

January-February

# Primaletta

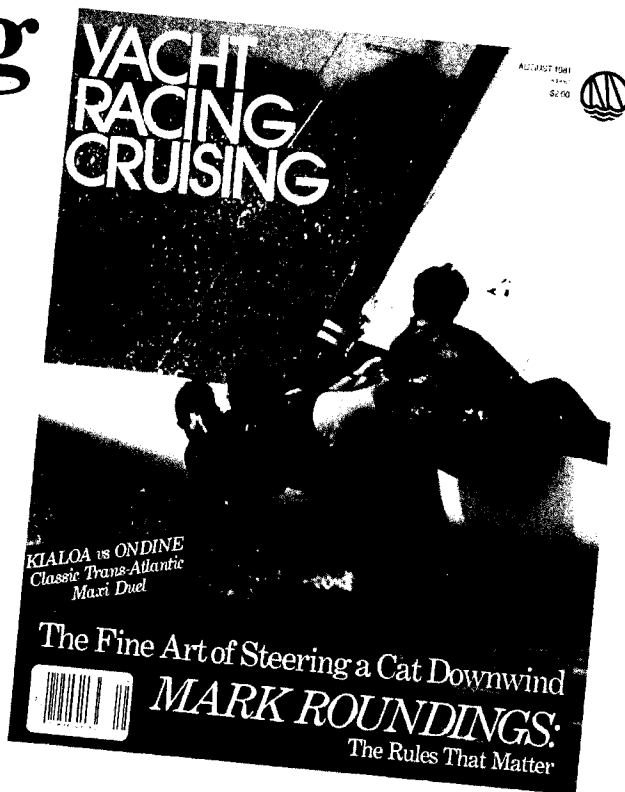


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# Prindletter

Cover: John Vitale of Orlando, Florida on a Prindle 15.

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**Next deadline: Feb. 1<sup>st</sup>**

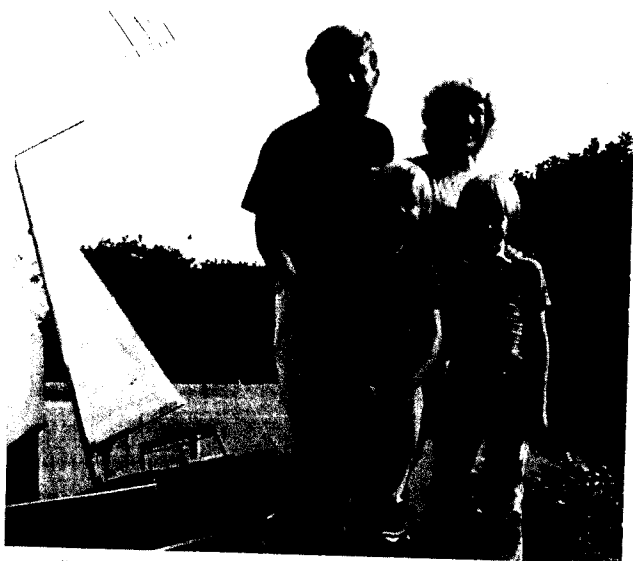
# Features

## Geoff Prindle is alive and well in Dana Point

by Joe Santley

When Geoff Prindle is on a creative roll his Dana Point home starts to resemble the Brooklyn Navy Yard.

A recent visitor arrived to find a small sailboat parked in the driveway. The garage housed the plug of a daysailer he is designing. And nearly all of the back yard was occupied by Geoff's longtime dream - the massive hull of the 39-foot vessel on which he hopes to sail the Seven Seas with his wife Dee, and their two sons, Nathan, 9, and Jared, 8.



"That's a few years down the road," said the bearded sage of the South Coast who is now batting a thousand as a marine designer, his three Prindle Catamarans all proven winners. "But that's good. The boys will be older, bigger and stronger then."

And, therefore, safer. But that went without saying. Safety has influenced all Prindle designs, including the big boat he is building himself.

"I could whack that hull with a sledgehammer and it wouldn't leave a white mark," he said. "It has a minimum of nine layers of 24-ounce woven roving fiberglass progressing to a maximum of 15 layers on the keel."

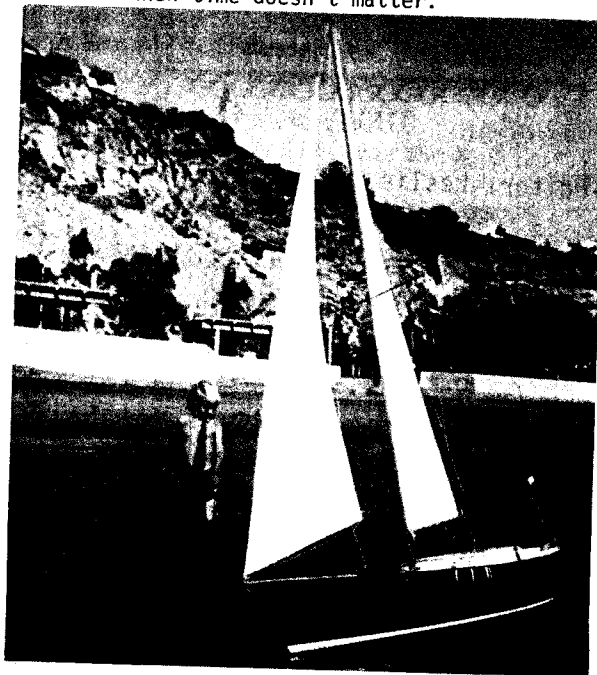
Using a 1/12th scale model of Fargo, as he has dubbed his long-ranging creation, Prindle pointed out other features.



"With tanks holding 200 gallons of fresh water, 100 gallons of diesel fuel for the auxiliary engine and plenty of food storage space, our family of four will be self-sustaining for 90 days at a stretch, if necessary," he said.

Fargo will be 34 feet at the waterline with 12-foot beam and six feet deep. Displacement will be 24,500 pounds with 10,000 pounds of ballast. A cutter rig will support 919 square feet of roller furling sail on a 58-foot aluminum mast. Solar cells will be expoxied to the mast for recharging batteries. A day tank will hold 10 gallons for hot water and comfortable living quarters with a spacious galley and salon will provide pleasant accommodations for their long stretches between landfalls.

His destination? Initially coastal trips as shakedown. South alongside Baja to Cabo San Lucas, perhaps around the cape to the Sea of Cortez and up to San Felipe. Then a long reach he's always hankered to sail - Dana Marina to Hawaii, north to Alaska and homeward down the Pacific Coast. "And someday, maybe, all the way around," mused Geoff. "When time doesn't matter."

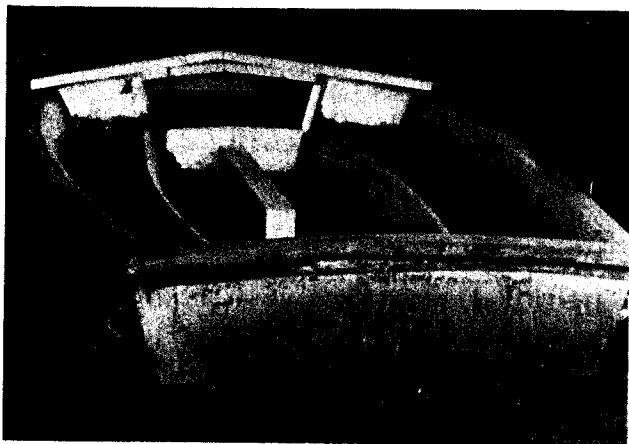


At 37, this native California beach denizen who built his first Sabot at age 11 is enjoying life now that he is no longer a nine-to-fiver. From a large picture window in their beam-ceilinged living room, the Prindles command a whitewater view from Dana to San Clemente. Foaming breakers punish the narrow strip of bright sand and the Pacific stretches blue to a horizon that melds with the afternoon sky.

Two deep sea fishing outfits with their colorful trolling lures grace the paneled walls along with photos of big catches and action shots of wind-tilled catamarans as sailors fly the hulls. Altogether it is a soothing sight for Geoff's green eyes that seem to reflect the changing sea colors.

He doesn't sail competitively these days. "I'm not a racer anymore," said Geoff. "Strictly a designer. To be a top racer you need a lot of time on the water and a great desire to win. It takes much time and concentration."

What are his design plans? After completing the daysailer for Surfglas, the company he co-founded in 1968, Geoff is thinking about a 10 foot dinghy that will "tow, row and motor well."



Smaller boats, he said, "are affordable and will convert more people to sailing." The daysailer, he added, is a doublehander that "will be the safest boat available for a novice couple to learn on."

Prindle fishes a lot off Dana Point and when conditions seem promising, he loads his surfboard into his comfortably appointed van and drives north to his favorite surfing spot, Rincon.

"It's a good life," he acknowledges. "But I'm living on royalties now and I don't get paid until the product sells - and that's strong incentive to design and build a good boat!"

## The Redfish Romp

by Jay Hazel

In Houston we are fortunate to be able to do the majority of our sailing in Galveston Bay, of which it has been said to be second only to Martha's Vinyard when it comes to good steady wind all year. Situated in the bay, next to the Houston Ship Channel is a tiny spit of sand and shell, known as Redfish Island, whose lee side is a popular anchorage for over-nighters.

While on an evening cruise to the island

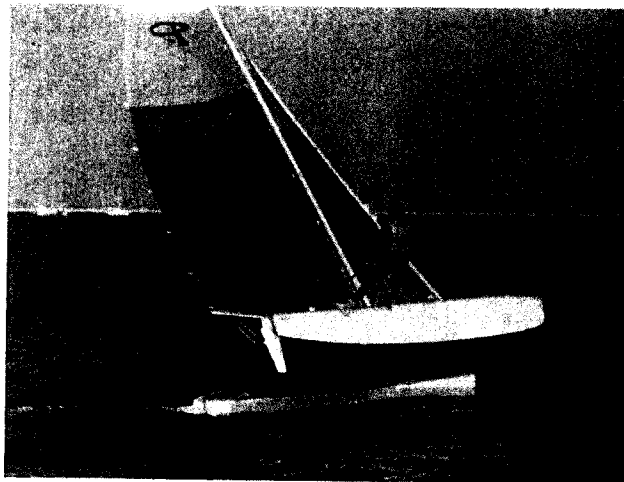
on Don Zeek's Tartan 33, he and Dennis Robinson first conceived an idea that would soon become reality as the Redfish Romp. Enlisting the aid of Bill Mosely, they organized a weekend campout which would begin by loading the Tartan with everyone's camping gear at dawn, followed by a ten mile sail to the island.

Nance and I ran escort for the fleet with our power boat. Due to high wind and heavy chop, we were forced to hold our speed down, giving the edge to the faster cats, but we soon found that we could out point them. This weekend the 5-ounce Smyths, Pattisons and Clays were set aside in favor of the old 3.5-ounce jelly bean sails. Color again reined supreme.

While Nance and I ferried the camp gear from the Tartan to the Island, a wild game of frisbee was underway out on the water. Talk about an exercise in boat handling! It was a tired, hungry bunch of sailors who hit the beach. A kite flying contest was quickly organized while Don prepared to boil up 50# of shrimp and plenty of corn on the cob. Gary Roessler got his kite made of spinnaker cloth but oversized string limited it's altitude. Dan Gilliland, using monofilament string, put his so high you could hardly see it. Mike Bemas tried to get a chicken and a turkey kite off the ground, but both died on take off. As I left to escort the boats back to Texas City that could not spend the night, I saw a nice box kite take to the air.

When we returned to camp we found everyone coping with a new problem---rats. A large campfire was kept burning all night to keep them out of camp.

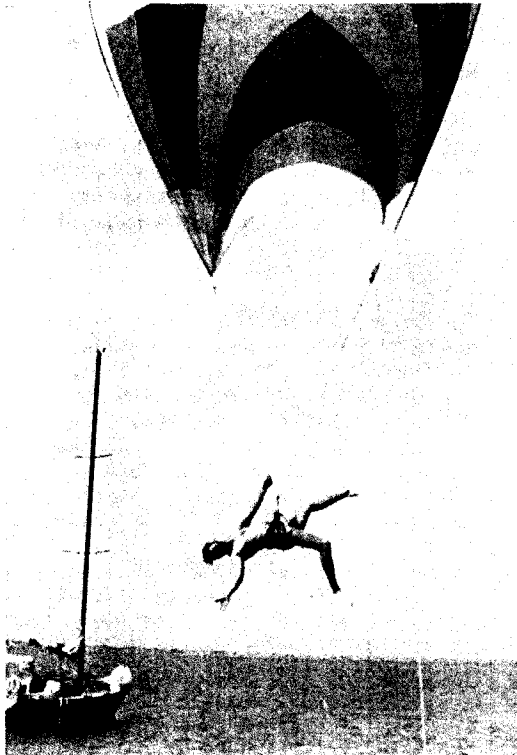
After a good nights sleep, we awoke to the smell of fresh coffee, aboard the Tartan. As we relaxed on deck after breakfast, we noticed the wind was perfect for single-handed hull flying. As I began to take pictures, more and more boats began gliding past. Suddenly I noticed the ladies were out and about too, as Susan Gilliland and Kathy Leach soared by.



*Kathy Leach single-handing at the Redfish Romp.*

Bill Mosely changed the tone of things as he got everyone ready for a race over to Smith's Point, where a mandatory crew change (selected by a drawing) would take place, followed by a race back to the beach. Using my boat cushion for a starting flag, I got the race under way, then returned to the Tartan as Don set up to do some spinnaker flying.

Ed Zeek hooked up to the spinnaker as it was being raised. When the wind caught it he was suddenly launched across the foredeck, thru the life lines and out into the water. After some minor adjustments to the rig, Ed was quickly followed by Rex, Steve, Marla, Cindy, Don and finally myself. Displaying the form that surely would have led to a gold medal had I pursued my athletic career, I gracefully ascended to my lofty perch where I began to look for the returning racers. Suddenly I realized I didn't have my glasses - I couldn't even see the Tartan. So much for that idea.



Jay Hazel in complete control of the situation looks for returning racers from his lofty perch.

As I climbed back aboard and found my glasses, the racers were just beginning to round the point with Dennis Brown and Denny Robinson neck and neck. Dennis inched him out when Denny hit the beach just outside the finish line. The finishing order: 1)Brown, 2)Robinson, 3)Black, 4)Leach, 5)Gilliland, 6)Bemus, 7)Moseley, 8)Smith, 9)Buehler.

I quickly grabbed three watermelons, dropped them overboard from a speeding power boat as the fleet was flagged off the beach. In the calm water they were easily spotted and several crews were nearly strained through the dolphin striker as they tried to grab a melon from a moving cat. Everyone quickly learned to toss the crew overboard, have them grab the melon, then return and get them both. As I kept placing the melons in choppy water they became harder to find. For the final event a melon relay was set up between three teams which can only be described as mass confusion.

After lunch on the beach, everyone reluctantly packed up and headed for home. Thanks to good weather, a great turn-out and good organization, the first annual Redfish Romp was a smashing success!

# Racing news

## First Ladies Nationals

Lake Havasu, Arizona - Sandy beaches, drinking rum every night, and the 10 best female crews in the country. This describes the 1st Prindle Ladies National Championships held on Lake Havasu, Arizona November 13, 13 & 15, 1981.

Though light air shortened the series to 3 races, Barbra Witcher of Fort Lauderdale, Florida with Paula Jones of Phoenix showed they deserve the title "Ladies National Champions". In a very competitive fleet, where 8 of the 10 boats finished within 5 minutes of each other in all 3-1½ hour races, Witcher and Jones finished with a second and 2 firsts. Witcher was pushed all the way by Debbie Lane of San Diego with crew Mary Ellen Mazzeo until Lane sailed through the start/finish line in the last race. Second, third and fourth were also closely contested with Lori Kroon and Karen Grant of Phoenix tying for second with Barbra Bartik and Donna Barton of Lake Havasu, with Kroon taking second on the tie breaker. Also in the hunt all the way were Janice Lawson and Susan Thompson of Phoenix who took forth. Lane finished fifth.

Prizes were donated by many including Murray's, Ron Lane, Eckles Design and Sails West. Trophies were donated by Surfglas.

Not only did Dave Klug of Sail and Surf donate the use of a new boat to the contestant traveling the farthest, but he also spent most of his time adjusting boats and acting as technical consultant to the racers.

With racing provided by Fleet 55 and partying provided by the Nautical Inn, a great time was had by all.



The happy trophy winners at the Ladies Nationals. From left: Karen Grant, Lori Kroon; Paula Jones, Barb Witcher, Sue Thompson and Janice Lawson.

**The Prindletter needs you - send in your stories & photos!**

## Fifth Prindle Europeans

A giant fleet of 90 Prindle Catamarans sailed along the beach coast at Zandvoort, Holland on August 14, 15 & 16, 1981 for the fifth Prindle Europeans. The event was organized by the Dutch Prindle Class Association and was hosted by the Zandvoort Yacht Club. Lipton Tea of London helped sponsor the event along with the Pall Mall rescue team.

Jan Vissar and Marco deBoer barely retained their title as the Prindle 16 Champs just one point ahead of Ken Deinum and Menno deBoer. The 1979 European Champs, Rob Bossink and Rob deBruin finished fifth. Their toughest competition came from Germany - Claus Calussen and R. Detleff. The new Prindle 18 Champs are Gerard Loos and Hans Dieben finishing with three firsts. The 15 Champ is Dirk Pool beating the favorite heavy air specialist, Dirk Jan Kann who won both races on Sunday.

Weather conditions were from one extreme to the other throughout the event. Only one out of the 3 planned races for Saturday was held because there was no wind. During the 2 races on Sunday there was a 10 foot swell with winds of 30 knots. Not many people started and even fewer finished. This was the first time we held a race on Friday and because we did we were able to complete a total of four races and allow one throwout in the final scoring.

*The following photos tell more of the story.*



*Intense concentration shows on the faces of these two European competitors-Jan Vissar & Marco deBoer.*



*Remember, the water temperature is about 50 degrees.*



*Those U.S. Nationals competitors thought they had big swells - they haven't seen anything until they sail the North Sea.*

# Texas Prindle Champs

by Jay Hazel

The Texas Prindle Championships were held October 17 & 18th and the wind was up on Saturday for the first start. The line was port favored but "chort", so no one tried it. Dennis Brown and Denny Robinson had a battle going when Denny pitchpoled at the weather pin. Denny was up in a flash and gaining on us when he pitchpoled at the reaching pin, this time breaking both trapeze bungee cords and a hiking stick. When we passed Gregory we noticed he had a problem with his outhaul car but as we watched him Dickerman drove over us. The next leeward was our leg as we rounded hot on Brown's heels and just ahead of Bickford. When Brown tacked for the finish he understood and in a very close finish old PDQ II slipped by as did Kansas Clipper giving Brown a third. Nance and I were elated but we knew that Dennis would be psyched up for the next one so we basked in our fleeting bit of glory while it lasted. Mark Titsworth took a first in B fleet followed by Izquierdo and King - a line up that would hold throughout the day.

After a quick lunch we hit the start for race 2 with Brown and Robinson blasting off in the lead. We worked our way into third having been right in our speculation that Brown would be hot but Robinson was just as hot. While Brown beat Robinson only by inches they both walked away from the rest of the fleet. Race three saw Bill Moseley back in form when he managed to hold off Brown and Robinson and take the marbles. I thought I had a solid fourth when Ken Dickerman out pointed me all the way from the lee pin to the finish while I overstood the line. As we all headed to the beach Nance and I had to agree that it had been a perfect day. Here it was the middle of October, and we were racing in cut-offs in double trap air!

If anyone had doubts that Nance can put together a great meal they were resolved when they bit into one of her chili dogs. With free dogs and all the Lone Star Beer we could drink it was a tired, stuffed bunch of sailors that settled down around a nice campfire only to be caught up in a frantic marshmallow fight.

Well, as luck would have it, a cold front moved in during the night and we woke to cooler weather and a north wind. The water looked rough from shore but we didn't know the half of it till we hit open water. The average wind velocity was not so overwhelming but the gusts were killers. Spectators on the hill said they would watch as a gust rolled across the lake knocking down boat after boat as it passed.

Nancy and I saw very little of the race since we were preoccupied with righting lines. After two bad pitchpoles and a lot of trouble righting the boat we called it a day. After a similar experience Brown DNF'd along with Moseley. Denny Robinson took the race even after picking up a crew separated from her boat. Wendell Gregory took second and Ken and Charlotte Dickerman third. These people deserve a lot of credit as just finishing was an accomplishment but to finish in good position took an equal portion of skill and stamina.

Race 5 saw both double trapping and no trapping air before it was over. Denny and Pam Robinson won, followed by Bill and Mike

Moseley and Ken and Charlotte Dickerman.

If you're wondering what happened with the 16's well the truth is I'm not sure, so I'll piece the story from results and bits of info heard after the races. It is obvious that to place well in the 16's you had to race, heavy air or not. There is no question that Dave Bob and Kathy were hot and seemed to have a good weight combination - they had four firsts to prove it. Don and Cindy with less weight had to draw on all their experience and expertise to pull off four seconds. Ed and Don Clark sailed well on Saturday and were the only boat to break Dave Bob's string of wins.

The 16B fleet found Robert and Wyona Drolet hot this weekend taking three firsts and the regatta. Tom Shay and Chris Black tied for second with Tom finishing ahead of Chris in more races and therefore taking second leaving third to Chris.

This is the first year we've had a Novice Fleet and I'm extremely pleased by the turnout. The heavy air really put these racers to the test and you may be surprised to learn that a higher percentage of this fleet raced and finished race 4 than any other fleet. Greg Glasscock took first overall but both Kerry Trahan who was second and Bill Pope who took third each got a first in one race. You guys all sailed some good races and all showed considerable improvement throughout the regatta.

I expect to have a lot of people tell me they should have a DNF rather than a DNS in some of the races. Think back on whether or not you informed the race committee that you were withdrawing either as you left the course or later on the beach...? This is how the problem arises and there can be a considerable difference point wise.

The trophies awarded were made of aromatic cedar plaques with one dimensional brass wire sculptures of Prindles mounted on them - all handmade by Fleet 2. They not only looked good but smelled great as well. Again the Texas Prindle Championship tapped off a good year of sailing. We hated to see it draw to a close, but a lot of new friends, some good food, and good weather, have made it a year to remember.

## Our fleets report

P

## West

1 Commodore: Steve Boehne, 21891 Bacalar, Mission Viejo, CA 92691. Report from Steve.

Prindle Fleet 1's November "Breakfast" sail at Dana Point had a good turn out and was enjoyed by all. Everyone enjoys a relaxing day with their Prindle and a group of friends. Congratulations to our new officers for 1982: Dave Acuna, Commodore; Steve Boehne, Vice Commodore; and Steve Coleman, Secretary/Treasurer. Their enthusiasm and fresh ideas make us all look forward to next years activities.



Fleet 1 is proud of, and gives hearty congratulations to Dave and Sue Bangston for winning High Point Skipper Awards AND 1st place in 18's in the California Points Series. Way to go!

**5** San Fernando Valley. Commodore: Paul Morgan, 10354 Irondale Ave., Chatsworth, CA. 91354.

Congratulations to our 1982 officers!

They are: Brian Wilson, Commodore; Joe LaCasella, Vice Commodore; Dave Perry, Sect/Treasurer; LiAnne Altman, Cat Talk Editor; and Bob Northcott, Hospitality Chairperson. We'll say thank you and goodbye to our current officers at a dinner to be held sometime in January.

Welcome to our new members: Burton Schatz, Stuart Dickman, and John Main.

Our points regatta at Castaic was a roaring success. We had warm, sunny weather with winds around 20 to 25 gusting to 40 at times Sunday. It made for some exciting sailing both days.

**14** Phoenix, Arizona. Commodore: Bob Videan 4310 E. Indianola Ave., Phoenix, AZ 85018. Report from Bob.

Other new officers include: Brian Hefferman, Vice Commodore; and Salli Clark as Sect/Treas. Proud? You better believe it! For the sixth year in a row Fleet 14 has brought home hardware from the Nationals - and this time it was the women with the honors. Lori Kroon and Karen Grant came away smiling with second place overall in very tedious light air racing. They were topped only by Barb "Ft. Lauderdale" Witcher, whose crew was our own Paula "Points" Jones. Associate fleet members Sue Thompson and Janice Lawson sailed on to fourth. Sound like a full house? I can't tell you how excited we are! We are still partying!

The fleet 14 on the scene report staff is at this very moment compiling our images to form a multi-media celebration presentation complete with waterfalls and biased eyewitness accounts to be unleashed at our next fleet meeting. Many thanks to Surfglas and Fleet 55 for a great time and a well staged regatta despite uncharacteristically light air.

Our annual Fall Banquet was held at a local Cantonese hot spot and the food was superb. Steve Quant, who has been commodore for over two years, gracefully stepped aside this term claiming, "It's not my turn anymore!" On behalf of everyone I would like to thank Steve on a job well done. Steve handed out the trophies for the Spring Series and were they worth waiting for! They were earthenware oil burning lamps handcrafted by Linda Nanizzi. Super sharp! It's been a very good year for our fleet and we're looking forward to another. Brian Hefferman and Blake Matthies started a new tradition this fall with their 1st Annual Great Pumpkin Regata Costume Party Blowout. And it was just that. The waterfalls were really flowing... ever done a waterfall? It's a shot of peppermint schnapps and a shot of beer both held in one hand with the beer behind and slightly higher. As you tip the schnapps to your lips the beer "falls" in from above and they both swirl down the hatch. Great stuff. It's our official fleet toast. (At least for now, anyway - fad drinkers that we are...)

Wishing you all a happy and safe new year, and if you're traveling - take your Prindle!

**21** Long Beach, California. Commodore: Howard Thompson, 2108 Terraza Place, Fullerton, CA 92635. Vice Commodore: Danny Deguzman, Secretary: Bill and Kim Holford, Treasurer: Foster Thompson. Congratulations to the above new officers elected for 1982. Fleet 21 salutes the outgoing officers for an excellent job this past year.

Fleet 21 proudly boasts as its members the first place skippers and crews in the 1981 Prindle 16 and 18 Nationals in both Gold and Silver fleets. Our personal congratulations to Randy and Suzi Smyth, Jay Glaser, Marvin and Warren Frace and Howard Thompson.

On November 8th, fleet 21 held its first of three race "winter frostbite" series. Under warm, clear skies we had an excellent turnout and all are anxious for race #2 and 3. Trophies will be awarded at the end of the series.

Our annual fleet picnic was held at El Dorado Park on November 15th. During a hot and heavy volleyball game, Foster "Spike" Thompson was excused from the game in order to be rushed to the hospital for treatment of a broken finger. Despite this mishap, the day proved to be great fun.

We would like to thank the Prindle Class Association and all participating fleets for an exciting racing season this year and hope that the enthusiasm and attendance at all Prindle regattas continues to grow this coming year.

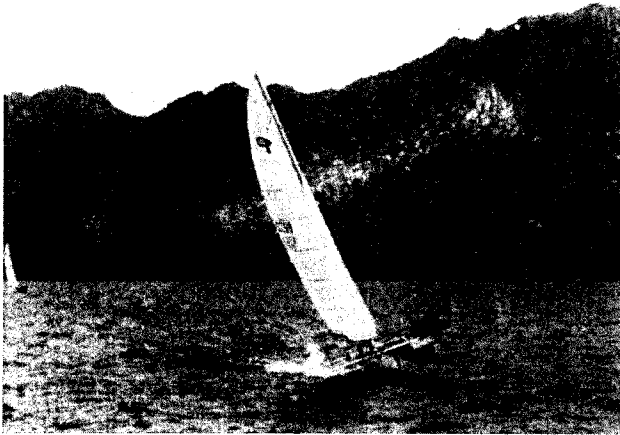


*A typical crowd at Long Beach in the summer. Can you find the Hobie Cat?*

**34** San Bernardino, California. Commodore: Gary Norgan, 25946 Hemet Street, Hemet, CA 92343. Vice Commodore: Pete Smith, Sect/Treasurer: Florence Beatty. Report from Bob Flynn. Congratulations to our new officers who were installed at our fleet's annual awards banquet. The following skippers received trophies: 18 fleet-1)O.B. O'Brien, 2)Pete Smith, 3)Bill Deviny; 16 fleet-1)Brad Pope, 2)Gary Norgan, 3)Richard Wagner.

January 30th we will be holding our 2nd Annual Polar Bear Regatta at Lake Perris for those brave and hardy enough to come out. Races start at 12 noon - skippers meeting at 11.

In 1981 Fleet 34 increased its membership by 100%, thanks to our fine team of officers. We hope to get everyone involved in all of our events in 1982 to make this one of our best years ever!



*Double trap sailing - Lake Perris style.*

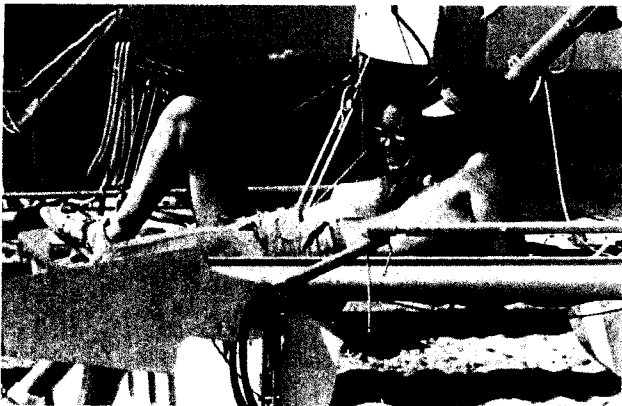
**55** Lake Havasu City, Arizona. Commodore: Mike Barton, 2019 Mimosa, Lake Havasu City, AZ 86403. Vice Commodore: Kirk Forney, Secretary: Barbra Bartik. Report from Mike.

This has been quite a year, beginning with the Iceberg Derby and topping all with the Ladies Nationals (see report). Next year should be even better. Our second annual Iceberg Derby will be the 23rd and 24th of January and everyone is invited. In the Spring we'll have the Lake Havasu Prindle Retreat and the London Bridge Regatta. Later in the year we will host the First Annual Arizona-California Prindle Challenge Cup.

The London Bridge Sailing Society held their 10th Annual Arizona Invitational last October with Prindles taking the top four places. Again.

**72** Ventura, California. Commodore: Greg Kaufman, 911 Ashford St., Simi Valley, CA 93065. Report from Joan Griffin. Happy New Year from Fleet 72!

The fleet's strategy for the winter will be to combine dry land sailing clinics with on the water sailing events to keep even the fair weather sailors amongst us involved.



*Fleet #72 Secretary Joan Griffin with her new husband, Tom Eckles.*

During November we joined Fleet 5 at Castaic Lake to toss eggs, count jellybeans, and sail. We couldn't have asked for better weather or nicer company. In fact we enjoyed ourselves

so much we returned to the lake on Thanksgiving weeknd hoping for a repeat. The sun was just as bright, but the weekend storm's aftermath made the air extremely brisk. We did stay for a picnic, but didn't get in any sailing (BRRR!) Finally, we are all looking forward to a fleet trek to San Felipe in February. See you all there!

## Northwest

**62** Spokane, Washington. Commodore: Bill Holcomb, N. 9304 Newport Hwy., Spokane, WA 99218. Report from Bill.

Well, there's snow in the mountains and so, the last two fleet pot'lucks have been a little less sailing and more skiing. In fact, we're planning a couple of cross country tours to take up the slack until the ice thaws in the spring.

Speaking of spring, the first regatta for '82 is scheduled for may 9th. Brrrrrrr!!!

We'd all like to welcome Gloria O'Connell who bought a new 16.

As you can tell, sailing has a lower profile in winter due to weather. Our monthly meetings plus ski trips will take up most of our energies through Spring.

## Southwest

**2** Houston, Texas. Commodore: Bill Moseley, 918 Gruenwald, Seabrook, TX 77586. Vice Commodore P18: Dennis Brown, Vice Commodore P16: Dan Gilliland, Corresponding

Secretary: Susan Gilliland and Sect/Treasurer: Kathy Leach. Report from Jay Hazel ExCommodore. The final race of the season was an M.S.A. Mini-Regatta where Dennis and Brendon Robinson, Nance and myself served as race committee. Many crews chose to sit this one out due to cold weather, papers due or exams so we saw a lot of skippers crewing for others. Susan Gilliland with Dan as crew had won the Bikini Cup Regatta (an all lady skipper event) in August, and now went on to win first in the P16 Class with Ann Elizabeth and crew Don Zeek taking second. Dennis Brown and Bill Moseley alternated between crewing and skippering on Bill's boat and took first in the P18 class.



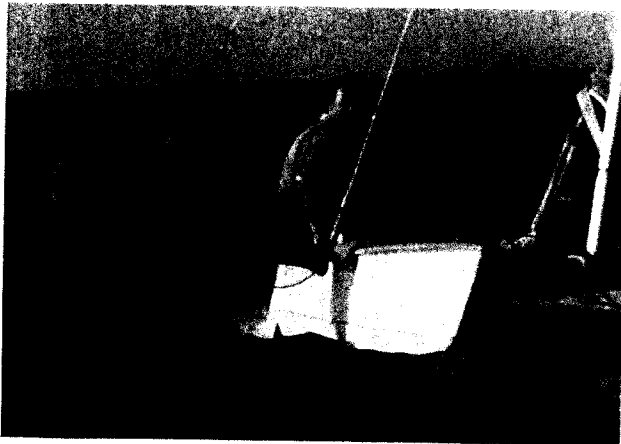
*Susan Gilliland with her husband Dan as crew placed first in the final race of the season.*

The final event of the year was the Fleet 2 Awards Banquet. I exercised my authority and roasted the fleet as I awarded numerous trophies: Bull in a China Closet-Don Zeek; I can't find the mark-Dennis Robinson; Two Birds in a Bush-Kathy Leach and Ann Elizabeth White; Hole in One-Chris Black; Killer Mullet-Nance Hazel; Killer Hiking Stick-Greg Smith; Killer Bungee-Elizabeth Evans; HitMan-Dennis Brown; Leak Tester-Bill Moseley, I Broke Everything-Dick Buehler, Turkey of the Year-David Bickford, Over All Sailor (Pitchpole Champion, Kamakaze Prindle, Derelick Prindle)-Dave Bob Jamail.

The Fleet 2 series consisted of ten races with four throwouts and a minimum of six races had to be started. The results were: P18 - 1)Dennis and Sandy Brown, 2)Dennis and Pam Robinson, 3)Bill Moseley, 4)Jay and Nance Hazel, 5)Ed Bickford. P16A-1)Dave Jamail, 2)Don Zeek and Cindy Edge, 3)Dan and Susan Gilliland, 4)Dick Buehler and Sandy Moser. P16B-1)Chris Black and Ann Elizabeth White.

Most Improved P16 Skipper-Chris Black; Second Most Improved P16 Skipper-Kathy Leach; Most Improved P18 Skipper-Ken Dickerman; Female Skipper of the Year-Susan Gilliland, Crew of the Year-Elizabeth Evans and Instructor of the Year-Don Zeek.

It has been a great year for me as Commodore of Fleet 2 and as a participant in the P18 Nationals at Long Beach. A lot of new friendships were made that will never be forgotten.



*Ann Elizabeth and Don Zeek placed second at the MSA Mini-Regatta.*

## Midwest

**42** Western Michigan. Commodore: Bill Cochrane; 15480 Leonard, Spring Lake, MI 49456. Report from Bill.

Our "81" sailing season is over and the smoke has cleared. Secretary Bob Schultz found the missing results of our first regatta and Fleet 42's Season Champions are:

1)Roving Ambassador Larry Ampulski and crew Barbara Nickels, 2)Rob and Sandee Alkema, 3) Jim and Michelle Ampulski. We had scheduled a late November awards party but due to 14 inches of heavy "Lake Effect" snow and nearly 3 days without electricity we postponed it for two weeks to December 5 so as not to interfere with members Thanksgiving plans. Will forward complete fleet standings and listing of newly elected officers immediately following.

In retrospect 1981 has seen Fleet 42 grow to 16 boats and 4 little Prindle people added compliments of their proud parents. Also, we hosted an exciting Prindle 16 Qualifier which we'd like to do again next year.

## Southeast

**9** Jacksonville, Florida. Commodore: Jim Golden, 237 7th Avenue South, Jacksonville Beach, FL 32250. Report from Jim.

Hello Prindletter! Yes, Fleet 9 is back again - in the Prindletter that is. We never left ole Jax, but we do have a Commodore that has a way of missing those by-monthly deadlines although we usually manages to get out the Catalist, our monthly Fleet newsletter. Fleet 9 has catalyzed many great events in 1981. We co-sponsored with Daytona's Fleet 58 our 1st major Prindle Points Regatta - The Ancient City Classic. We also doubled our fleet membership - but still no volunteers for Commodore. Another special happening was Starships coming to Jax in the form of an action sports Cable TV Show starring the hotdoggers of Fleet 9 hull flying and Lemans starting in our Summer Guzzle and Go Race: not ready for prime time. What did hit prime time was a video of my wife Sue and I on our P18 winning a 30 mile offshore cat race in double trappin, rooster tailin, swell slapping style over a fleet of 50 Hobies - How sweet it is!

Anyway, we of Fleet 9 would like to thank all our friends and the Gods of the elements for making it a great '81. We are looking forward to an even greater '82 and sincerely wish the best for the rest of Prindledom. Sail on...

**26** Orlando, Florida. Commodore: Lou Wasmund, 110 West Airport Blvd., #C-8, Sanford, FL 32771. Vice Commodore: Bob Massol and Sect/Treasurer: Nelson Wright. Report from Bob Massol.

We had a really nice time at Nelson and Shirley Wrights on Lake Conway November 1st. After a little rain in themorning the racing got underway with lots of sun and wind. The puffs were topping. 20 and kept us on our toes or in the lake. Nelson entertained us with the pitchpole of the year. He landed somewhere near the masthead.

Later in the day we feasted on burgers, potato salad and beer. That got us into the right mood for the important November fleet meeting and to elect our new officers listed above. Many Fleet 26 sailors had a good time at the Dixie Regatta in October. The rum (all you can stand up to) party Saturday afternoon eliminated some of the competition for Sunday morning. Woody and Heather Fraser took first and Hugh Waterson with Judy Anderson took second place. Take that you guys from Daytona.

**27** Tampa, Florida. Commodore: John T. McCoy, 2120 W. Brandon Blvd. #203, Brandon, FL 33511. Report from Pete Smith.

Prindle Fleet #27 along with Pepin Distributing Company, Brown '0 Trophies and the Dry Dock sponsored the Second Annual Regatta Against Cancer on October 24th. Prindles, Hobies, G-Cats and board sailors competed on Tampa Bay with proceeds benefiting the American Cancer Society.



Pete Smith and son, Todd from Fleet #27.

## 31

Mobile, Alabama. Commodore: Donald E. Dabney, 608 Azalea Road #101, Mobile, AL 36609. Report from Don.

The fleet is in a stage of redevelopment from Hurricane Fredrich. Our sailing area has been dispersed and the organization hasn't been what it should be since then. Through the continuing efforts of the following we should soon have the biggest fleet on the Gulf Coast: Tom and Beth Mitchell, Fred Rettig and my brother Steve. It is not beyond us to see a Prindle in someone's yard and if we don't recognize the boat, we will stop and ask if they are interested in joining the fleet.

We had our organizational meeting November 16th to start the season. A trailer renovation day was discussed as well as our 1st Annual Hurricane Regatta to be held in September.

## East

NEW FLEET!!NEW FLEET!!NEW FLEET!!NEW FLEET!!NEW FLEE'

## 73

New Jersey Shore. Commodore: Ken Fraser, 483 Knollwood Drive, Bridgewater, NJ 08807. Vice Commodore: Lance Cunningham, Secretary: Sharon Straub.

October 3, 1981 marked the day of the beginning of our own Prindle Fleet on the Jersey Shore. The Fleet's co-conspirators, Lance Cunningham of Lance Sailing Center in Sea Bright, N.J. and Susan Straub, with a dozen other Prindle owners got together for a rousing good time of sailing, sun, fun and booze. Despite the cool weather, unhampered by wetsuits, hats and gloves, we all participated in several races throughout the day. The highlight was when the Prindles raced against some of the more expert Hobie cat sailors of the area. Need I even mention who won the race? Of course - the Prindles! Everyone thoroughly enjoyed themselves.

We are looking forward to next summer when we can continue the good times. Anyone interested please contact Lance Cunningham, Sea Bright Sailing Center, Sea Bright, New Jersey, 07760 or call (201) 842-1950.



**Next deadline: Feb. 1st**

# Please take note

## REGARDING MEASUREMENT CERTIFICATES

In areas where competition is close we strongly recommend that you require a current measurement certificate to race in an important regatta. This will become a class requirement for Nationals Qualification regattas soon so why not give it a trial run this year? See your Class Handbook for instructions on how to weight and measure boats. If you have further questions call Leslie at (714) 835-6416 Tuesday through Friday.

\*\*\*\*\*



The Gentle Art of Cat Surfing, by Matt Mawson, Univ. of Queensland Press - Australia.

\*\*\*\*\*

FROM "AMERICAN SAILOR" the newsletter of the USYRU

Controlling the Class Jumpers by Bill Lynn

During last year's discussion on "professionalism," perhaps the most prevalent complaint I heard was about the so-called "industry pros"... My answer was, "Welcome them with open arms, and get as much out of them as you can..." ...without infusions of outside vitality, any class from prams to offshore 40-footers will lose strength. (Incest may be fun, but eventually the breed gets pointy-headed.) ...Learn from the hotshots. But how? Schedule a clinic with drills and practice race before your "Intergalactics" and then have a seminar later inviting the hotshots - sailmakers or otherwise - to tell everyone what they're doing to go fast. No sailmaker or spar or boatbuilder is going to refuse that invitation, if for no other reason than ego satisfaction... ...that's the object of it all - it is a sport and a game. And in every game someone keeps score; there is a winner and a loser. The hotshots, whether they be sailmakers or boatbuilders or just plain good sailors, all love the game. They pay a lot of attention to it and spend a lot of time at it - that's why they're so good. So use them and learn as much as you can from them. Let them participate in your championships,... they may walk off with some silver, but in the long run your class will be the winner.

To get information about joining the United States Yacht Racing Union write: USYRU, Box 209, Newport RI 02840.



# Prindle People Photos



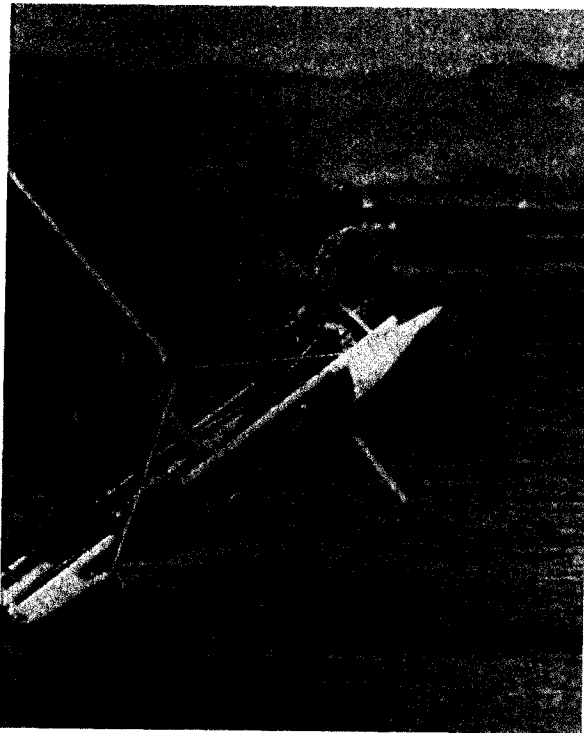
*Ed Bickford, Houston, TX showing good form while on race committee duty.*



*Ed Grondahl and Loretta Watrin, San Luis Obispo, CA.*



*Alan Ludwig and Karl Deuschle from Miami, Florida.*



*Michael Halsey from Fleet #69 in New Mexico flies a hull right onto the beach.*



*Fran Flynn, San Bernardino, CA. with Treasure Hunt Prizes at Perris Lake.*

# Two new contests!

We are proud of the fact that the Prindletter has always been and will remain primarily a "contributor" publication. This means that it is made up of a collection of contributions from and for you, the Prindle Catamaran owner. With this in mind we have developed two new contests to help stimulate your creativity and, in turn enrich the contents of your publication.

## Feature article contest

CASH PRIZES: \$50 EACH ISSUE PLUS PUBLICATION OF YOUR ARTICLE AND \$75 TO THE ANNUAL WINNER CHOSEN FROM THE INDIVIDUAL ISSUE WINNERS!

### FEATURE ARTICLE CONTEST RULES:

1. Entries must be submitted typed using double spacing on white letter size paper.
2. Article must have a maximum of 1000 words and should include photos and/or illustrations.
3. The contest is open to all interested persons. Employees of Surfglas, Inc. and their families are not eligible.
4. Each entry must be labeled with the author's name, address and phone number.
5. All entries become property of Surfglas, Inc. and may be used by them at any time for publication and within any context. Entries WILL NOT be returned.
6. Entries will be evaluated by a panel of qualified judges on a basis of originality, composition, and readability. Subject matter must be of interest to Prindle Catamaran owners. The decision of the judges will be final. Prizes will be awarded only if suitable entries are received and judged as winners. Judges may select other entries for honorable mentions.
7. All entries must be accompanied by an official entry blank or exact duplicate. All entrants under 18 must submit a signed release from parent or legal guardian.

## Cover photo contest

CASH PRIZES: \$25 EACH ISSUE PLUS PUBLICATION OF YOUR PHOTO ON THE COVER AND \$75 TO THE ANNUAL WINNER CHOSEN FROM THE INDIVIDUAL ISSUE WINNERS!

### PHOTO CONTEST RULES:

1. Entries may be submitted in the form of either a color transparency or print (8 X 10 - 11 X 14, black & white or color). All nonconforming entries will be disqualified.
2. The contest is open to all interested photographers. Employees of Surfglas, Inc. and their families are not eligible.
3. Each entry must be labeled with the photographer's name and address, the location of shooting, and, if available, the film and equipment used.
4. All entries must be accompanied by an official entry blank or exact duplicate.
5. All entries become property of Surfglas, Inc. and may be used by them at any time for publication and within any context. Entries WILL NOT be returned.
6. Entries will be evaluated by a panel of qualified judges on basis of originality, photographic skill, and photo composition. The decision of the judges will be final. Prizes will be awarded only if suitable entries are received and judged as winners. Judges may select other entries for honorable mentions.
7. All entries showing any recognizable persons must be accompanied by a signed release from the person(s) in the photographs. The release must include the name, address and phone number of the person. Entrants under 18 must submit a signed release from parent or legal guardian.

### Official Prindle Contest Entry Form

Name \_\_\_\_\_

Address \_\_\_\_\_

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

Telephone \_\_\_\_\_ Age \_\_\_\_\_

I agree that my entry shall become the property of Surfglas, Inc. and shall not be returned to me. I agree that Surfglas, Inc. may make any use of my entry which they desire, at any time, for any purpose, in any medium and any context whatsoever.

Signature of Contestant \_\_\_\_\_

Signature of Parent or Guardian \_\_\_\_\_

### Official Prindle Contest Entry Form

Name \_\_\_\_\_

Address \_\_\_\_\_

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

Telephone \_\_\_\_\_ Age \_\_\_\_\_

I agree that my entry shall become the property of Surfglas, Inc. and shall not be returned to me. I agree that Surfglas, Inc. may make any use of my entry which they desire, at any time, for any purpose, in any medium and any context whatsoever.

Signature of Contestant \_\_\_\_\_

Signature of Parent or Guardian \_\_\_\_\_

DEADLINES FOR BOTH CONTESTS WILL BE THE SAME AS PRINDLETTER CONTRIBUTION DUE DATES BEGINNING EACH YEAR WITH THE MAY/JUNE ISSUE DEADLINE: APRIL 1. JULY/AUGUST-JUNE 1, SEPTEMBER/OCTOBER-AUGUST 1, NOVEMBER/DECEMBER-OCTOBER 1, JANUARY/FEBRUARY-DECEMBER 1, MARCH/APRIL-FEBRUARY 1.

# Tuning tips

## How to use tell-tails

The principle of the tell tail is to get balanced air flow on both sides of the jib. With balanced flow, the jib is drawing at its maximum when on the wind and under reaching conditions. The tell-tail which is streaming in a smoothly horizontal manner indicates that the air flow in its area is flowing evenly across the jib surface. When the tell-tail on both windward and leeward sides of the sail stream smoothly in parallel, the proper flow is occurring on both sides of the jib. This condition leads to optimum pressure differentials.

### I. SAILING TO WINDWARD WITH TELL-TAILS

- A. When the windward tell-tail droops or flutters aimlessly, the sail and the boat are being "pinched". Either bear off slightly or tighten the jib a notch to cause it to stream smoothly. You should experience an increase in speed.
- B. When the leeward tell-tail droops, flutters or even moves forward toward the headstay, the jib is either strapped in too tight and should be eased or alternatively, bring the boat up into the wind slightly until the leeward and the windward tell-tail are streaming smoothly. When sailing a fixed course adjust the jib to the tell-tail with the sheet.
- C. You may have to make minor adjustments to the sheeting of the main as you adjust the jib to obtain the best slot effect.

### II. CLOSE REACHING WITH TELL-TAILS

- A. In just about all respects the same tell-tail techniques apply on a close reach as in sailing to windward. Generally, however, the leeward tell-tail is the more significant. Again, if you are sailing a fixed course, adjust the jib sheeting to stream the tell-tale aft and horizontally on the sail. If the course can be varied to optimize the boat speed bear-off or head-up to obtain smooth flow. The leeward tell-tail in no case should flutter upward or forward - if it does the sail is "pinched". The windward tell-tail should stream also - but more loosely than when sailing on the wind. Again, trim the main as necessary for maximum speed.

### III. BROAD AND BEAM REACHING

- A. On these points of sail the leeward tell-tail is the most important indicator. It should generally stream smoothly. If it does not, the jib sheeting or boat heading should be adjusted as before.

### IV. DEAD DOWNWIND

- A. On this point of sail the tell-tails on the jib unfortunately tell you practically nothing. There are however a couple of tell-tail tricks you may find useful downwind the most important of which is to install tell-tails on either or both shrouds. They will give a very sensitive indication of the relative wind direction and its shifts in even the lightest airs.

# Start a fleet!

## Recipe for a fleet

5 OR MORE PRINDLE OWNERS

1 COMMODORE

1 VICE COMMODORE

1 FLEET SECRETARY/TREASURER/PRESS AGENT

1 LARGE PINCH ENTHUSIASM

3 TBSP. ORGANIZATION

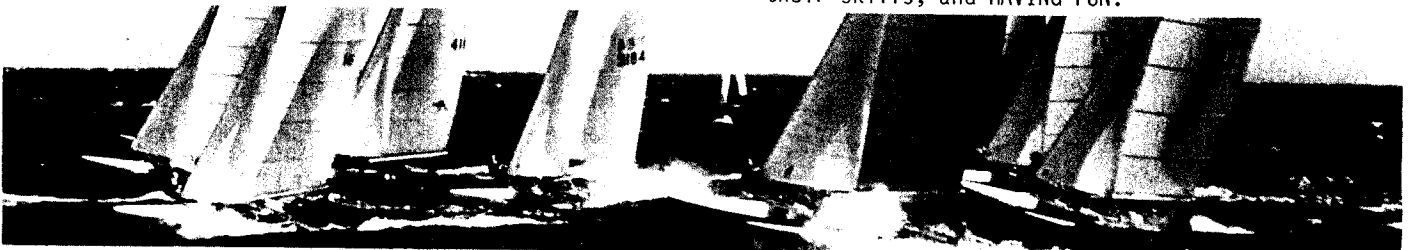
Fleet organization in itself is actually quite simple. Place 5 or more interested skippers in someone's living room, supply some beer and chips, elect a commodore, vice commodore, and secretary and apply for a charter from the Class Association. Now that you have your fleet, what do you do from here?

The fleet itself can be as loosely or as tightly structured as its members wish it to be. It helps immensely to have as your commodore someone who has the time, patience and energy to be responsible to all of its members. Likewise for the vice commodore. The fleet secretary also needs a good sense of organization and a flair for publicity; (s)he will be responsible for sending race stories, results, and bi-monthly report to the Class Director and to local publications as well as collecting and keeping fleet minutes.

Whether or not you wish to charge fleet dues is probably the first order of business. If you decide yes, this will at least give you a small bankroll to start with and, as we all know, there is no free lunch.

Now to get down to the brass tack (HA): racing. The easiest way to go about fleet racing seems to be to ally your fleet with a local sailing club or yacht club that already sponsors its own racing. This not only saves a lot of wear and tear on the fleet commodore, but these sailing organizations usually have their act together as far as marks, courses and race committees. You can also gain invaluable knowledge about the IYRU rules by working through organized institutions. If there is no such organization in your area, and you have to do it yourself, it's best to start out simple and not try to hold the district championships for the first race. Make it as easy as possible for all concerned.

Your fleet can also help out by performing basic public service duties for those organized bodies like participating on race committees or policing beaches after a regatta. This will earn much more than a gold star; it can also quiet the fears most clubs seem to have of catamaran sailors. The local fleet can then either just race, or perhaps hold clinics on tuning the boat, maintaining the boat, racing rules or whether Tequila or Brandy is better on a cold day. The point is to get Prindle skippers sailing together, sharing information, sharpening their skills, and HAVING FUN.



## Surfglas employee sailing day

One beautiful day last summer Surfglas decided to close up shop mid-morning. Everyone boarded a chartered bus bound for Dana Point Harbor where the afternoon was spent enjoying the sun, a barbecued lunch, and of course...sailing!



*Glass shop employees getting ready for their first sail on a Prindle Catamaran!*



*Production Manager, Robert Ysais supervises as the bus driver barbecues the burgers.*



*Accounting department personnel out for a leisurely sail.*



*Ted Wilson with daughter Kelli.*



*The girls from the office soaking up some sun.*



*Bob Pattison at the helm with one of his seamstresses threatening to mutiny.*



# Proposed 1982 Race Program

This outline for the 1982 Prindle Catamaran Racing Program differs in many ways from previous programs so please read it carefully.

There will be no Qualification Series previous to the Prindle 18 Nationals. The fleet will be divided into Gold and Silver during a day of qualification races at the Nationals if the number of pre-registered boats warrants it.

## PRINDLE 16 NATIONALS QUALIFYING

Qualification spots and round trip airline tickets to the Nationals will be awarded based on how many Prindle 16's actually race in each region. These regions include: California, Florida peninsula, Florida panhandle/Alabama, Ohio/Michigan, Kansas/Oklahoma/North Texas, South Texas and Arizona.

Formula for determining qualification spots and airline tickets:

Average 16's raced	=	qual. spots	=	tickets
1 - 7		0		0
8 - 12		1		0
13 - 19		2		1
20 - 29		3		2
30 +		4		3

The current National Champion is automatically qualified. The winner of each series will also receive the use of a brand new charter boat (less sails) during the Nationals if he so desires. If one airline ticket is earned it will go to the winning skipper. If two airline tickets are earned one will go to the first place skipper and one will go to the second place skipper and so on. Tickets will be sent to winning skippers upon receipt of their entry fee and only if the winning skipper is going to attend the Nationals. The charter boat, qualification spots, and tickets are not transferable.

## TO EARN QUALIFICATION SPOTS AND TICKETS EACH REGION MUST:

1. Appoint a Regional Representative and notify the Class Director of his appointment with his address and daytime phone by March 15, 1982. This representative's responsibilities include:
  - A) Arrange annual meeting of regions commodores.
  - B) Coordinate qualification (& points where applicable) series.
  - C) Assemble contents of race booklet & send to Class Director.
  - D) Act as sole correspondent with Class Director on all matters regarding series including results, stories, etc.
  - E) Coordinate insurance needs (where applicable).
2. Submit proposed series dates and locations to Class Director by April 15, 1982 for written approval.
3. Submit camera ready art for series booklet to Class Director at least 6 weeks prior to first regatta.
4. Qualification Series must:
  - A) Consist of 4 regattas of at least 3 races each.
  - B) Allow for one throwout in the final scoring.
  - C) Be completed by August 15, 1982 with complete results to Class Director by August 25, 1982 so tickets can be ordered.

*Definition of complete results-race by race results for each regatta showing all skipper and crew names and sail numbers.*

## REIMBURSEMENT FROM THE CLASS ASSOCIATION

The Prindle Class Association will give financial backing at a rate of \$5 per Prindle raced (any size) for each regatta in your series up to \$200 each provided the following additional requirements are met:

1. Regatta is a Prindle Class Only event and fleet sponsored.
2. Order of finish worksheets, complete results, course chart, sailing instructions, protest forms, and story (photos when possible) received by Class Director within 14 days after regatta.
3. Written request for reimbursement is received by Class Director on form provided by Class Association within 14 days after regatta.
4. Sponsoring fleet is officially recognized as active with all fleet business current. (See fleet by-laws)

**SPECIAL BONUS!** If your regatta receives recognition from the press send us a copy of the article and/or results (include entire page of publication) and we will send you an additional \$25!

## CLASS ASSOCIATION WILL MAIL SERIES BOOKLET TO ALL OWNERS IN REGION.

The Prindle Class Association will print and mail your series booklet to all registered Prindle Cat owners in your region free! To do this we need:

1. Camera ready copy for each regatta to Class Director at least 6 weeks prior to first regatta. Notes regarding this copy:
  - A) Each regatta can use up to 2 full sheets (7" X 10" each) for all info, drawings, etc.
  - B) All copy must be done with black ink - no pencil, xerox copies, or photos.
  - C) Be sure to include a phone number on each regatta sheet for additional information.

## BONUS POINT SYSTEM

The Bonus Point System will be used for Qualification Series totals. Points will be awarded as follows:

1st - 25 points	6 - 10	11 - 5
2nd - 20	7 - 9	12 - 4
3 - 17	8 - 8	13 - 3
4 - 14	9 - 7	14 - 2
5 - 12	10 - 6	15 - 1

A skipper who does not start or places 16th or below will get zero points. Every skipper that races and finishes 1st through 15th will have a score, no matter how few regattas he participates in. However, the more regattas he races in the more chances he has to better his score.

## NEW AREAS MAY PETITION FOR QUALIFICATION SERIES

If your area does not presently have a qualification series take an objective look at your racing program. Do you have a regular series with several area fleets represented? If so, petition for the right to hold a qualification series if you feel it is warranted. If not, start planning now and get your program going in '82 to establish your area with the Class Association. Most importantly you must communicate about your activities with the Class Director. If you do not tell us about your races we do not know they happened!

*Note: This is the proposed racing program. If you have comments or suggestions please submit them immediately. The Nationals dates and locations have not yet been set but we will announce them as soon as possible.*

# Prindle sailors write...

My compliments on your Nationals issue for the action commentary and photos. Also, to Saint Hawkeye Sandley for his good thinking that kept a drama from becoming a disaster.

To all those at Surfglas - Happy Holidays from Fleet #42.

-Bill Cochrane  
Spring Lake, Michigan

\*\*\*\*\*

Dear Leslie-

I would like to take this time to publicly thank the sponsors, competitors, and Mr. Kirk Forney and Mr. Dave Klug for making the 1st Ladies Prindle National Championships such a success.

Good luck & good sailing.

-Mike Barton  
Lake Havasu City, Arizona

\*\*\*\*\*

Dear Leslie:

Came home this evening to find my "Prindletter" waiting for me.

I am not a Prindle owner or Class member. It is sent due to my participation in the 1979 Championship of Champions at Dallas, Texas.

I just want you and the Class to know I greatly appreciate receiving it and as far as "multihull" sailing is concerned the PRINDLES are tops. Have to also add...so are Richard and Gretchen.

Thank you,  
Bruce Loring  
Ballentine, South Carolina

1977/79 Y-Flyer National Champion and Championship of Champions participant.

\*\*\*\*\*

Dear Leslie,

I want to thank you for a very well organized and well run Nationals. The beer busts after the races and the dinners were a real plus. I also want to thank Richard Loufek and Geoff Prindle for helping me with some mechanical problems I was having with the boat. The only thing I might have added was a skippers meeting just to make sure all the national first timers had all the facts straight. Hawaii was the first time for this "Country Boy".

I would also think twice about having it in such a windy place. That was almost more work than it was fun.

Thanks again for a great time. See you next year.

-Bill Echols & Elaine Bloom  
Cleveland, Ohio

*Bill-If I could predict or control the wind I would be a very rich person but I'll put my order in for milder conditions next year.*

\*\*\*\*\*

Leslie-

As Sterling said at the awards banquet "The racing is over, the trophies have been given out, and it is now time to reflect on the events that made this years Prindle 16 Nationals the success it was!"

As our jumbo jet banks over the Waikiki area taking us back home, I notice a cluster of Prindles still remaining on the beach. My body is bruised and exhausted from the racing, but this has to have been one of the greatest times of my life.

My wife, Kim, and myself arrived in Honolulu Wednesday afternoon as spectators just in time for the second race. As it turned out, by Thursday morning, I was asked to crew on one of the silver fleet boats and Kim assisted on the race course aboard one of the chase boats.


Through all the excitement we didn't get a chance to thank you personally, Leslie, for directing and organizing what Geoff Prindle termed, "The greatest Prindle Nationals to date."

If any of the thousands of Prindle owners around the world have any hesitaton about attending next years Nationals, take it from a spectator/participant, you'll have the time of your life! I just reconfirmed my belief that Prindle people are the world's greatest!

Thanks again, Leslie.  
Bill & Kim Holford  
Long Beach, California



**MURRAYS MURRAYS**

**NEW!**

**MURRAYS 1981/82 CATALOG**

The most complete compilation of sailing gear and accessories for the catamaran sailor. See your dealer. Get one free with any mail order. Buy one. #01-000 \$2.00\*

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601 Maple Avenue Carpinteria, CA 93013

# Results

TEXAS PRINDLE CHAMPIONSHIPS - October 17 & 18, 1981

Sail #	Skipper/Crew	Race 1	Race 2	Race 3	Race 4	Race 5	Total	Place
<b>18A FLEET</b>								
394	Dennis & Pam Robinson	5	2	3	3/4	3/4	6.5	1
80	Dennis Brown/Sid Hoover	3	3/4	2	DNF	5	9.75	2
754	Bill & Mike Moseley	6	4	3/4	DNF	2	10.75	3
585	Jay & Nance Hazel	3/4	3	6	DNF	DNF	13.75	4
100	Wendell & Pattie Gregory	7	5	4	2	4	15	5
742	Ken & Charlotte Dickerman	4	7	5	3	3	15	6
242	Ed & Andy Bickford	2	6	DNF	DNF	DNF	23	7
<b>18B FLEET</b>								
613	Mark & Kathy Titsworth	3/4	3/4	3/4	DNF	DNF	6.25	1
457	Darryl & Janice Izquierdo	2	2	2	3/4	DNF	6.75	2
1421	Paul King/Debbie Butler	3	3	DNF	DNF	DNF	14	3
<b>16A FLEET</b>								
5231	Dave Bob Jamail/Kathy Leach	3/4	3/4	6	3/4	3/4	3	1
2662	Don Zeek/Cindy Edge	2	3	2	2	2	8	2
3184	Doug Woodward/Nancy Roche	4	5	4	3	3	14	3
4350	Darwin Barnes	3	6	3	5	DNF	17	4
3610	Dan & Susan Gilliland	7	4	8	4	4	19	5
5762	Ed & Don Clark	6	2	3/4	DNF	DNF	22.75	6
1072	David & Sharon Bickford	5	DNF	5	DNF	DNF	36	7
3698	Rick Sharp/Elizabeth Evans	8	7	9	DNF	DNF	42	8
716	Dick Buehler/Sandy Moser	10	9	9	DNF	DNF	44	9
3135	Rod & Gwen Goforth	9	10	11	DNF	DNF	44	10
2682	Mark & Cheryl McAnelly	11	11	10	DNF	DNF	46	11
2262	Dudley Anderson/Lisa Lewis	DNF	8	12	DNF	DNF	48	12
<b>16B FLEET</b>								
2607	Robert & Myona Drolet	4	3/4	3/4	DNF	3/4	6.25	1
3700	Tom & Charlotte Shay	3/4	3	2	2	2	7.25	2
3889	Chris Black/A.E. White	2	2	3	3/4	3	7.75	3
785	Greg Smith/Don Sullivan	DNF	5	7	2	4	18	4
1195	Mike Bemus/Lenore Wynn	6	4	5	4	DNF	19	5
5041	Bruce & Sallie Blalock	5	6	4	DNF	DNF	24	6
3840	Ron & Jim Heiser	3	7	6	DNF	DNF	25	7
<b>NOVICE</b>								
3617	Greg Glasscock/Denny Ewbank	2	2	3/4	3/4	DNF	5.25	1
2660	Kerry & Bobby Trahan	DNF	3/4	2	3	DNF	11.75	2
2830	Bill Pope/Larry Teasley	3/4	3	3	DNF	DNF	12.75	3
5484	Bill Hopkins/Gary Birdwell	3	DNF	5	2	DNF	16	4
5155	Steve Verberve/Mark Yanbell	DNF	DNF	4	DNF	DNF	22	5
<b>FIRST LADIES NATIONALS</b>								
7	Barbra Witcher/Paula Jones	2	1	1			3.25	1
4475	Lori Kroon/Karen Grant	6	2	2			10	2
5134	Barbra Bartik/Donna Barton	3	4	3			10	3
5846	Janice Lawson/Susan Thompson	5	5	4			14	4
3	Debbie Lane/MaryEllen Mazzeo	1	3	DSQ			14.75	5
6194	Georgia Smith/Linda Parker	4	7	5			16	6
4521	Nella Kressel/Wendy Retezloff	DNF	8	7			25	7
2403	Jean Simmons/Janet Zittler	DSQ	9	6			26	8
450	Suzanne Mullins/Nancy Moore	DNF	6	DNF			26	9
6003	Barbara Moore/Norma Lee Herrill	DNF	10	8			28	10

- B. Can't Jay do that?
  - C. I knew there was a catch.
  - D. Sure, why not.
6. Can you think of any other fun-type events a bunch of us could do?
    - A. Panty raid sounds nice.
    - B. Watermelon seed spicing contest.
    - C. Gunny-sack relay race.
    - D. \_\_\_\_\_
  7. Would you be willing to judge the kite flying contest for 1. Biggest kite, 2. Prettiest kite, 3. Highest flier, 4. Acrobatics?
    - A. Sorry, bad eyes.
    - B. Can't Jay do that?
    - C. Another contest, huh?
    - D. Sure, why not.
  8. Would you referee in the frisbee keepaway game?
    - A. This is silly.
    - B. I wanna play.
    - C. Can't Jay do that?
    - D. Sure, why not.



Randy Smyth and Jay Glaser at the 18 Nationals.

## Miscellaneous

From a flyer sent out to Houston Fleet #2 members. in preparation for the first Redfish Romp.

1. Is September 19-20 a good date for the trip?
  - A. My dog will be sick that weekend.
  - B. My boat will be in the shop.
  - C. No wind then.
  - D. Sure, why not.
2. Is Redfish Island a good choice for an overnight sail with fleet friends?
  - A. Too many mosquitos.
  - B. Not enough mosquitos.
  - C. Too much freeway noise.
  - D. Sure, why not.
3. Would you like to participate in an informal race or two during the weekend?
  - A. I knew you'd try to spoil it.
  - B. My boat will be in the shop.
  - C. Isn't there a law against racing?
  - D. Sure why not.
4. Would you like to have some fun events like attacking some monohulls with water balloons?
  - A. What's a monohull?
  - B. How about volleyball?
  - C. How about a scavenger hunt?
  - D. Sure, why not.
5. Would you be willing to help smoke a brisket and cook some taters for Saturday night?
  - A. It'll probably rain.

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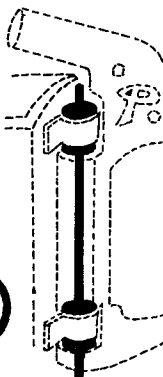
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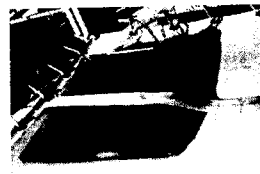
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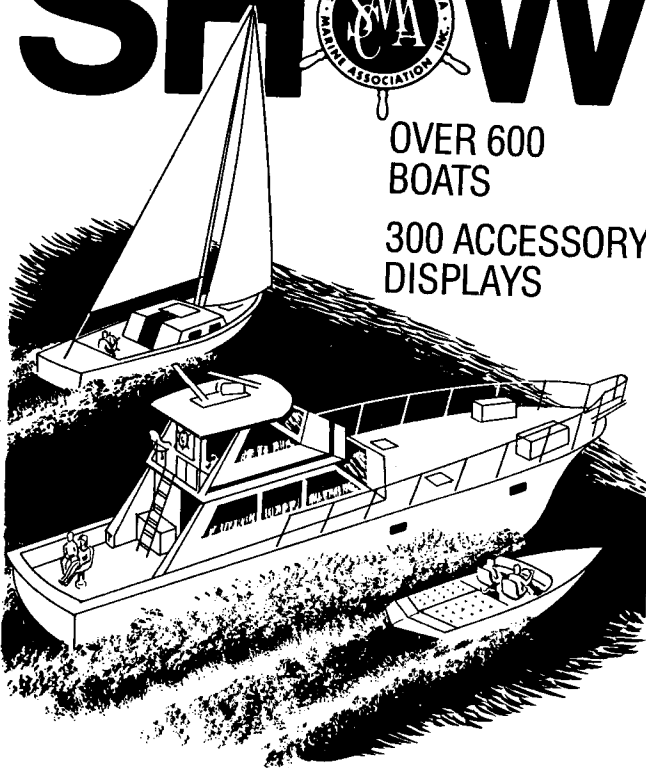
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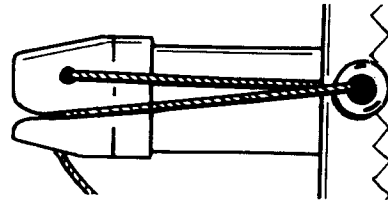
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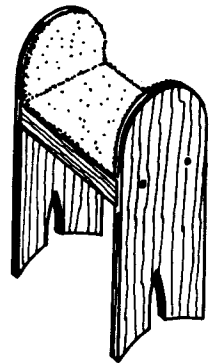


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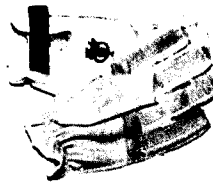
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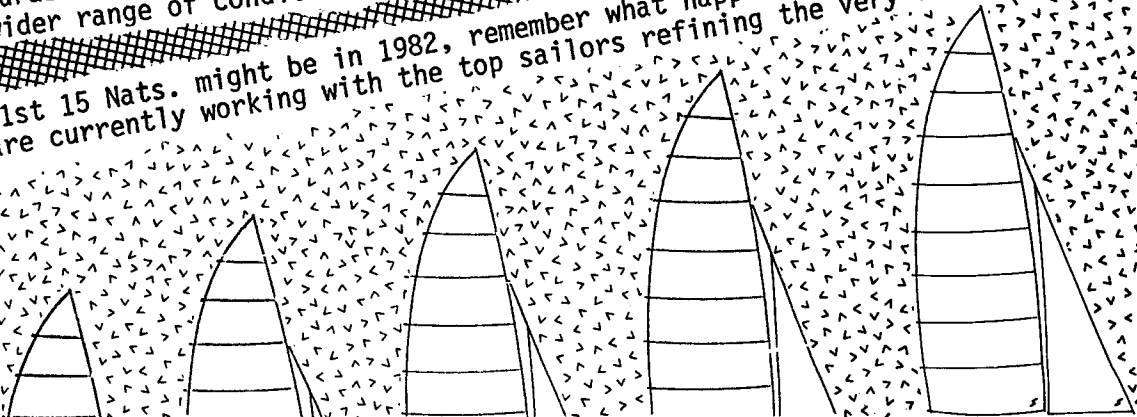
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