobie Alter, Cappy Sheeley, and Dick Loufek. With only a four or five point spread these three, anything could happen to second, third and fourth places.

An hour and 45 minutes after the scheduled start they finally got off a light air race with the first leg out to sea to the southwest. Cappy Sheeley came up to the line in what looked like the best starboard start. Hobie Alter, Loufek and John Ross-Duggan had come in on a port tack that didn't look too good. Keith Baxter who had gotten there early had to tack over but pulled a miracle and scooped out in front on a port tack and a good lead. Hobie Alter and Rick Naish also recovered well. Sheeley led the starboard tackers.

Keith Baxter's lead disappeared when a cruising boat suddenly appeared in the middle of the course a scant 100 yards from the line. Baxter tried to get by in front of the cruising boat didn't yield. Baxter's shrouds caught on the long bowsprit. By the time he got out from under, three-quarters of the fleet had sailed away.

Hobie and Sheeley, on separate tacks, were the leaders. Some of the boats way in shore on port tack began to move with the light breeze, but they were a long way from the mark. Rick Naish continued to lift up to weather and ate away at Hobie's lead. Loufek also had moved up to weather ahead of Hobie but it was still too early to determine how well the outbound tack would pay off. Now Loufek began to eat away at Naish's lead. It began to appear as if Sheeley had overstood out to sea and was not going to reach the mark in contention. Loufek continued to show his light weather ability and pile up more and more yardage. By now, John Ross-Duggan also had a lead over Hobie. Rick Naish and Hobie now began to use the surf to their advantage and Naish pulled out into the lead and Hobie recovered his second. Around the mark, Loufek barely held on to his position with Naish coming in bow to rudder. Hobie and John Ross-Duggan rounded simultaneously with Ross-Duggan holding the weather berth. Barrel from Bobby Hawaii, followed by Wayne Shafer, rounded next. Sheeley had thoroughly tanked, and virtually brought up the rear of the fleet.

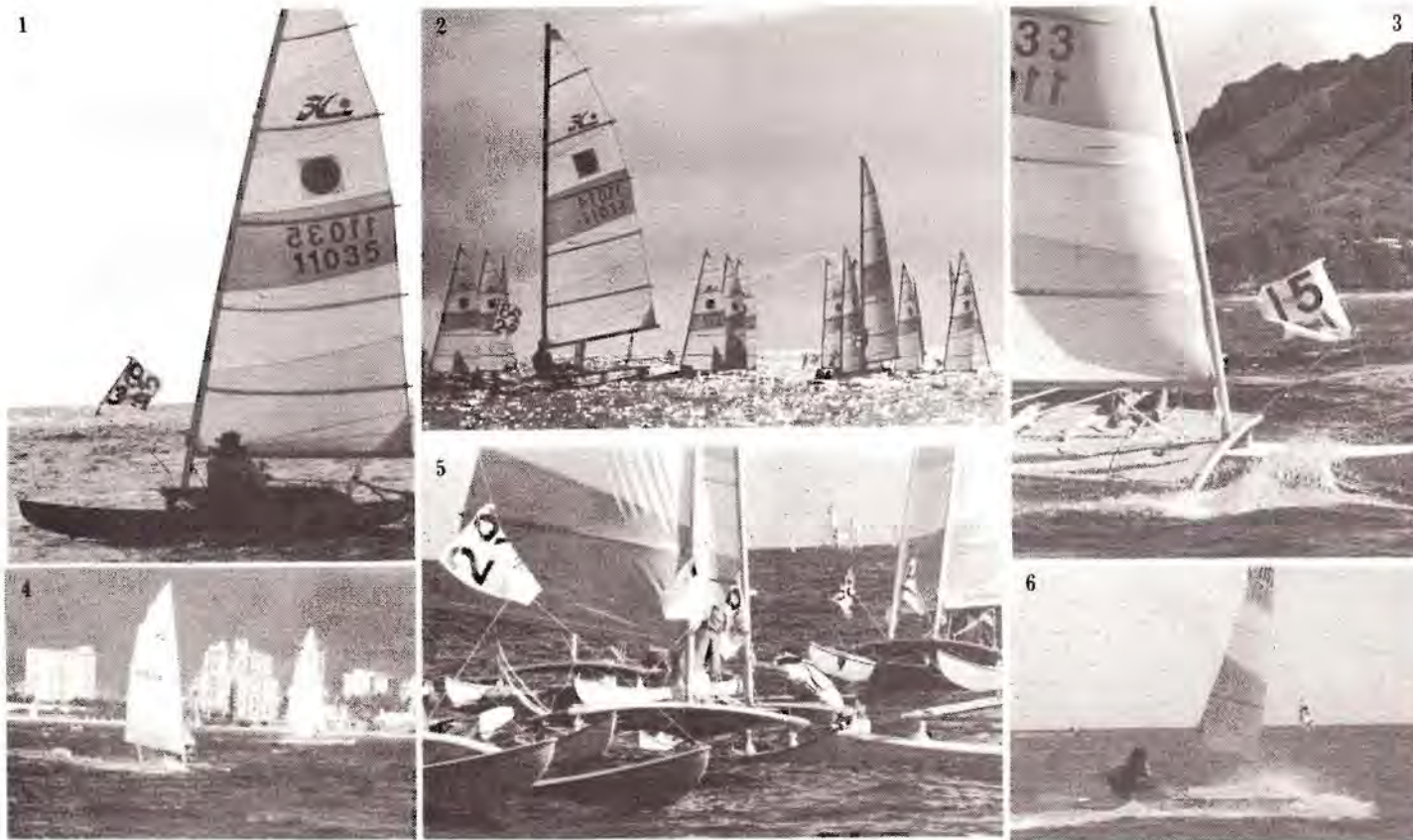
Japan made its best showing of the regatta with Suchi Kuriyama running in seventh place. In eighth was David Lyons of Australia. Jeff Canepa could now be in a bit of trouble. He was running fourteenth or fifteenth in this race and he could comfortably stand no poorer showing than 10th.

Once on the reach, he began to work his way back into contention. The same order prevailed around the reaching mark with John Ross-Duggan having widened the advantage of his weather berth to a substantial lead over Hobie. Canepa had made up a good deal of distance and rounded in ninth. Carlo Backhausen of Germany had improved his form and was now eleventh ahead of Dennis Wilcox.

The wind began to freshen a little, much to the relief of competitors and spectators alike.

The course to the finish was slightly to weather. Hobie and Dennis Wilcox took an early tack. Loufek finished with two minutes to spare. John Ross-Duggan's early tack paid off to give him a second over Rick Naish. Hobie's tack, on the other hand had backfired, and Keith Logan and Barry Barrel slipped in ahead.

(Continued from Page 22)



#1 Bob Anderson of Hawaii . . . #2 Nelson Picolo, Brazil in foreground with David Lyons, Australia, #19, and Leith Anderson, Hawaii, #42 on the right . . . #3 Wayne Schafer on the way to Diamond Head buoy . . . #4 Cappy Sheeley to leeward. Hobie Alter to windward head for finish line . . . #5 John Ross-Duggan caught in

the squeeze watches apprehensively, as his bow pokes into the "S" mark buoy, a Hobie 14. Cappy Sheeley #29 on the left. Hobie Alter #36, Wayne Schafer #15, Bob Anderson #38, bear down.

(Continued from Page 21)

Race 10

By the time the afternoon race got off, the wind had shifted to the east and picked up to a sufficient degree to encourage the committee to try another long course. The first leg was a long beat out to Diamond Head buoy. Adding excitement to the race was the fact that Canepa was now in danger of losing the lead in the regatta to Dick Loufek. Cappy Sheeley was pretty much out of the running for any of the top four or five places and needed a strong comeback to even make the top ten.

Hobie Alter and Dennis Wilcox were sparring it out for second or third. The start was marred by three recall starts. Immediately after the start, Hobie Alter was over early and had to re-round. Out in front in the middle of the fleet was Rick Naish with Harold Hutchings of Hawaii holding a weather berth behind Naish. Also in the running was Thane Roberts of France and David Lyons of Australia.

As can only be seen in Hawaii, a fleet of porpoise began to lead the pack down to diamond Head buoy, their glistening grey-silver bodies diving and rising very much like the slim hulls of the Hobie cats that followed them. The wind was still not heavy and the fleet began splitting tacks every which way.

Loufek tacked up along the shore and looked as if he might make it at first but the offshore fleet was bearing down on him heavily. Then the wind outside went soft and it was Loufek by a mile. Following him was Jeff Canepa, forced into an early tack, but pulling a rabbit out of the hat and getting clear air seconds before he would have been in fouling position with another competitor. Then came Wayne Shafer, and Keith

Baxter. Cappy Sheeley, looking much better in this race rounded next.

On the long run down to the inshore mark, Loufek widened his lead while the others jockeyed for position. Coming into the mark five minutes behind Loufek were 12 boats - practically a brand new race. First out of the jumble was Hobie Alter. Denny Keogh of Australia, Deane Froome, Cappy Sheeley and Canepa was now running ninth - a very dangerous position for him to be in. Standing to weather, Canepa began working on his project.

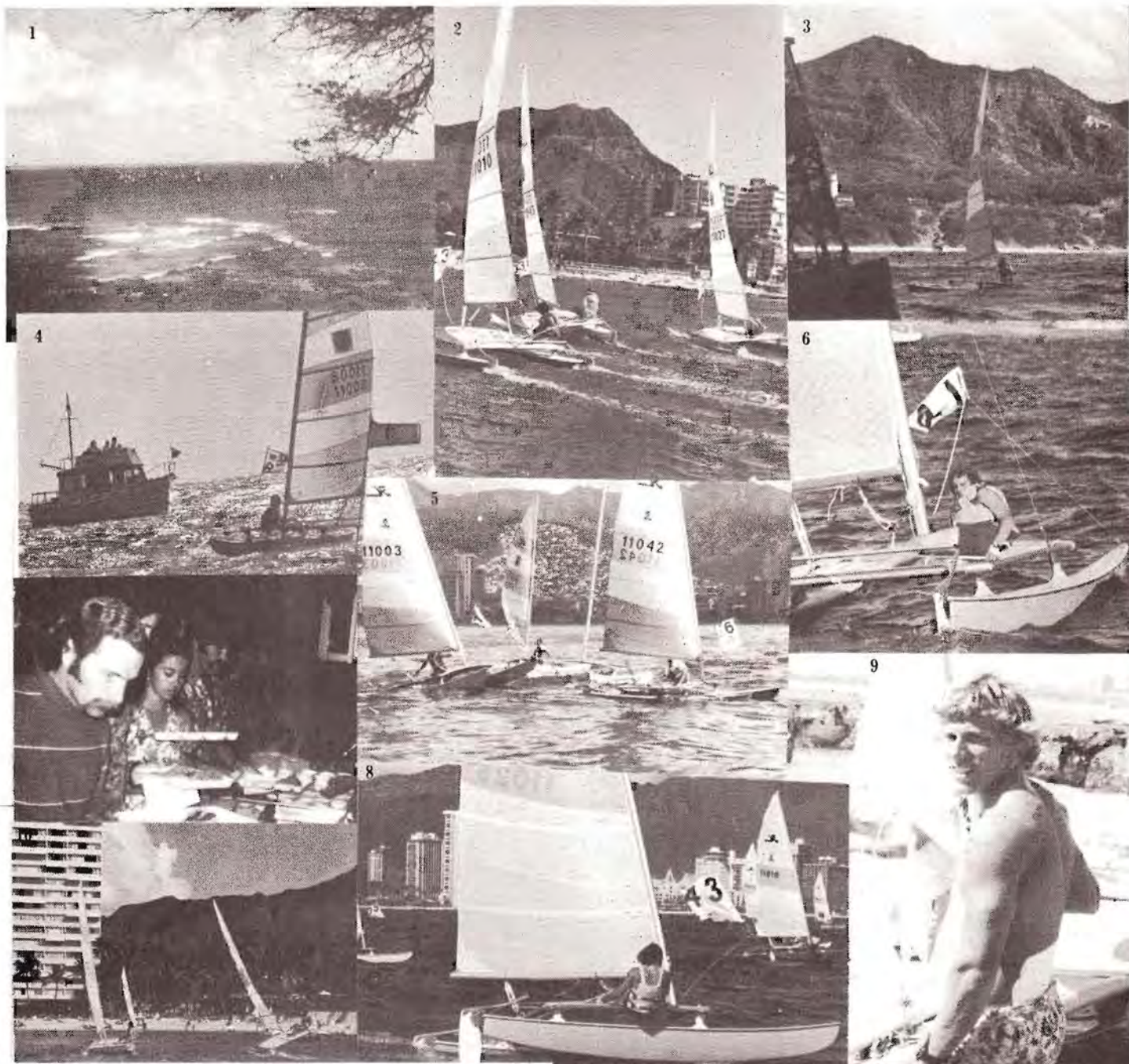
Coming up to the mark, the number of boats in the lump had increased to sixteen trying to get along or to find a breath of clean air. First around was Deane Froome. Jack Sammons of Lakeland Florida pulled a second, then came Leith Anderson of Hawaii, Canepa, in the middle of the pile, was trying so hard he fell off his boat. Bounding back on he got it under control. Next to slip through was Cappy Sheeley. Boats began to bounce together and Canepa slipped around to leeward in about 12th position.

At the finish line, Loufek had plenty of time to pose for photographers and sail about the course as he still had this five minute lead on the rest of the fleet. Next to finish was Deane Froome. Jack Salmons, then came Cappy Sheeley, Leith Anderson and Wayne Shafer. And Canepa had not made it.

Richard Loufek, Newport Beach, Calif. USA, won the regatta by 1 1/4 points. 19 years old. 1971 National Champion, sailing 6 yrs. Fastest one-design sailor in the annals of yachting won in 2-6 mph southerly winds.



#1 Beach scene between races in front of the Outrigger Canoe Club...#2 Woody Brown, Catamaran designer and builder of the Hobie prototype Au-Symetrical hull Alii Kai. These boats sail off the beach carrying paying passengers...#3 Alii-Kai during worlds regatta...#4 Nadine Kahanomoku presenting the 1st award to Richard Loufek. Hobie Alter looking on...#5 Beach scene in front of the Kaimana Beach Hotel, headquarters for the Worlds...#6 Contestants winding their way out through the surf for the next race...#7 Richard Loufek rounding diamond head bouy preparing for a fast reach to Wreck bouy off of Waikiki...#8 David Lyons of Australia in the foreground with group of boats preparing to round a mark...#9 Beach scene between races. #44 is Barry Barrel USA, youngest contestant at 15 years old.



#1 Fleet rounding Diamond Head bouy, photo taken from the lighthouse...#2 Nelson Piccolo Brazil, Bob Anderson and Harold Hutchings, Hawaii head for the Primo Beer...#24 Paulo Augusto, Brazil rounding Diamond Head bouy lighthouse in the background...#4 Roberto Bouret, Jr., Puerto Rico wins a race with Committee Boat in the background...#5 Dennis Wilcox, Florida, Cappy Sheeley, Hawaii; Hovie Alter round "S" mark the leeward bouy, a stripped down anchored Hobie 14...#6 Richard Loufeks light air style...#7 Rick Naish Hawaii going through the luau food line...#8 Rick Naish foreground, David Lyons of Australia to the right followed by Mike Cormack of South Africa...#9 Jeff Canepa, Santa Cruz, CA with patched up back the results of a collision...#10 Bob Anderson, Harold Hutchings approach the beach...#11 Paul Collins, Coast Catamaran P.R. Director and Master of Ceremonies, when Paul removes his tie the party is just beginning.



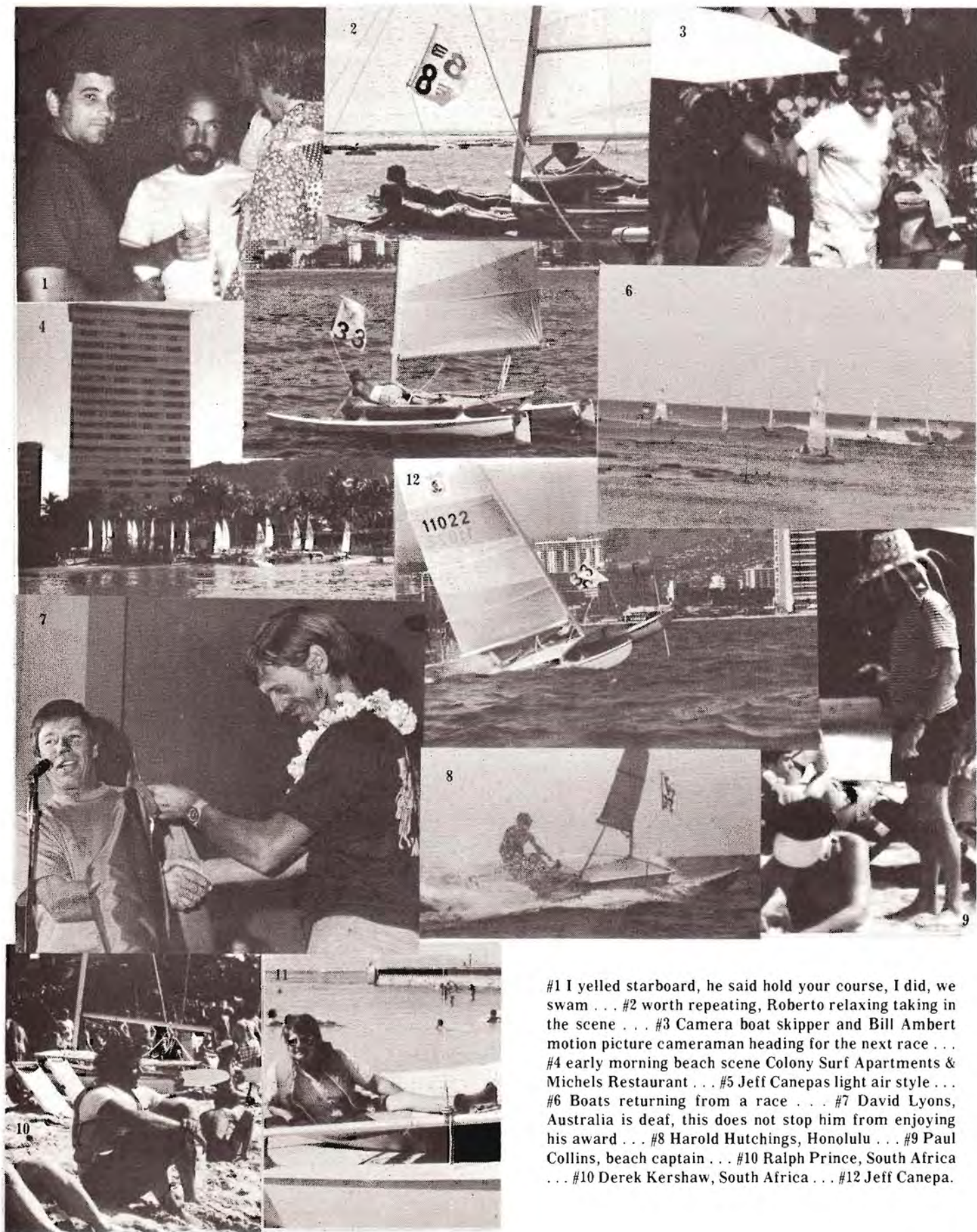


#1 An interesting sail patch on a Hobie 16 loaded with World's spectators...#2 Erwin Vogel, a Switzerland Lake skipper 49 years old...#3 Loufek and Hobie #4 Japanese team members and Hobie #5 Norm Fitzgerald, Australia 1st in 1972 Australian Championships...#6 Peter Vonderhorst, Switzerland...#7 Yasu Sato Japan...#8 Hobie & Fred Hemmings of Hawaii two champion surfers...#9 Norm Fitzgerald of Australia...#10 Ralph Prince, South Africa...#11 Riek Naish and Hawaiian friend solo...#12 Mox Lippstreu, South Africa...#13 Ken Francis New Guinea, oldest contestant at 58...#14 Hobbie and son Jeff Alter and Roberto Bouret, Jr. of Puerto Rico...#15 Paulo Augusto, Brazil...#16 Phil Drips, Guam.



Japanese Skippers and Hobie . . . #2 Wayne Schafer, Capistrano Beach
 . . . #3 Derek Kershaw South Africa paraplegic sailing well on a fast
 . . . #4 A worlds skipper shows his swollen jaw the results of two
 sizes in the surf . . . #5 Denny Keogh, Australia, manufacturer of
 lies down under . . . #6 Carlo Backhausen, West Germany . . . #7
 rigger Canoe Club Beach scene . . . #8 Ralph Prince, Mox Lippstreu,
 e Cormack, South Africa discussing upcoming World's with race
 ctor Keith Fuller . . . #9 Richard Loufek . . . #10 Early morning ritual
 the Race Committee setting the day's marks . . . #11 Cloud Scene at
 set from the seawall at the Outrigger Canoe Club . . . #12 Keith Logan,
 tralia . . . #13 Mike Cormack South Africa & Hobie . . . #14 Wrong way
 rigan telling it really like it happened . . . #15 Kaimana Beach Hotel,
 hotel for the Worlds





#1 I yelled starboard, he said hold your course, I did, we swam . . . #2 worth repeating, Roberto relaxing taking in the scene . . . #3 Camera boat skipper and Bill Ambert motion picture cameraman heading for the next race . . . #4 early morning beach scene Colony Surf Apartments & Michels Restaurant . . . #5 Jeff Canepas light air style . . . #6 Boats returning from a race . . . #7 David Lyons, Australia is deaf, this does not stop him from enjoying his award . . . #8 Harold Hutchings, Honolulu . . . #9 Paul Collins, beach captain . . . #10 Ralph Prince, South Africa . . . #11 Derek Kershaw, South Africa . . . #12 Jeff Canepa.

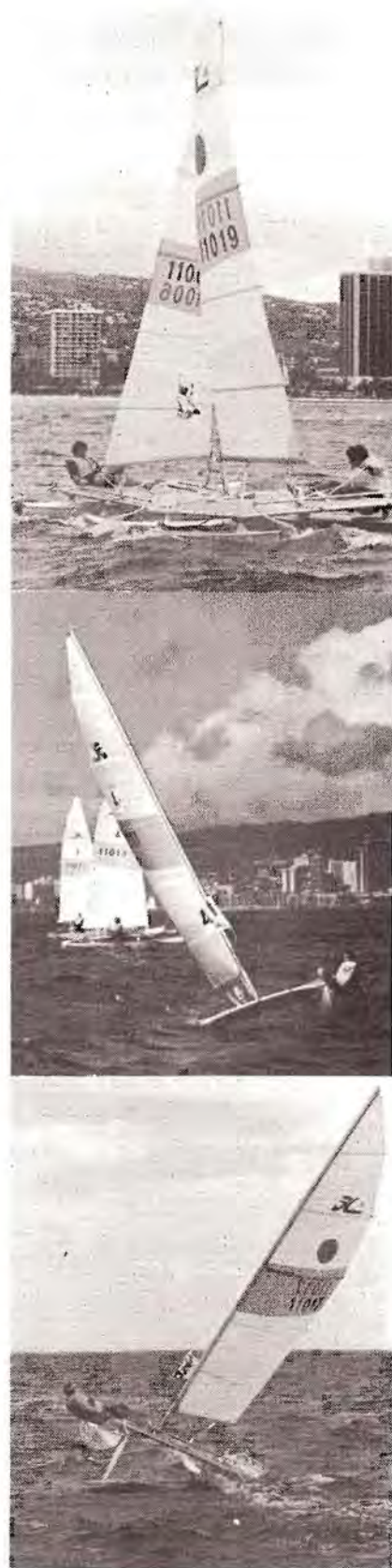


#1 Light air off of Honolulu . . . #2 Hobie Alter getting the point from fellow Hobie manufacturer in Australia, Denny Keough; a lei greeting was presented by the lovely Hawaiian Miss in the background to all contestants . . . #3 Hobie Alter in the foreground group is heading for wreck buoy in light air just off of Waikiki Beach . . . #4 Joey Johnson made quick repairs between races to keep the fleet sailing . . . #5 Leith Anderson & Hobie Alter neck and neck . . . #6 David Lyons, Australia, Keith Baxter, Hawaii, Deane Froome USA . . . #7 Mike Cormack has just passed over the tow line between tug and barge . . . #8 Cappy Sheeley Hawaii . . . #9 Nelson Piccolo, Brazil.

1972 Hobie World Championship Results.

Position	Name & Country	Sail #	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Race 8	Race 9	Race 10	Total Points
1	Richard Loufek U.S.A.	41	15*	4	8	7	6	3/4	4	8	3/4	3/4	39½
2	Jeff Canepa U.S.A.	33	8	3/4	3/4	2	2	6	10	4	7	16*	40½
3	Hobie Alter U.S.A.	36	3	2	14	12	39*	2	3/4	5	6	8	52-3/4
4	Wayne Schafer U.S.A.	15	17*	8	2	14	3	7	5	3	8	9	59
5	Cappy Sheeley Hawaii	29	3/4	10	6	3	16	3	6	12	21*	4	60-3/4
6	John Ross-Duggan U.S.A.	11	20	3	3	13	34*	8	9	2	2	5	65
7	Denis Wilcox U.S.A.	7	2	11	4	6	4	17	37*	7	11	15	77
8	Keith Baxter Hawaii	38	12	7	12	3/4	10	5	2	26*	18	17	83-3/4
9	Roberto Bouret, Jr. Puerto Rico	8	28	5	19	4	3/4	9	7	3/4	24	44*	97½
10	Harold Hutchings Hawaii	17	5	12	7	9	24	15	31*	6	15	14	107
11	Leith Anderson Hawaii	42	29*	6	9	18	19	11	11	18	12	6	110
12	Nelson Piccolo Brazil	23	4	9	17	10	12	12	13	9	27	30*	113
13	Rick Naish U.S.A.	43	9	22*	16	22	14	4	8	19	3	22	117
14	Deane Froome U.S.A.	37	13	20	10	5	5	29*	23	22	23	2	123
15	Mike Holmes Hawaii	16	6	16	5	27*	23	18	3	16	26	31	144
16	Claudio Kunze Brazil	20	14	17	27	11	9	24	21	34*	17	7	147
17	Geoff Horsley Australia	34	25	18	11	17	21	13	16	28	35*	13	162
18	David Lyons Australia	19	7	34	15	35	8	14	24	17	9	37*	163
19	Denny Keogh Australia	28	21	15	18	23	41*	10	19	27	22	11	166
20	Robby Barrel U.S.A.	44	10	21	28	21	17	27	30*	20	5	21	170
21	Keith Logen Australia	30	40*	14	26	38	27	23	12	20	4	10	174
22	Paulo Henning Brazil	24	27	13	25	15	7	20	18	29	33*	23	177
23	Bob Anderson Hawaii	39	37*	31	13	8	15	26	20	10	29	34	186
24	Norm Fitzgerald Australia	26	26	24	23	32	33	19	14	11	37*	32	214
25	Karl Heyer Hawaii	25	34	25	22	16	25	16	29	26	43*	28	221
26	Mike Cormack South Africa	35	18	36*	31	30	13	35	26	25	25	24	227
27	Thane Roberts France	6	31	39*	20	34	35	31	27	24	16	12	230
28	Carlo Backhusen West Germany	21	22	28	29	28	32	34*	33	31	10	18	231
29	Max Lippstreu South Africa	40	11	26	32	37*	30	33	35	13	19	36	235
30	Roberto Bouret, Sr. Puerto Rico	22	33	19	24	33	38*	21	15	32	32	26	235
31	Philip Drips Guam	1	32	32	38*	25	31	30	28	21	20	19	238
32	Larry MacArthur Hawaii	32	36	30	34	29	26	22	22	14	38*	33	246
33	Ralph Prince South Africa	31	39*	29	37	20	36	25	25	23	31	25	251
34	Jim Smith Puerto Rico	18	23	23	30	24	28	28	39*	30	34	40*	259
35	Jack Sammons U.S.A.	27	19	27	21	45	45	45	45	45*	14	3	264
36	Peter Vonderhorst Switzerland	4	35	38	33	31	18	40*	32	33	28	38	286
37	Yasuo Sato Japan	10	45*	40	35	19	11	41	34	38	41	27	286
38	H. Nakazawa Japan	14	16	35	36	26	20	37	45	45	45*	35	295
39	Keuchi Kiriya Japan	13	42	41	42*	36	37	38	38	36	13	29	310
40	S. Nakagawa Japan	5	24	42*	39	39	22	36	36	35	40	41	312
41	Ken Frances New Guinea	3	38	45	41	41	29	32	17	45*	36	42	321
42	Derek Kershaw South Africa	45	30	33	42	45	45	45	45	45*	30	20	335
43	Michio Saito Japan	2	44*	43	40	40	40	40	39	37	42	43	364
44	Irwin Vogel Switzerland	9	41	44	42	45	45*	39	45	45	27	39	367
45	Ernest Barge Canada	12	43	37	45	45	45	45	45	45	45*	45*	395

*Signifies a throw out race



Top to Bottom — Richard Loufek shows his hiking position. Mike Holmes lets it all hang out. Richard Loufek on the port tack watches apprehensively as Keith Logan of Australia on starboard holds his course astern.