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**HOBIE**

**Hot Line**

75¢

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# HOBIE Hot Line

## Hot Line Publications

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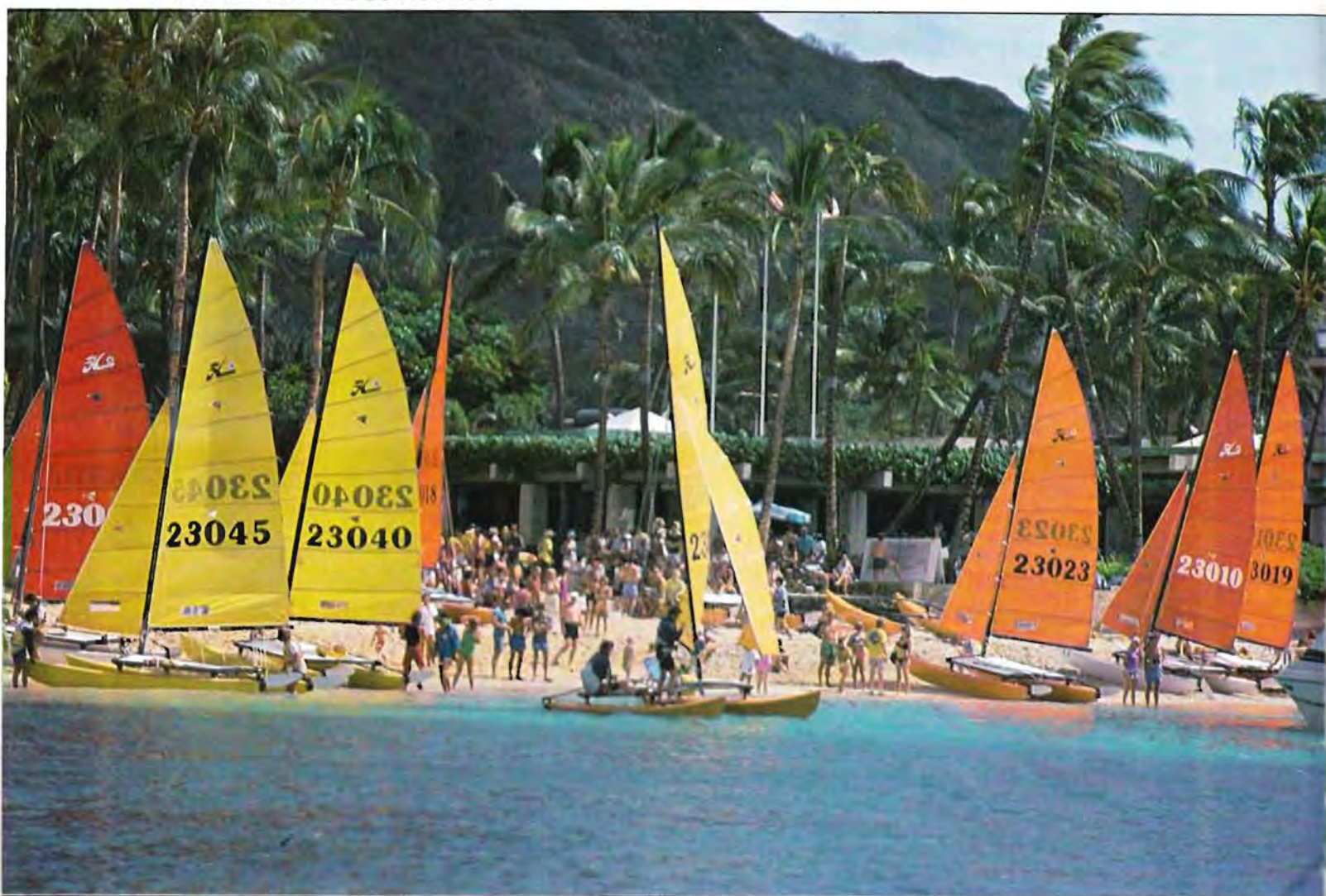




## ON EATING DESSERT WITH KING NEPTUNE

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



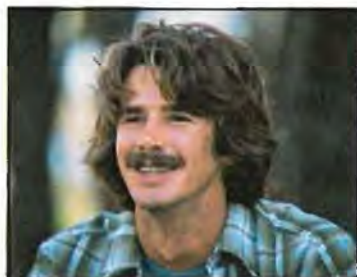


by beth parker

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

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

*Headquarters for competition—the Outrigger Canoe Club.*



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



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

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





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

PHOTOS BY JAKE GRUBB

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

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



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





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

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

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

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

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

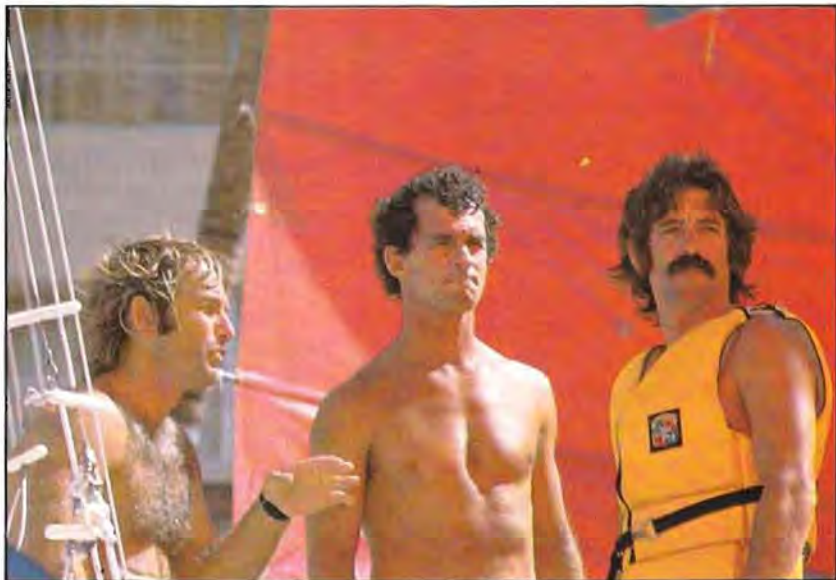
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*A gaggle of Hobies as seen by the flying creatures above.*

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





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



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

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



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

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

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

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





## 16 WORLD CHAMPIONSHIPS



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

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

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

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

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

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

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

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

### Race 4

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

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

#### Race 5

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

#### Race 6

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

#### Race 7

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

#### Race 8

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

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

#### Race 9

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

#### Race 10

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

#### Race 11

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

#### Race 12

H. Hutchings	Howard Lynn
Bob Seaman	Jana Seaman

### PHOTOS BY JAKE GRUBB

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





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

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

## **Race 1**

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

## **Race 2**

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



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

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

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



# THE 16 WORLDS A TECHNICAL NARRATIVE

BY Richard Loufek

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

## WEDNESDAY

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

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

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

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

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

## THURSDAY

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

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

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

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

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



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

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

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

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

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

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

---

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







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

#### FRIDAY

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

---

*Richard Loufek and Jeff Canepa in style.*



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

#### SATURDAY

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

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

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

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

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

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



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

#### COURSE CHART





## 16 WORLD NARRATIVE

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

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



*Some of the common sideways scenes.*

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

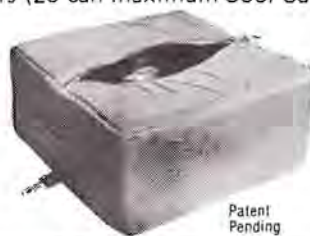
do when you don't know where they are going. And I think that our technique with the jib, letting it luff in the strong weather, keeping the main sheeted in to point was a different strategy that helped us.

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

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20	Ron Gross	Santa Cruz, CA	3	128	Al Robberts	Universal City, Texas	6	173	Ben Smoot	Fort Myers, Florida	8
21	Doug Mueller	Modesto, California	3	131	Marv Woodworth	Midwest City, OK	6	174	Mack Carroll	Conway, So. Carolina	9
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60	Steve Buse	Alpena, Michigan	10					209	Arthur Anderson	Moultonboro, NH	12
61	Spud Renzelman	Denver, Colorado	5					210	Claude Newland	Colorado Springs, CO	5
62	Rob Nelson	Fresno, California	3					211	David Klein	Saugerties, New York	12
63	Tom Gudgel	Norman, Oklahoma	6					212	Dave Graf	Olympia, Washington	4
64	Charles Sicking	Austin, Texas	6								
65	Nick Imperata	Dover, New Jersey	11								
66	Dick Karpinski	Tempe, Arizona	2								
67	Bob Cove	Salt Lake City, Utah	5								
68	Tom Blake	Lessburg, Florida	8								
69	Dennis Lhamon	Costa Mesa, CA	2								
71	Joe Petty	Key West, Florida	8								
72	Michael Ward	Portland, Oregon	4								
73	Nicholas Talotta	Linwood, New Jersey	11								
74	Troy Taylor	Baton Rouge, LA	6								
75	Bob Heron	Tamuning, Guam									
76	Kenny Evans	Mobile, Alabama	9								
77	J. T. Quigg	Aberdeen, WA	4								
78	Janet Schaddick	Jamestown, NY	12								
79	John Barry	American Samoa									
80	William Lemmon	So. Daytona, Florida	8								
81	Jeffrey Rense	Santa Barbara, CA	2								
83	Phil Rieman	Wooster, Ohio	10								
94	Paul McKee	Des Moines, Iowa	7								
95	Ron Marshall	Westerville, Ohio	10								
96	Roger Beardsley	Hector, New York	12								
97	Bob Nelsen	Napa, California	3								
98	Terry Niemeyer	Lake Havasu City, AZ	2								
99	Ed Weiss	South Bend, Indiana	10								
100	William Bell	Tucson, Arizona	2								
101	Ken Anderson	Fort Worth, Texas	6								
102	Allen Hunter	Charlotte, NC	9								
103	George Church	Lafayette, Louisiana	6								
104	Jack Morrison	Brooklyn, New York	12								
105	Stan Butchart		4								
	David Swain		10								
	Jay Swan	Chapel Hill, NC	9								
	Steve Booker	Augusta, Georgia	9								
	Charles Hunt	Beeville, Texas	6								
	Jim Marsh	Atlantic Beach, NC	9								
	Steve Lee	Wrightsville Bch., NC	9								
	Paul Terheggen	So. Padre Island, TX	6								
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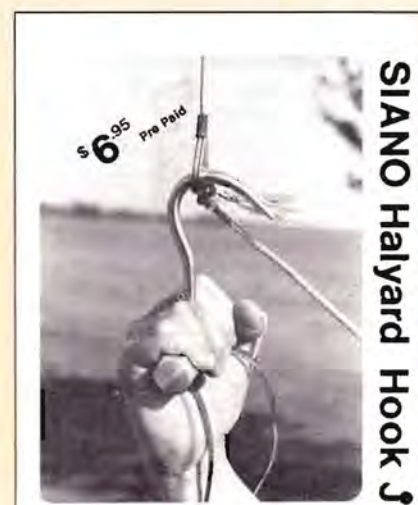
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## A Statistical Review of the Boats Competing in the 16 Worlds.

by the ed.

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

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

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

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

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

from the standings, for lack of valid representation.

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

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

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

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

## MAY THE





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

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

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

Her worst four finishes were skippered by sailors who ranked overall: 28th, 36th, 40th, and > 42nd\*\*.

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

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

1st, 4th, and 8th.

Her worst three finishes were skippered by sailors who ranked overall: > 42nd, > 42nd, > 42nd.

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

2nd, 7th, and 20th.

Her worst three finishes were skippered by sailors who ranked overall: > 42nd, > 42nd, > 42nd.

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

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

Her worst four finishes were skippered by sailors who ranked overall: 11th, 16th, 22nd, and 33rd.

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

5th, 26th, and 27th.

Her worst three finishes were skippered by sailors who ranked overall: > 42nd, > 42nd, > 42nd.

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

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

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

#### Froome/Driscoll

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

#### Loufek/Canepa

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

#### Hutchings/Lynn

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

#### King/Love

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

#### Naish/Faulkner

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

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

*continued...*



PHOTO BY JAKE GRUBB



## "BOAT RANKINGS"

POSITION	BOAT NO.	TOTAL POINTS	POSITION	BOAT NO.	TOTAL POINTS
1.	44	137	23.	25	312
2.	8	157½	24.	10	317½
3.	2	216¾	25.	34	318
4.	29	221	26.	5	318
5.	23	222	27.	11	319
6.	28	231¾	28.	32	321
7.	46	239¾	29.	49	322
8.	7	246¾	30.	17	323
9.	15	248	31.	31	323
10.	16	249	32.	40	327
11.	1	254	33.	48	333
12.	35	255	34.	45	335
13.	50	261¾	35.	14	351
14.	6	268	36.	37	353
15.	54	269¾	37.	24	359
16.	13	273	38.	42	361
17.	47	278	39.	43	364
18.	41	278¾	40.	9	376
19.	30	302¾	41.	12	384
20.	33	303	42.	18	405
21.	27	303	43.	19	415
22.	36	304¾	44.	4	437

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

TOP TEN BOATS AT HOBIE 16 WORLDS — HAWAII  
STATISTICAL REVIEW

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





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