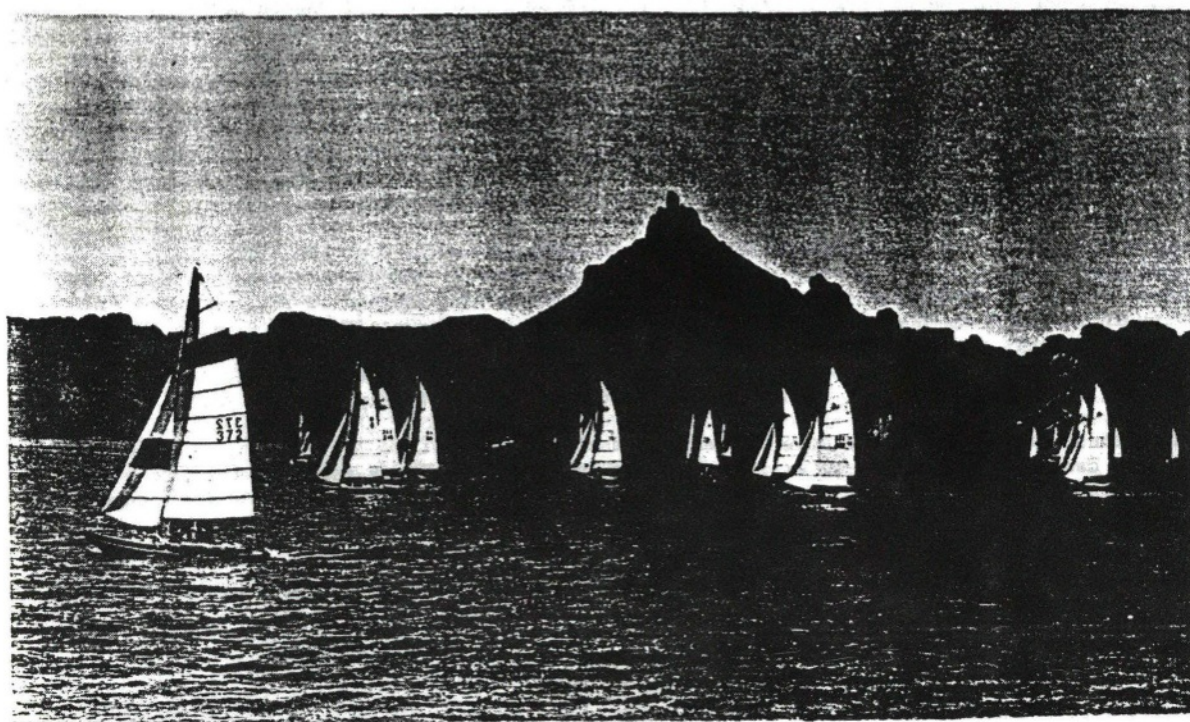
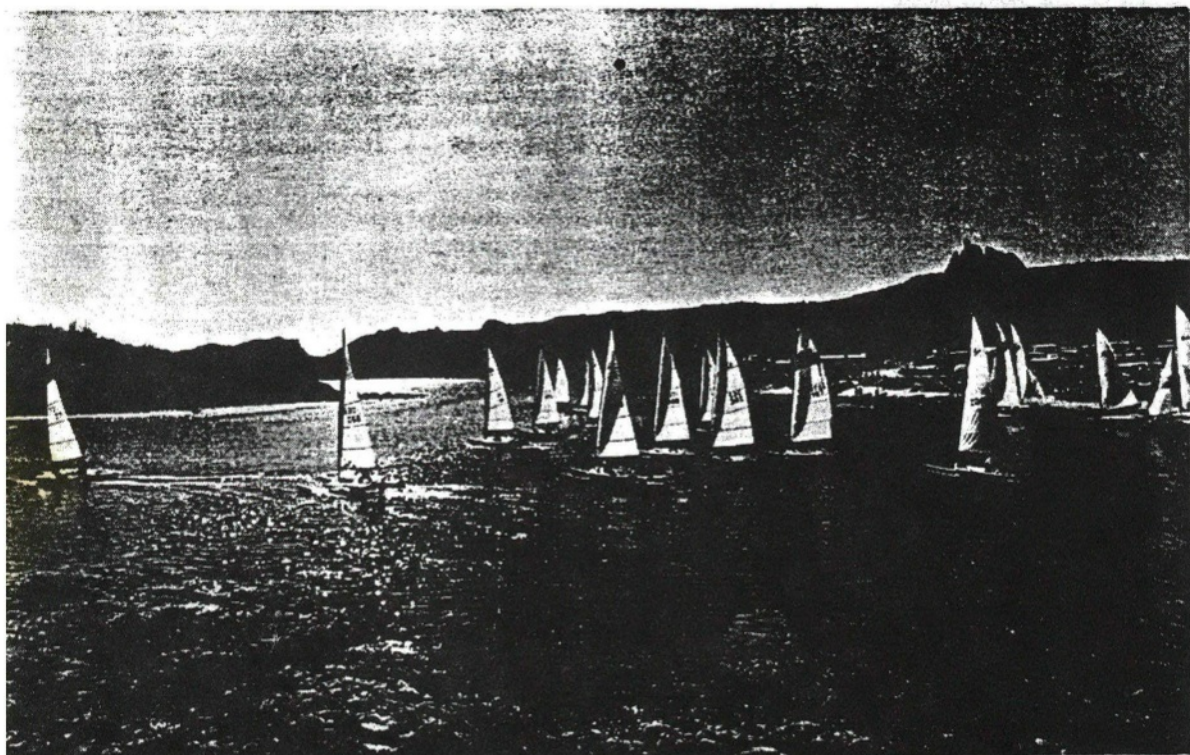


HOBIE CAT HOTLINE

PUBLISHED MONTHLY EXCLUSIVELY FOR REGISTERED HOBIE CAT OWNERS BY THE HOBIE CAT CLASS ASSOCIATION,
33012 CALLE PERFECTO, SAN JUAN CAPISTRANO, CALIFORNIA 92675 MARCH 1971



ADDRESS CHANGE

Coast Catamaran no longer has a Post Office Box, so please direct all future correspondence to the street address: 33012 Calle Perfecto, San Juan Capistrano, California 92675. This is also the new address for the Hobie Cat Class Association. If any of you skippers change your address, please let us know. If you sell your boat, tell the new owner to send us his name.

"SKIPPER OF THE MONTH AWARD"

Congratulations to Rick Naish - Hobie Cat 14 #125 - as our March "SKIPPER OF THE MONTH". Rick was the overall season low point man in Hawaii last year, did very well in the 1970 Hawaii State Championships (2nd) and in the 1970 Nationals (6th). He has been very active in promoting racing and served as 1970 president of the Hawaii Hobie Cat Association.

Rick lives in Kailua, Oahu and is a high school biology instructor in Honolulu. He heads the biology department and sponsors a school biology club.

Our hats off to an outstanding Hobie Cat skipper and good luck in the coming season on your Hobie Cat 16 #97.

SAILING TIP - USE OF BOOM VANG AND TRAVELLER

The use of the boom vang and traveller are an important part of effective sailing off the wind. They serve only one purpose - to hold the boom as level as possible thereby maintaining an efficient sail shape while sailing at various angles to the wind.

If you will watch the boom and sail as you let the sheet out to sail off the wind, you will see that the boom rises and the head (top) of the sail falls off or tends to corkscrew. This is undesirable because as the head of the sail falls off, it spills wind and loses efficiency. By preventing this from happening, you can make the entire sail work for you rather than just a portion of it. The boom vang and traveller are used to keep the sail shaped properly by preventing the boom from rising.

When sailing slightly off the wind (some place near a close reach), the traveller can be used to great advantage. As you fall off of close-hauled, ease your traveller so that the mainsheet is drawing almost straight down, thus holding the boom down and preventing the head of the sail from falling off. As you sail farther off the wind, let your traveller out accordingly. When you reach a point of direction off the wind where the boom should be out beyond the end of the traveller track, the boom vang can be used to help hold the boom down and the sail shaped properly.

There are two ways to employ the boom vang effectively. The first is to hook the vang into the front corner of the crossbar (right where the trampoline enters the track). Then, by applying tension to both the boom vang and the mainsheet, you can hold your boom down and shape your sail properly. For sailing on a broad reach or downwind, you can simply put a lot of tension on the boom vang to hold the sail out and the boom down. A word of caution - if you become careless and allow the wind to switch around to the back side of the sail, you will have problems as the boat will become uncontrollable and most likely capsize, especially in strong winds.

The second method is to hook the boom vang into a shackle on the base of the mast (to install a shackle simply drill a hole in the tab on the mast base, slip end of shackle over hole and insert shank through hole so shackle is secured). The advantage of this method is realized when you are sailing in shifty winds and need to jibe frequently. However, you can't apply as much pressure on the boom from this angle and you must be very careful about accidental jibes - the boom can give you quite a headache if it catches you by surprise. Also, if you forget to loosen the vang tension when going to weather, you will find that your mast won't rotate freely when you tack.

We hope these tips help you get more enjoyment out of your Hobie Cat. If you have questions for which you cannot find answers, we will do our best to help. We simply ask that you read over your manual first to see if we haven't already answered it. We hope you have many trouble-free days of exciting sailing in the future.

The cover photos were taken by one of the editors - Keith Fuller - at the Hobie Cat Midwinters West, San Carlos, Mexico.

THE HOBIE CAT

Many people have wondered how the Hobie Cat was created. How did Hobie Alter, the world's leading surf board manufacturer for 15 years, come up with such a fantastic catamaran?

First off, Hobie has a unique talent for solving design problems and can accurately produce his ideas by working with his hands. He developed his ideas through experience and observation and then approached the actual design the way he would for a new surf board shape. Hobie built full scale prototypes and tested his designs by actually sailing them. There was no theoretical design on paper and then the typical model testing in a laboratory test tank. Hobie hand shaped full-sized hulls from blocks of polyurethane foam, bolted them to a make-shift wing section, and set out sailing under the conditions he was designing for - strong winds and beach surf.

His idea of centerboardless, asymmetrical hull design came from the big beach catamarans sailed in Hawaii. The extremely shallow draft makes the design ideal for sailing in and out through the surf. But, before starting work on building his own cat, Hobie wanted to learn more about problems of sailing small cats in the surf. He bought two stock 12' catamarans from a nearby dealer and went out surfing. It didn't take long to discover that a boat built to sail through the surf would have to be a lot stronger than a typical sail boat; everything kept breaking. By continually patching and gradually beefing-up the fragile parts of the boats, Hobie began to get a feel for the critical points in designing his own catamaran.

Three main problems became apparent: strength to withstand the shock loads of pounding breakers, hull shape to move efficiently through the water while at the same time providing lateral resistance to side slip, and a steering system that would permit the rudders to be easily raised and lowered when required.

The problem of strength was not too hard to solve - just make things heavy enough to hold up. Of course, weight is a factor in ease of handling, so high strength, low weight materials were called for. For hull construction Hobie decided on a fiberglass foam sandwich design. While this type of construction is expensive and is usually only found in the aircraft industry, it is extremely strong for its weight. He chose the best high strength aluminum alloy available for spars and number one grade stainless steel fittings were picked for durability. Hobie insisted that everything be strong and rugged.

The problem of hull shape was solved by trial and error. Starting with solid blocks of foam, Hobie shaped two hulls surf board style, using his hands and eyes to produce the asymmetrical forms he felt would work. By gradually shaving away the excess foam, the hulls began to take shape. The outside of each hull was shaved to a vertical plane typical of the asymmetrical design; the inside was curved and blended into the outside. The hulls were then covered with fiberglass and mounted under a trampoline wing for in-the-water testing.

By actually sailing on the hulls, Hobie tested their performance. The first set of hulls worked fairly well but were nearly impossible to tack. So, back to the shop to shape another set of hulls. By sailing against the two stock catamarans and by comparing one hull shape mounted on the starboard with another mounted on the port, Hobie gradually modified his design until he got what he wanted. His final result has proved fantastic and converted many a disbeliever in the asymmetrical concept.

The problem of controllable, kick-up rudders was solved while Hobie was mounting a set of ski-bindings. The adjustable spring and ball combination with a rotating cam found in safety bindings gave Hobie the idea for his unique rudder control which is so necessary in sailing from the beach. The rudders can be raised or locked down in position while the skipper is on the boat steering and at the same time the rudders kick-up automatically on hitting the beach depending on a pre-adjusted spring tension. Hobie's design really works well and is very rugged.

With these main problems solved, Hobie turned his attention to working out design details and production procedures. He put a great deal of time and ingenious thought into coming up with the beautiful end result - a small, light weight boat that is fast, easily sailed single-handed, and yet strong enough to provide trouble-free sailing.

As the first production boats were finished, Hobie planned the first Hobie Cat Regatta. Boat numbers one through four were scheduled to race off Poche at Capistrano Beach on July 4, 1968. Boats three and four were finished the day of the race. As luck would have it, there wasn't a breath of wind and the first official regatta was postponed, but the Hobie Cat was born.

Initial Hobie Cat production was carried out in an old Quonset hut formerly used for manufacturing Hobie surf boards. The initial output of four boats per week was gradually increased to five and then seven per week by May, 1969 when a new manufacturing plant was opened. Production quickly jumped to 25 per week.

As more and more skippers joined the Hobie Cat fleet, Hobie continued his concept of organizing an ever expanding regatta schedule. His concept was not only to produce a fine catamaran but also provide organized events open to every owner to further their sailing ability and enjoyment of the Hobie Cat.

Popularity of the Hobie Cat has skyrocketed as evidenced by the more than 4,000 boats sailing in just three years. Production in 1971 will approach 300 per week out of the three plants in San Juan Capistrano alone. Other plants are operating in Mexico City, Australia, South Africa and France.

The whole thing was made possible by the inventive genius of Hobie Alter.

DATE	EVENT	DIV.	PLACE	SPONSOR
March 6	Laguna Beach Winter Festival Hobie Cat Invitational	2	Laguna Beach, Ca.	City of Laguna Beach Contact Coast Catamaran
14	Lake Monroe Hobie Cat Regatta	7	Lake Monroe, Fla.	Jim McCann Contact: (305)241-2481
13, 14	Lake Mead Hobie Cat Regatta	2, 2B	Lake Mead, Nevada	Todd Sailboats Contact: (702)737-5254
13, 14	Oklahoma Deep Freeze Regatta	4	Ketchum, Okla.	Port Carlos & Grand Lake Hobie Cat Contact: (918)782-3521
20, 21	Morro Bay Hobie Cat Regatta	2, 2A	Morro Bay, Ca.	Central Coast Catamaran Contact: Ed Hemmer at (408)772-2289
20, 21	Midwinter All Class Regatta	7	Miami, Fla.	M.Y.C. Contact: Tom Wickenhauser at (305)661-5543
20, 21	South San Diego Bay Hobie Cat Regatta	2	San Diego, Ca.	Pacific Southwest Marine Contact: Joe Neale at (714)224-2417
27, 28	Oceanside Hobie Cat Regatta	2	Oceanside, Ca.	Peter Mol Contact: Keith Fuller (714)493-4586
**27, 28	7th Annual Pacific Coast One- Of-A-Kind Multihull Champion- ships	2	Redondo Beach, Ca.	Palos Verdes Yacht Club & Pacific Multihull Associates Contact: PVYC at (213)374-9401
April 3, 4	Santa Cruz Kickoff Hobie Cat Regatta	2A	Santa Cruz, Ca.	O'Neill's Yacht Center Contact: Jack Otis at (408)475-7500

3, 4	Lake Pontchartrain Hobie Cat Regatta	4	New Orleans, La.	B.C. Goodwin & Co. Contact: (504)362-7865 or (504)522-6263
3, 4	Annual All Class Regatta	7	Mt. Dora, Fla.	Mt. Dora Y.C. Contact: Tom Wickenhauser at (305)661-5543
18	Maryland Spring Series	6	Annapolis, Md.	Hobie Cat Sales Contact: Robert Mairs (202)767-2837
18	Sinnott Memorial All Class Regatta	7	Ft. Pierce, Fla.	Intercoastal Sailing Club Contact: (305)461-7940
17, 18	Surfside Hobie Cat Regatta	4	Freeport, Texas	Southwestern Catamarans Contact: Steve Colwell (713)644-9287
17, 18	Folsom Lake Hobie Cat Regatta	2A	Sacramento, Ca.	Kermit Parker Yacht Brokerage Contact: (916)451-6273
**17, 18	Pensacola Hobie Cat Regatta	7	Pensacola, Fla.	Hobie Cat Sales of Pensacola Contact: (904)456-9714
**24	Cooper River Yacht Club Regatta	6	Collingswood, N.J.	Cooper River Y.C. Contact: (609)421-1671
**25	Whiskeytown Lake Hobie Cat Regatta	2A	Whiskeytown, Ca.	Gene Mondro Contact: (916)925-3918
25	Maryland Spring Series	6	Annapolis, Md.	Hobie Cat Sales Contact: Robert Mairs (202)767-2837
24, 25	London Bridge Regatta	2B, 2A 2	Lake Havasu City, Arizona	McCulloch Properties, Inc. Contact Coast Catamaran
24, 25	Lake O'Pines Hobie Cat Regatta	4	Lake O'Pines, Texas	Sails East Contact: (214)758-9662
24, 25	Annual Spring All Class Regatta	7	Tampa, Fla.	Tampa Yacht & Country Club Contact: Tom Wickenhauser (305)661-5543

**NOTE: Dates of those starred regattas have been changed.

PHOTO CONTEST

Come on you guys - get those super good photos in to us for the photo contest. So far we haven't had enough entrants to call it a contest. Each month's winner will receive \$25 in Hobie Cat merchandise. Don't you need a new sailing jacket or a shortie Hobie Cat wet suit? Then pick the best photos which involve a recognizable Hobie Cat and send them to: Photo Contest, Hobie Cat Class Association, 33012 Calle Perfecto, San Juan Capistrano, California 92675. We'll review them and pick a winner each month.

DEADLINE

Our deadline for information is the 10th of each month. Please furnish regatta details at least two months in advance. If you have any questions call Dave Boyle or Keith Fuller (714) 493-4586.

SAN CARLOS MIDWINTERS

The participants of the Hobie Cat Midwinters - West enjoyed beautiful sunny days and fascinating surroundings at Bahia de San Carlos, Mexico. Sixty-two boats participated in the two day event February 13 and 14.

A dozen boats arrived a week early and enjoyed the strong winds (20 to 25 knots) which prevail in the area. This wind blows out of the West and makes Hobie Cat sailing quite exciting. Unfortunately, as the week progressed the wind gradually lightened so that by the time Friday's fun races started the wind was only 8 to 12 knots.

Saturday's races started at 12:30 in light wind. The wind gradually picked up to 8 to 12 knots for the start of the second race, but promptly died at the C-mark causing a massive boat-jam as skippers tried to out drift each other around the mark. It was at this time that the porpoise decided the boats looked interesting - a school of several hundred cavorted through and around the fleet for awhile, then moved on as the wind freshened enough to allow the fleet to finish. By this time the third race had to be postponed for lack of time and wind.

Sunday the wind blew out of the South at a consistent 5 to 8 knots. Racing commenced promptly at noon and proceeded smoothly until four races had been completed and everyone was tanned and tired. Trophies were presented Sunday night to the top five skippers in each fleet. First place winners included:

Hobie Cat 16 - Wayne Schafer - Poche Beach, California
Hobie Cat 14 - "A" Fleet - Rolly Pulaski - Newport Beach, California
"B" Fleet - Terry Neale - San Diego, California
"C" Fleet - Bob Buck - San Diego, California

San Carlos is one of the nicest areas we have sailed. It is surrounded by scenic desert mountains and favored with crystal clear air, warm sunshine and (usually) brisk afternoon breezes. The sea life is plentiful---pelicans are everywhere, porpoise quite common and the fishing is unbelievable. Even whales are frequent visitors to the beautiful bay. We want to plan another Midwinter regatta in this area next year if there is enough interest. Drop us a postcard and let us know your thoughts on this.

HOBIE CAT 16

POSITION	NAME	SAIL#	CITY & STATE	RACE NUMBER						TOTAL POINTS
				1	2	3	4	5	6	
1	Wayne Schafer	0	Poche Beach, Ca.	1	2	(8)	1	1	1	5
2	Joe Neale	101	San Diego, Ca.	2	3	2	(5)	2	3	12
3	Ron Wagniere	11	Pacific Palisades, Ca.	(5)	1	4	2	3	5	14 3/4
4	Jim Pfeifer	372	Costa Mesa, Ca.	4 (DNF)	3	3	5	2	17	
5	Sandy Banks	345	Capistrano Bch., Ca.	(DNS) DNF	1	4	7	6	28 3/4	
6	Van Bagley	350	Newport Bch., Ca.	7 (DNF)	5	9	4	4	29	
7	Jared Piety	66	Los Alamitos, Ca.	6 (DNF)	6	6	8	7	33	
8	George Fox	270	San Diego, Ca.	3 (DNF)	7	8	6	9	33	
9	George Thomas	333	San Bernardino, Ca.	9	4	9 (10)	10	8	40	
10	Mel Kiddie	49	Newport Bch., Ca.	8 (DNF)	10	7	9	10	44	
11	Burr Sherick	36		10	DNF (DNS)	DNS	DNS	DNS	54	

"A" FLEET

1	Rolly Pulaski	1066	Balboa, Ca.	2	3	1	5	1	(6)	11 1/2
2	Bill Butler	181	Dana Point, Ca.	5	2	3	2	(7)	2	14
3	Lee Gardner	362	LaCanada, Ca.	4	(8)	2	4	3	3	16
4	Edwin Mabie	2374	San Jose, Ca.	6	4	(8)	7	2	1	19 3/4
5	Dan Tubbs	185	Costa Mesa, Ca.	7	1	5	(8)	4	4	20 3/4
6	Howard Spruit	531	Santa Cruz, Ca.	1	7	7	3	6	(9)	23 3/4
7	Greg Brebner	2453	Spokane, Washington	3	(9)	4	6	5	8	26
8	John Vultee	837	Costa Mesa, Ca.	8	5	9	1	(9)	7	29 3/4
9	Graydon Johnson	2909		9	6	6	(9)	8	5	34

"B" FLEET

POSITION	NAME	SAIL#	CITY & STATE	RACE NUMBER						TOTAL POINTS
				1	2	3	4	5	6	
1	Terry Neale	410	San Diego, Ca.	2	3	4	1	1	(5)	10 1/2
2	Randy Hatfield	378	Long Beach, Ca.	(9)	1	3	4	3	4	14 3/4
3	R. R. MacKinnon	492	Manhattan Bch., Ca.	8	(10)	1	5	2	1	16 1/2
4	Bob Schwinck	32	Long Beach, Ca.	1	(9)	6	2	8	2	18 3/4
5	Michael Bolman	1089	San Diego, Ca.	6	4	(9)	3	4	3	20
6	Bob Biddle	2349	Santa Cruz, Ca.	3	(8)	5	6	6	6	26
7	Edward Wesley	3362	Belmont, Ca.	10	5	2	(10)	5	7	29
8	Barrie Qualle	3304	Hughson, Ca.	7	7	7	7	7	(DNF)	35
9	Skip Anderson	3321	Ceres, Ca.	5	6	8	8	9	(DNF)	36
10	Kurt Magness	1980	Long Beach, Ca.	4	2	10	9	(DNS)	DNS	36
11	Bob Neale	292	San Diego, Ca.	11	(DNS)	DNS	DNS	DNS	DNS	55

"C" FLEET

1	Bob Buck	1001	San Diego, Ca.	9	3	2	1	(19)	2	16 3/4
2	Ian Wallace	2787	Downey, Ca.	3	(15)	5	3	12	1	23 3/4
3	Tom Stone	18	Mission Viejo, Ca.	4	1	1	14	(15)	7	26 1/2
4	Greg Clark	1985	Woodland Hills, Ca.	11	7	7	(15)	2	3	30
5	Fred Curtis	446	Goleta, Ca.	1	8	(19)	13	3	6	30 3/4
6	Bill Batsloff	2253	San Diego, Ca.	7	(11)	9	5	7	4	32
7	Darlene Piety	348	Los Alamitos, Ca.	(10)	10	8	6	1	8	32 3/4
8	Thomas Jones	2084	Whittier, Ca.	2	(16)	12	4	4	11	33
9	Gunter Hagen	561	Malibu, Ca.	6	(13)	10	7	5	9	37
10	Ray Stone	1911	Lake San Marcos, Ca.	13	6	6	(21)	9	12	46
11	Larry Croisant	3198	Modesto, Ca.	15	5	15	10	6	(16)	51
12	Kathy Heyer	294	San Diego, Ca.	16	2	11	(18)	17	5	51
13	Harry Hansen	2375	Bellflower, Ca.	8	DSQ	3	9	8	(17)	52
14	Steve Herr	1996	San Diego, Ca.	14	12	16	2	10	(DNS)	54
15	Mike Lawler	1127	Long Beach, Ca.	5	4	13	(20)	18	19	59
16	Leonard Hall	3235	Mission Viejo, Ca.	(20)	14	DSQ	8	16	10	71
17	Deborah Manning	622	Dana Point, Ca.	22	(DNF)	4	16	20	13	75
18	Ed Lohrbach	56		(21)	18	21	12	14	15	80
19	Gary Scott	2965		(23)	20	14	17	13	18	82
20	Ken Piety	3102	Los Alamitos, Ca.	(DNF)	DNS	20	11	11	14	85
21	Fred Mortensen	226	Santa Clara	17	9	(DNS)	DNS	DNS	DNS	113
22	Amos Lafon	2061	Long Beach, Ca.	24	19	18	(DNS)	DNS	DNS	119
23	Robert Johnson	4493		DNF	(DNS)	17	19	DNS	DNS	123
24	Rene Toft	3523	Los Angeles, Ca.	12	(DNS)	DNS	DNS	DNS	DNS	128
25	Gary Gray	372	Mission Viejo, Ca.	19	DNF	(DNS)	DNS	DNS	DNS	129
26	Jack Hall	2046	Santa Ana, Ca.	DNF	17	(DNS)	DNS	DNS	DNS	133
27	Jim Zurcher	287	Imperial Beach, Ca.	18	(DNS)	DNS	DNS	DNS	DNS	134
28	Frank Bueche	1890		25	(DNS)	DNS	DNS	DNS	DNS	141
29	Jimmy Wood	204	Long Beach, Ca.	DNF	DNS	(DNS)	DNS	DNS	DNS	145

Throw-out = ()

NOTE: STOLEN BOATS

If any of you Hobie Cat skippers have had the misfortune of having your boat stolen, let us know so we can keep a look out for it.

Hobie Cat 14 hull #3113, sail #2985 was stolen February 14 from the Royal Palm Yacht Club in Fort Myers, Florida; the boat had Regatta Blue hulls, white decks and trampoline; it was on a Harding Trailer, serial number 0111729, Florida license plate 18V-3821; anyone seeing this boat please let us know or call our representative in Florida, Tom Wickenhauser (305) 661-5543.

 **HOBIE CAT** CLASS ASSOCIATION

33012 CALLE PERFECTO • SAN JUAN CAPISTRANO, CALIF. 92675

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