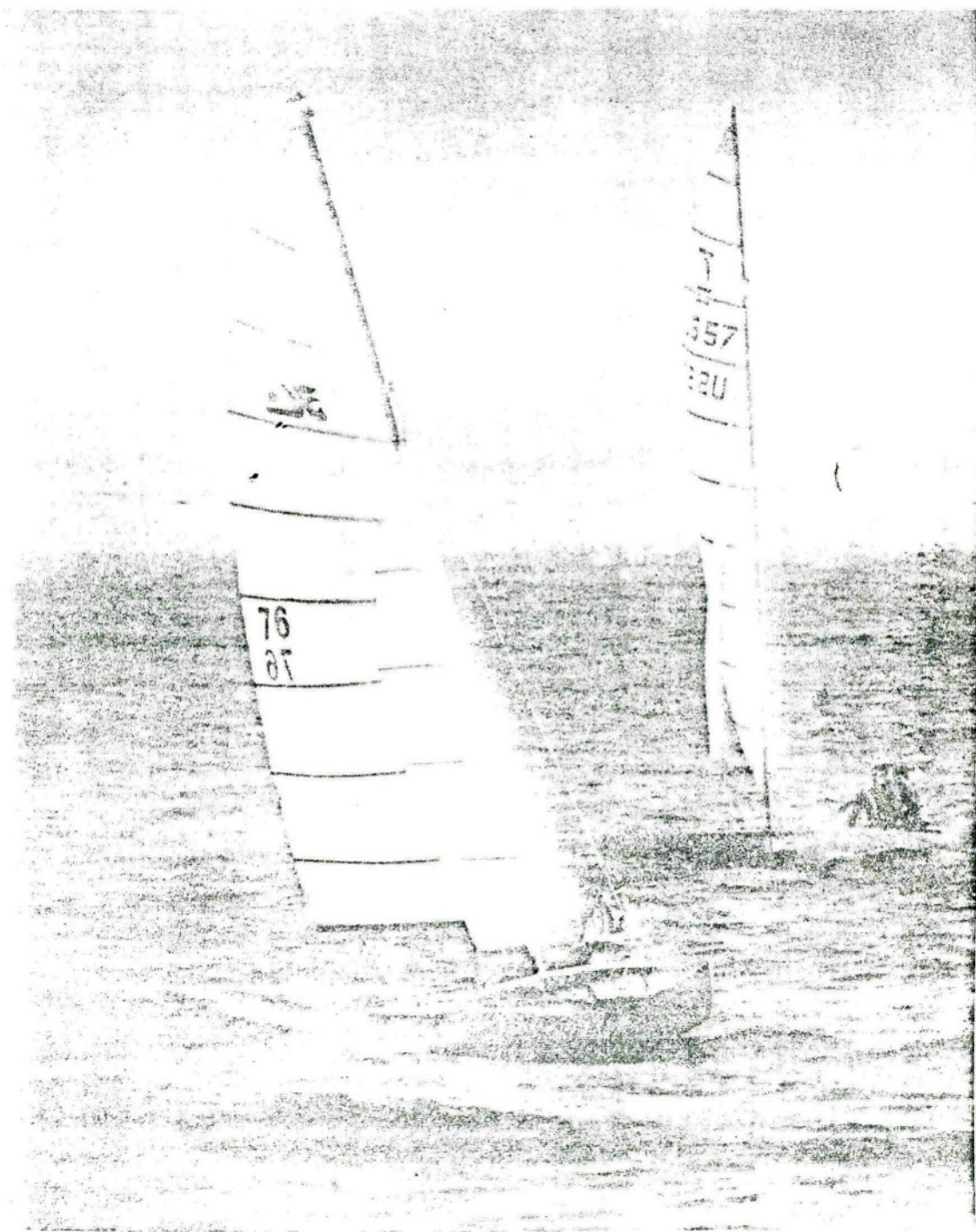


APRIL 1971

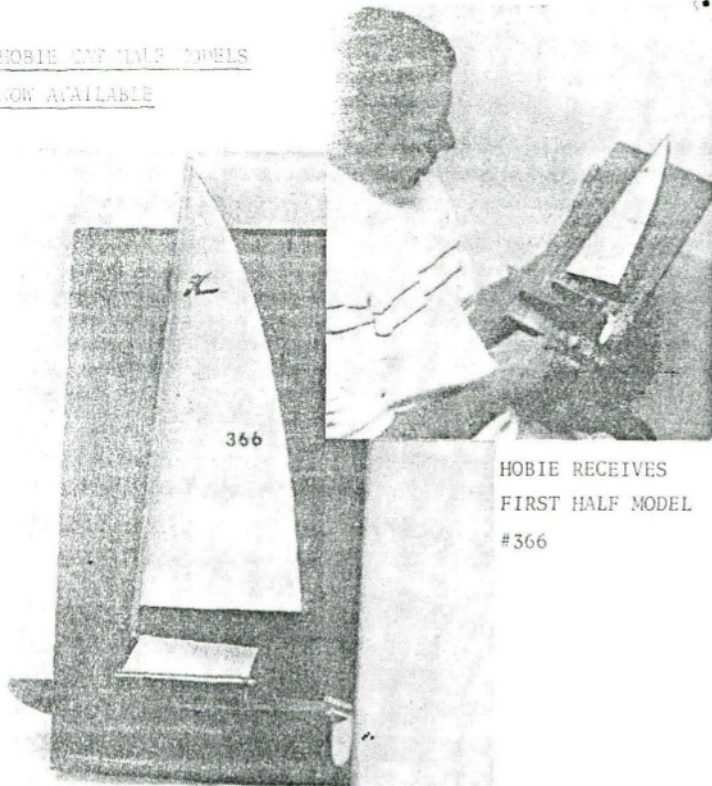
PUBLISHED MONTHLY EXCLUSIVELY FOR REGISTERED HOBBIE CAT OWNERS BY THE HOBBIE CAT CLASS ASSOCIATION,
33012 CALLE PERFECTO, SAN JUAN CAPISTRANO, CALIFORNIA 92675

APRIL 1971



HOBIE CAT HALF MODELS

NOW AVAILABLE



HOBIE RECEIVES
FIRST HALF MODEL
#366

Now Hobie Cat skippers can relive their shorebound moments easier with a model replica of their own cat.

Each model features a sail to personally identify the cat. The cast aluminum hulls are painted in factory colors. (Two color hulls are \$2.00 extra.) The full battened sails are molded plastic and include a jib on the Hobie Cat 16 half model. The models, almost 14" high, are mounted on a varnished mahogany plaque and look great on a den or office wall. Owners may specify a blue, yellow or white trampoline with their order at no additional cost.

Half models may be ordered from Hobie Cat dealers or direct from Coast Catamaran. The 14 half model is \$24.95 and the 16 half model is \$29.95. Specify the trampoline color (white, blue or yellow) and any standard factory hull color. (Add \$2.00 for two-color hulls) Include \$1.00 for shipping. California residents add 5% sales tax.

NOTE: Hobie is sending the second half model to Alan Shephard as an award for being the "World's Most Far Out Hobie Catter."

PHOTO CONTEST

The winner of the Photo Contest for March is Don Plank of Los Angeles. Don submitted the cover photo of Bill Shultz (Hobie 16 #76) crossing the finish line ahead of a Tornado at a Malibu Yacht Club Regatta. The picture was chosen for its action and composition.

The response to the photo contest has been tremendous. We received over 25 entries this month---all of them quite good. It became very difficult to pick a winner. There were 6 finalists for this month. Many of the pictures contained striking colors which are lost when we reproduce them for our newsletter.

In the future please submit the negatives with the prints. Also, please sign the release form attached and return it with your photo. We will hold all entries for two months. If we have not chosen your entry as a winner or for future use at that time we will return it to you with our thanks.

Keep the entries coming in---your picture may be just what we're looking for.

By entering the Hobie Cat Photo Contest automatically releases the photo to Coast Catamaran if the photo is selected as a winner. Should the photo not be selected, Coast Catamaran still reserves the right to the use of the photo, in consideration of which person submitting the photo shall receive \$25 in Hobie Cat merchandise of his choice. All photos submitted become the sole property of Coast Catamaran until they are either selected for special use, or returned to the entrant.

By entering the Photo Contest and agree to these conditions without

SIGNED _____

ADDRESS _____

ZIP _____

REVISED HOBIE CAT RACING RULES

The Hobie Cat Racing Rules have been revised to include the Hobie Cat 16 rules. The Hobie Cat 14 rules are basically the same but have been modified slightly. Also, there has been a slight modification to the 360° Rule. Read these new rules over and keep them handy for future reference.

HOBIE CAT CLASS RACING RULES

Supplement to the IRYU Yacht Racing Rules
as adopted by NAYRU

MARCH 18, 1971

The Hobie Cat was designed to be simple to sail or race with the least amount of cost or trouble to the owner. The object of the Hobie Cat Racing Rules are: (A) To keep each boat as equal, simple and cost free as possible by rigidly maintaining, without deviation, the one-design features of the Hobie Cat for class racing, (B) To encourage the use of only racing tactics and sailing skill to increase boat speed.

HOBIE CAT 14 RACING RULES

- A) A Hobie Cat 14, during official competition against other Hobie Cats, must be completely stock Coast Catamaran Corp. factory equipment, including sails, and must be assembled according to factory specifications. The following minor changes are allowed:
- 1) Installation of a boom vang.
 - 2) Installation of different size lines.
 - 3) Installation of different ratchet and/or boom blocks.
 - 4) The location and type of traveler adjustment cleats may be altered. NOTE: The traveler track may not be altered in any way (the traveler car may be changed or modified but may not have a rotating bearing of any type).
 - 5) Mast rotation stops may be altered but the mast must be free to rotate from stop to stop and may not have controls to permit adjustment while racing.
 - 6) Rudder blades may be fine sanded and/or polished to give a smooth surface, but not to the extent of changing their shape.
 - 7) A block may be added at the gooseneck to help increase downhaul tension.
 - 8) A single line may be secured to the bridle intersection and run to a cleat on the front crossbar. This line may be used to adjust shroud tension and mast rake.
- B) MINIMUM WEIGHT
- 1) The minimum weight of a Hobie Cat 14 shall be 215 pounds including spars, rigging, hardware, rudders, tiller and sails.
 - 2) The minimum skipper weight shall be 150 pounds. A maximum of 50 pounds in dead weights may be added to bring skipper weight up to minimum. The weight can be permanently fixed or movable, *but must be tied to the boat at all times.* A crew may be carried instead of weights. The total weight must equal or exceed 150 pounds.

HOBIE CAT 16 RACING RULES

- A) A Hobie Cat 16, during official competition against other Hobie Cats, must be completely stock Coast Catamaran Corp. factory equipment, including sails, and must be assembled according to factory specifications. The following minor changes are allowed:
- 1) Installation of a boom vang.
 - 2) Installation of different size lines.
 - 3) Installation of different ratchet and/or boom blocks.
 - 4) Installation of different jib cam-cleat assemblies and/or jib clew blocks.
 - 5) Installation of double trapeze equipment. NOTE: Trapeze equipment may be modified to suit each skipper.
 - 6) Battens may be altered as desired. Batten pockets may not be altered in any way.
 - 7) The location and type of traveler adjustment cleats may be altered. NOTE: The traveler track may not be altered in any way (the traveler car may be changed or modified but may not have a rotating bearing of any type).
 - 8) The tiller extension may be lengthened but must connect to the tiller crossbar at the same place.
 - 9) Mast rotation stops may be altered but the mast must be free to rotate from stop to stop and may not have controls to permit adjustment while racing.
 - 10) Rudder blades may be fine sanded and/or polished to give a smooth surface, but not to the extent of changing their shape.
 - 11) A block may be added at the gooseneck to help increase downhaul tension.
- B) MINIMUM WEIGHT
- 1) The minimum weight of a Hobie Cat 16 shall be 315 pounds including spars, rigging, hardware, rudders, tiller and sails.
 - 2) The minimum combined weight of skipper and crew shall be 285 pounds. A maximum of 50 pounds in dead weights may be added to meet the minimum weight requirement. The weight may be either permanently fixed or movable, *but must be tied to the boat at all times.*

GENERAL RACING RULES

A) SAFETY EQUIPMENT

All Hobie Cats must carry the following safety equipment while racing:

- 1) For each person on board you must carry:
 - a) A Coast Guard approved life saving device.
 - b) A wearable life saving vest, jacket or trapeze seat. A Coast Guard approved life jacket will meet both requirements. The wearable life saving device must be worn when a life jacket is displayed on the Committee boat.
- 2) Paddle.
- 3) A righting line of 3/8 inch minimum diameter and 14 foot minimum length must be securely attached and readily accessible from each side of the boat.

B) CREW

The same crew must be used throughout a race or regatta. Crew may not be added, deleted or changed without the permission of the Race Committee.

C) SAILS

All sails must be stock Coast Catamaran Corp. equipment. A sail may be recut and adjusted slightly as long as the sail area is not altered. A skipper may not switch sails during a race or regatta unless permission to do so is granted by the Race Committee. NOTE: On the Hobie Cat 16 battens may be switched freely.

A skipper has the right of protest and the HOBIE CAT CLASS has the right to declare ineligible any Hobie Cat which does not conform to the spirit, object, and intent as well as letter of these rules, including the official drawings made and held by COAST CATAMARAN CORP.

THE 360° RULE

PART I:

A Hobie Cat which is protested by another Hobie Cat for an infringement of a right-of-way rule may correct her error by sailing two 360° circles as soon as possible. While sailing the 360° circles, she shall have no rights and shall stay clear of all other yachts.

PART II:

If the rule infringement occurs after the preparatory signal, but before the starting signal, one 360° circle may be sailed to correct the error after the class starting signal and wholly behind the starting line. The Hobie Cat may then start.

PART III:

The protesting Hobie Cat, at the time of the infringement, shall hail the protested Hobie Cat by sail number and the nature of the rule infringement, and display a protest flag in accordance with NAYRU Rule 68. It shall be the responsibility of the protesting Hobie Cat to ascertain that the protested Hobie Cat corrects her error properly. If the protesting Hobie Cat feels that the error has been properly corrected, she need not display her protest flag to the Race Committee at the finish line.

PART IV:

If an offending Hobie Cat fails to accept the above penalties or does not properly correct her error, she may be protested and penalized in the traditional manner.

PART V:

If a Hobie Cat protested by hail corrects her error as required by these rules and, before finishing, decides she was improperly protested, she may display her protest flag to the Race Committee, notify the offending Hobie Cat and file a protest in accordance with Rule 68. If it is subsequently determined that the initial protest was in error, the offending Hobie Cat shall be disqualified.

PART VI:

If the rule infringement occurs after the offending Hobie Cat has crossed the finish line, the protest shall be heard by the Protest Committee in the conventional manner.

PART VII:

All rules listed in Hobie Cat Racing Rules shall apply to infringements between Hobie Cats racing under class rules and do not apply to infringements between Hobie Cats and other yachts unless they, too, are sailing under these identical rules.

PART VIII:

The Protest Committee has the right to disqualify a skipper in cases where extreme material prejudice resulted from the offense, regardless whether the offending skipper correctly cleared himself.

Please make special note of the following changes or additions: Under "Hobie Cat 14 Racing Rules", A-4 and A-7; under "General Racing Rules", A-1(b), B; under the "360° Rule", parts VI and VII have been added.

SAILING TIP #3

HEAVY WEATHER SAILING

There are two cardinal rules in heavy weather sailing---know your equipment and know your abilities and limitations. If you don't have a complete familiarity with your equipment you are asking for trouble. And if you don't know where your limitations are you will probably be in trouble before long.

At this point we should define heavy weather. To us heavy weather means winds of over 30 knots with large swells and heavy white caps. Many times you will have one condition without the others.

There are several things you can do to increase your chances of successfully sailing in heavy weather. Rake your mast way back. This will help minimize bow burying when sailing off the wind. Watch boat trim. I don't mean sail trim---that's important but weight distribution and boat trim are critical in heavy weather. If you move aft too far or too fast in a tack you could flip over backwards (the wind gets under the trampoline and away you go). You must also keep your weight as far aft as possible when sailing off the wind or you will pitch-pole. You must constantly shift your weight to compensate for puffs and swells.

Don't let go of the mainsheet! If you do cleat it keep it in your hand so you can release it instantly if you get in trouble.

In extremely heavy wind avoid running directly downwind---you run a good risk of pitch-poling. If you sail on a broad reach you can turn into the wind slightly to take some of the pressure off the sail and allow the bows to come up.

Try to avoid jibing---you will be safer tacking unless you are an expert at jibing in strong winds.

Don't run straight down the face of a swell---angle off slightly as you near the bottom so you don't drive the bows into the back of the next swell.

When going to weather travel out about 10-12" or more. This will help keep the hull from flying so readily.

If you get caught in an unexpected squall or strong wind you can do several things to increase your chances of making it back to shore:

If you are on a Hobie Cat 16 reduce sail. Either reef the main and remove the jib or remove the main and sail under jib alone.

If you're on a 14 and the wind is blowing towards shore you can drop your main and run for shore under bare poles. If the wind is blowing offshore you will have to leave your sail up and beat to shore very carefully.

If you capsize and the boat blows over when you try to right it---take the sail off. Always remember---if you suffer equipment failure or capsize and can't right it STAY WITH THE BOAT. It is much easier to spot a boat than it is to find a bobbing head in the ocean. If you leave your boat the chance you will be rescued is slim.

If you don't feel you can make it to the harbor don't hesitate to head for the nearest beach (provided the surf isn't too large). Your chances of making it through the surf are pretty good because you can out run the waves in a good breeze. All you have to do is pick a lull and sail in between waves.

SKIPPER OF THE MONTH

The "SKIPPER OF THE MONTH" for April is Major Randy Miller from Wurtsmith A.F.B., Michigan. Randy sails Hobie Cat 14 #4087 in the Lake Michigan area and has been doing quite well on the racing circuit. Randy was the top Division 5 qualifier for the 1970 Nationals and placed 16th in the Nationals in Hawaii (this was the highest position for a non-Californian or Hawaiian).

Recently Randy surprised most everyone but Hobie (who had sailed with him before) by decisively defeating Hobie and Jim McCann at the recent Midwinters in Florida. It looks like Randy is going to be the Eastern skipper to beat this season. Congratulations, Randy and good luck.

ARTICLES OF INTEREST

The April issue of Sail has a very interesting article about the controversial protest in the recent America's Cup. It gives the Australian's side of the issue and sheds a lot of light on the subject.

HOBIE CAT MIDWINTERS - EAST

The Hobie Cat Midwinters - East were a big success. They were held at Apollo Beach (near Tampa), Florida on the weekend of February 27, 28. Sixty-eight boats competed for honors in three fleets. This was one of the biggest one-design regattas in the Florida area.

The Apollo Beach area is exceptionally nice. The Tampa Sailing Squadron co-sponosred the event and opened their facilities to participating skippers. The Holiday Inn, adjacent to the Sailing Squadron's facility, allowed skippers to store their boats on the beach and the Sailing Squadron let campers use their parking lot. Saturday night was a banquet at the Holiday Inn with Hobie showing movies of the 1970 Nationals.

Saturday the wind howled at 25 MPH plus, making the racing very exciting for both participants and spectators. Sunday's winds diminished to 10 MPH and less giving skippers plenty of variety.

Special mention goes to Nancy Bogen who, in the first race of the regatta, led the 14-A Fleet around the course, only to be beaten by Randy Miller and Hobie at the finish. An impressive performance by a very young lady.

It should also be mentioned that a young Air Force Major - Randy Miller - came clear from Michigan to defeat Hobie at his own game. Randy sailed an excellent series to capture 1st in the "A" Fleet. "B" Fleet honors went to John Hogg of Miami. The winner of the 16' competition was J. Allyn Stevens from Orlando, Florida. The trophy for trailing a Hobie Cat the greatest distance went to Marilyn Tripp of Tawas, Michigan. Complete race results follow.

HOBIE CAT 16

POSITION	NAME	SAIL #	CITY & STATE	RACE NUMBER					TOTAL POINTS
				1	2	3	4	5	
1	J. Allyn Stevens	138	Orlando, Fla.	1	1	1	2	4	41 3/4
2	Dave Rodgers, Sr.	35	Cocoa Bch., Fla.	6	5	4	1	2	32 1/4
3	Scott Clarke	190	Tallahassee, Fla.	5	6	2	4	6	27
4	Tom Shaw	41	Orlando, Fla.	8	2	6	3	5	26
5	Tom Wickenhauser	248	Miami, Fla.	2	3	3	9	7	26
6	Chris Christenson	37	Ft. Lauderdale, Fla.	3	DNF	DNF	5	3	19
7	Scott Medlock	409	Orlando, Fla.	7	DNF	DNF	6	1	16 1/4
8	Lloyd Kiernan	143	Tavares, Fla.	4	4	DNF	8	8	16
9	Richard Rogers	182	Orlando, Fla.	9	7	5	7	9	13
10	Paul Neal, Jr.	260		DNF	DNF	DNF	DNF	DNF	-0-

"A" FLEET

1	Randy Miller	4087	Wurtsmith AFB, Mich.	1	2	4	2	1	130 1/2
2	Hobie Alter	2837	San Juan Capistrano, Ca.	2	1	5	4	5	123 1/2
3	W. C. Sammons	786	Lake Park, Fla.	5	7	3	7	9	109
4	Jim McCann	2222	Orlando, Fla.	7	4	1	18	6	104 1/2
5	Jim LeCain	1801	Orlando, Fla.	12	13	6	1	4	104 1/4
6	David Rodgers, Jr.	35	Cocoa Beach, Fla.	4	8	16	3	8	101
7	George Francis	2815	Metedeconk, N.J.	8	3	11	19	3	96
8	John Duke	3526	Orlando, Fla.	10	6	9	12	13	90
9	Jim Guinan	3355	Ft. Lauderdale, Fla.	17	17	7	10	7	82
10	Jack Sammons	2825	Lake Park, Fla.	11	11	12	15	11	80
11	A. Newhouse	590	Bellaire, Texas	15	14	14	5	12	80
12	Francis Kalinowski	2822	Orlando, Fla.	19	20	2	6	16	77
13	Nancy Bogen	152	Cape Coral, Fla.	3	10	19	22	10	76
14	Steve Holm	74	Winter Haven, Fla.	18	19	13	11	18	61
15	Peter Grote	3849	Boston, Mass.	13	12	17	17	21	60
16	Marilyn Tripp	1627	East Tawas, Mich.	16	18	18	14	14	60
17	George Ewell	128	Belleair Bch., Fla.	DNF	16	DNF	9	2	59
18	Warren Eddington	1239	Houston, Texas	20	22	20	8	17	53
19	Bill Conlin	3605	Turnersville, N.J.	DNF	9	10	24	19	52
20	Paul Johnson	3620	Cocoa Beach, Fla.	22	21	8	13	DNF	47
21	John Collins	664		6	5	DNF	DNF	DNF	43
22	Gerald R. Dennis	2523	Decatur, Georgia	9	15	15	DNF	DNF	43
23	William Wurts	2291	Wethersfield, Conn.	14	DNF	DNF	21	15	34
24	Demi Harrison	132	Tampa, Fla.	23	DNF	DNF	20	20	21
25	Hubert C. Cox	3328	Cocoa Beach, Fla.	DNF	DSQ	22	25	22	25
26	Frank Miller	1892	Atlanta, Georgia	21	24	21	DNF	DNF	17
27	Al Morneault	3080	St. Petersburg, Fla.	24	DNF	DNF	23	23	14
28	W. Johansen	3850		DNF	DNF	DNF	DNF	DNF	-0-

DATE	EVENT	DIV.	PLACE	SPONSOR
June 12, 13	Seneca Lake Hobie Cat Regatta	5	Cambridge, Ohio	Terra Marine Company Contact: (614) 432-5384
12, 13	Woodward Lake Hobie Cat Invitational	2A	Modesto, Ca.	Skip & Barrie's Hobie Cat Sales Contact: (209) 537-4144
19	Lake Ontario Hobie Cat Regatta	6	Rochester, N.Y.	Shumway Marine Contact: (716) 342-5930
19	Hampton Bay Hobie Cat Regatta	6	Hampton Bay, N.Y.	Emilio's Ski & Surf Shop Contact: (516) 796-1565
**19, 20	California State Championships	2, 2A	Lopez Lake, Ca.	Coast Catamaran Corp. Contact: Keith Fuller at (714) 493-4586
19, 20	Bear Lake Hobie Cat Regatta	3, 2B	Bear Lake, Utah	Salt Lake Sails Contact: (801) 262-2921
19, 20	Yale Reservoir Hobie Cat Regatta	3	Yale Reservoir, Washington	Starboard Tack Contact: (503) 228-9847
19, 20	Adventure Yachts Hobie Cat Regatta	7	Boca Ciega Bay, Florida	Adventure Yachts Contact: Charles Hayward at (813) 343-1571
26	Cherry Creek Hobie Cat Regatta	2B	Cherry Creek Dam, Colorado	Bill Thomas Motorcycles, Inc. Contact: (303) 322-3156
**27	Lake Charles Summer Series	4	Lake Charles, La.	Allan R. Heath Contact: (318) 477-1698
27	Potomac River Hobie Cat Regatta	6	Potomac River, Md.	Hobie Cat Sales Contact: Robert Mairs at (202) 767-2837
27	Alameda Bay Hobie Cat Regatta	2A	Alameda Bay, Ca.	J. C. Beery Co. Contact: (415) 845-6310
**26, 27	Wickford Yacht Club Hobie Cat Invitational	6	Wickford, R.I.	Wickford Yacht Club Contact: Rhode Island Hobie Cats at (401) 434-1444
**26, 27	Southern Oregon Championships	3	Howard Prairie Lake, Oregon	Klamath Falls Yacht Club Contact: John Summers at (206) 325-1670
26, 27	Lake Michigan Hobie Cat Regatta	5	Little Traverse Bay, Michigan	Irish Boat Shop, Inc. Contact: (616) 526-2145
26, 27	Bellport Hobie Cat Regatta	6	Bellport, N.Y.	Bellpat Marine Corp. Contact: (516) 286-8368
26, 27	Clear Lake Hobie Cat Regatta	5	Clear Lake, Iowa	Minette Sailboats Contact: (515) 423-3427
26, 27	Captain's Anchorage Hobie Cat Invitational	2	Dana Point, Ca.	Captain's Anchorage Contact: Keith Fuller at (714) 493-4586

**NOTE: Dates of those starred regattas are additions or corrections.

PHOTO CONTEST

Photos are still streaming in for our monthly Hobie Cat Photo Contest. This month there were over 50 photos entered. What a problem it has become to select a winner! All the photos are quite good--too bad we can't print all of them.

Some people have become so enthusiastic they are sending in many photos at a time. This is great except it complicates our display and selection problems. Consequently, we ask that each entrant limit himself to five entries per month. This will help us and still allow you to enter a nice variety of pictures.

Please be sure to sign the photo release included in this newsletter. Also, don't forget that we hold all entries for two months before returning them, so don't get nervous when they don't come back right away.

SAILING TIP

TACKLING THE HOBIE CAT 16

The Hobie Cat 16 is easier to tack than the 14 because of the jib which helps pull the bows around. With a little practice, coordination and timing you can tack the 16 smoothly and with surprising speed.

The basic movements in tacking a 16 are quite simple:

- 1) Ease the rudders so the boat makes a moderate turn---don't turn the rudder more than 30-45° or you will stall.
- 2) Move your weight aft and ease the mainsheet as the bows swing through the eye of the wind.
- 3) Back-wind the jib (leave it cleated) until the boat is almost on the new heading, then bring the jib across rapidly and sheet it in. You want the jib to keep pulling the bow of the boat around until your tack is completed and you start driving on your new heading. Normally the skipper tells the crew when to bring the jib across by saying "break" at the desired moment---at which time the crew uncleats it from the original side and rapidly sheets in on the new tack.
- 4) While the crew is bringing the jib across the skipper should be sliding the traveler car, recovering from the turn and sheeting in the main---all almost simultaneously. BE SURE THE MAST HAS ROTATED BEFORE YOU START DRIVING THE BOAT HARD ON THE NEW TACK!!!

It all sounds simple doesn't it? Well try to do it as fast and smooth as possible. Here are a couple of hints which may help.

- 1) Give your crew sufficient time to prepare for the maneuver---i.e., to come in off the trapeze unhook and organize himself.
- 2) Keep body movement to a minimum. Organize yourself and your crew so you can avoid unnecessary shifting of weight during the actual tacking maneuver. Try this system on for size:
 - A) As you start your turn have your crew slide to the opposite side of the boat (make sure you are far enough into the turn that there is no danger of capsizing).
 - B) When the crew moves across to the other side have him take the slack out of the loose jib sheet so that when the jib is brought across there will be no delay in trimming and setting it.
 - C) As the boat slides into the eye of the wind start moving yourself to the opposite side. As you start to move you should ease the main; as you cross the center line of the tramp you should be swinging the tiller extension over and sliding the traveler car to its new position; as you reach the opposite side you should be ready to sheet in and sail off on your new tack.
 - D) Have the crew hook up and get out on the trapeze as soon as possible.

This is a rough outline of a procedure that can be followed under normal sailing conditions. In light air we suggest you shift the bulk of your weight aft so the rudders bite better and the boat pivots easier. In heavy weather keep your weight well forward and don't back-wind the jib too long or you run the risk of going over backwards. With a little practice and organization you can be surprising even yourself with how easy and fast your 16 will tack.

PHOTO RELEASE

Submission of a photo to the Hobie Cat Photo Contest automatically releases the photo to Coast Catamaran, for any purpose they desire, if the photo is selected as a winner. Should the photo not be selected as a winner, Coast Catamaran still reserves the right to the use of the photo, in consideration for which the person submitting the photo shall receive \$25 in Hobie Cat merchandise of his choice. All photos submitted become the sole property of Coast Catamaran until they are either selected as winners, selected for special use, or returned to the entrant.

I have read the above stated conditions of the Photo Contest and agree to these conditions without reservation.

SIGNED _____

ADDRESS _____

ZIP _____

B" FLEET

OSI- ION	NAME	SAIL #	CITY & STATE	RACE NUMBER					TOTAL POINTS
				1	2	3	4	5	
1	John Hogg	3063	Miami, Fla.	2	1	1	5	5	108 1/2
2	Duane Hubbard	2799	Clearwater, Fla.	3	13	2	1	11	92 1/4
3	John Pugsley	851	Casselberry, Fla.	6	5	DNF	3	1	83 1/4
4	Chester Smith	1548	Naples, Fla.	16	9	8	6	3	80
5	Hunter Riddle	2808	Pensacola, Fla.	13	11	5	12	2	79
6	Robert Martin	164	St. Petersburg, Fla.	9	12	6	8	12	75
7	Roth Neller	215	Clearwater, Fla.	12	7	4	18	8	73
8	Ken Keene	723	Largo, Fla.	4	16	DNF	7	9	73
9	George Kovacich	1210	Stone Mtn., Georgia	20	15	13	14	6	73
10	Curtis Westphal	280	Indian Rocks Bch., Fla.	14	4	12	15	7	70
11	Richard Woehle	3004	Ind. Har. Bch., Fla.	5	3	DNF	2	DNS	62
12	Joe Bogden	1258	Toms River, N.J.	15	6	7	16	DNF	52
13	Dick Stephens	941	Tallahassee, Fla.	7	DNS	DNS	11	4	52
14	Steve Maksimowich	3119	Orlando, Fla.	DNF	8	3	13	DNF	50
15	Craig Harnden	843	Miami, Fla.	1	DNF	DNS	4	DNF	43 1/4
16	William Paul	784	Cocoa Beach, Fla.	17	2	DNF	10	DNF	43
17	Bob Cadrescha	1164		11	19	DNF	17	13	38
18	Ken Parker	1106	Atlanta, Georgia	8	18	10	DNS	DNS	34
19	H. Covington	3208		DNF	DNS	DNS	9	10	33
20	Nick Miller	1916		DNF	17	9	19	DNS	31
21	Don Wilkinson	3787		21	21	15	20	14	31
22	John Campbell	3499		DNF	DNS	DNS	6	9	21
23	Harrison Noble	1550	Largo, Fla.	18	10	DNF	DNS	DNS	18
24	George Corr	834		10	20	DNF	DNS	DNS	16
25	Champ Tunno	1160	Haines City, Fla.	19	14	DNF	DNS	DNS	13
26	Jack Nuthrown	1130	Delray Beach, Fla.	DNF	DNS	DNS	21	DNF	5
27	Robert Hayme	163	Cape Coral, Fla.	DNF	DNS	DNS	DNS	DNS	-0-
28	Ed Ward	804	Gainesville, Fla.	DNF	DNS	DNS	DNS	DNS	-0-
29	J. C. Matrangos	1480	Decatur, Georgia	DNF	DNS	DNS	DNS	DNS	-0-
30	Paul Hanson	3218	Clear Lake, Iowa	DNF	DNS	DNS	DNS	DNS	-0-
31	John Segar	1542		DNF	DNS	DNS	DNS	DNS	-0-

SAFETY NOTES

Periodically items come to our attention which cause us great concern. Tales of skippers sailing to offshore islands on their Hobie Cats, sailing a little ways offshore with leaky hulls or faulty equipment, or maybe sailing at night with no signaling device aboard. All these may sound trivial but the consequences of a minor equipment failure in each case could prove disastrous.

The main thing to remember when sailing your Hobie Cat is not to put yourself in a position where a minor mishap can result in a major disaster. The tendency seems to be to think that because the Hobie Cat is a very seaworthy and very forgiving boat nothing could go wrong. Don't you believe it!!! There is nothing in the rule book that guarantees your Hobie Cat won't capsize or suffer an equipment failure when you're least prepared for it.

If you plan to sail offshore very far be sure your equipment is in top condition. Carry extra rope and shackles to make emergency repairs. Also carry tools and survival equipment---especially a good life vest for each person aboard. And take some flares for emergency signaling. Last, but most important, don't go offshore alone. At least get a power boat to accompany you. This is a must. If you don't believe us ask the guys who took off by themselves to do some island hopping in Hawaii. You'll have to find them, though, because they were never heard from again, and that was a year ago! If you plan to do any offshore sailing on your Hobie Cat we have just one word of advice---DON'T. The risks involved far outweigh the benefits.

Night sailing can be a lot of fun. However, if you are going to be sailing after dark take along a life vest for each person and some signal flares. If you run into problems you could sit out there all night because no one saw you.

One of your worst enemies is leaky hulls and mast. If you get much water in either it will be impossible to right without assistance. It is a good idea to check your mast out occasionally by capsizing in an area where you can get help if you need it.

Part of good seamanship is inspecting and maintaining your equipment. Most equipment failures can be prevented by periodic inspection of your boat.

SAFETY NOTES (Cont.)

A final note on safety around marinas. Keep an eye out for overhead power lines, especially if you move the boat on the trailer with the mast up. A couple of skippers have found out the hard way that power lines and masts don't agree. No one has been hurt yet, but they have all been lucky. The potential danger is so great we feel it is something that deserves the attention of everyone.

These points we have tried to make may seem minor but each is potentially disastrous. So far we have been lucky---only a couple of people have lost their life on a Hobie Cat and never due to the boat---always due to skipper neglect or carelessness. We want each of you to be aware of the dangers involved so you will continue to be a happy Hobie skipper and not just another statistic. The boat was designed with safety in mind but no matter how carefully Hobie designed it---it is only as safe as the skipper operating it. Hobie has often said that if he had to sail offshore in a small boat he would definitely choose the Hobie Cat above all others. The Hobie Cat is undoubtedly the most seaworthy and safest boat of its size but that doesn't assure one of safety when he uses the boat for other than what it was designed.

BRAVE CAPTAIN?

by Jerry Gregg

Although I've lived most of my life within twenty miles of the ocean, I've never been a "water" person. I swim and all, but I've never considered water sports as worthy or even valid recreation, as I had the deep seated subconscious feeling that any body of water that wasn't surrounded by cement was somehow barbaric and would eventually overwhelm my vaunted swimming abilities and swallow me forever! Football was always my sport and besides I sunburn easily! Sailing was the last thing on my mind.

A year and a half ago I moved to a house overlooking Alamitos Bay in the Belmont Shores area of Long Beach, California. I had a chance to coach at Cal State Long Beach which is nearby and Belmont Shore is supposedly the "IN" place to live. I still didn't like the ocean! If you live near Alamitos Bay, however, you have to see a lot of sailboats. I looked at sailboats for almost a year.

Last spring a friend of mine offered to give me a ride on his Malibu Outrigger. I didn't want to be "chicken" or "uncool" (I don't know why, I am chicken and uncool!), so I went. I did not (repeat: did not) enjoy it. The giant timber I came to know as the boom had it in for me, and the water constantly beckoned! I would much rather have been in the water than clinging to a bunch of sticks with that boom thing trying to knock my head off!

For some unknown reason I went sailing with my friend a second time. Somehow I had "made friends" with the boom, and when the skipper raised the pontoon out of the water I became an avid if ignorant sailor. I enjoyed it! Me. . .I enjoyed it. On shore again, my enthusiasm wanned somewhat. I did window shop for a small boat, but only half-heartedly. I had to move inland for the summer (the rent goes up) and I had some graduate work to finish, so for the most part I forgot about buying a boat. . .I didn't actually know how to sail anyhow.

I didn't sail again until the four day weekend in February. I enjoyed myself again; so much so that I was determined now to have my own boat. I was so unbelievably ignorant, but I did know that I wanted a multihull. Magazines, the Boat Show, and my Malibu friend helped me narrow my choice to three boats, one of which was the Hobie 14. The Malibu itself was out. A near hernia from pushing the great beast up and down the beach convinced me quickly.

Serious shopping led me to The Boat Store in Long Beach. I talked to Larry Jacobson who, in a very straightforward manner, answered every question. He even provided a few questions and answers that, in my ignorance, I hadn't even thought of! In any case I left The Boat Store convinced that the Hobie was the boat for me.

I thought about it a couple of days, called The Boat Store and negotiated a deal for a used Hobie (through Bill and Van, the owners of The Boat Store, who are equally straightforward and good people to deal with). The boat is perhaps the most beautiful ever produced by Coast Catamaran. The previous owners had appropriately christened the yellow boat: Banana Split. That name will remain.

The financing was taken care of with frightening ease by the credit union. Now I am definitely glad I was able to buy Banana Split, but I am concerned with how easy it was to finance! It's as though the credit union was actually eager to lend me the money!! Now that is frightening (I've been trying to burn my BankAmericard for five years!). But I digress....

I gave my draft to Bill at The Boat Store and the boat was mine. Now I had doubts! Can I afford it? Where will I put it? Dammit, I have never even been on a Hobie Cat, now I own one! Above all, I still didn't know how to sail! Obviously I have a mind like a steel trap when it comes to buying things.

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by Jerry Gregg

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ROBERT A. BYRON
Woodland Hills, California
en at Lake Havasu

PLACE

with the purchase of the boat. Larry Jacobson was to be
and the small craft warnings were up! My resolve faded...
...for cheap!! Still, I didn't want to appear chicken in
ctor so I went ahead (I always do things like that...dumb!)
y, it's just that the small craft warnings were flying. I
ood sailor (I didn't realize how good until I saw the 1970
considered (fear mainly and my even greater fear of being
e boat.

de a mistake, an \$1,100 dollar mistake. God! An \$1,100 mis-
believably clumsy. Larry did his best to remain calm, but his
ob Newhart's "Driving Instructor" routine. By the time we had
a certain shakiness in Larry's voice (even the best and bravest
ime the lesson was over I had a fair idea of the fundamentals.

he test! The proof of the pudding! That morning I sat for a full
me looking out the window at that godawful bay. Exactly one
nd down beautiful Alamitos Bay just as though I knew what I was
rned as hell and had a great time. Mainly, though, I learned.

boat, or race it, but I darned well will be and pretty soon, too.
all that hard. Next weekend, if conditions are right, I may try
I may sail over and take a look at the Queen Mary and maybe on the
out of the water...just a little bit!

d thing!

cle submitted by an owner. Our thanks to Jerry for taking the time to
Fobie Cat. If any of you have an article of any type please submit it--
sible.

accessories list previously mailed to all owners. The book entitled
Racing by Paul Elvstrom was incorrectly priced. The correct price is

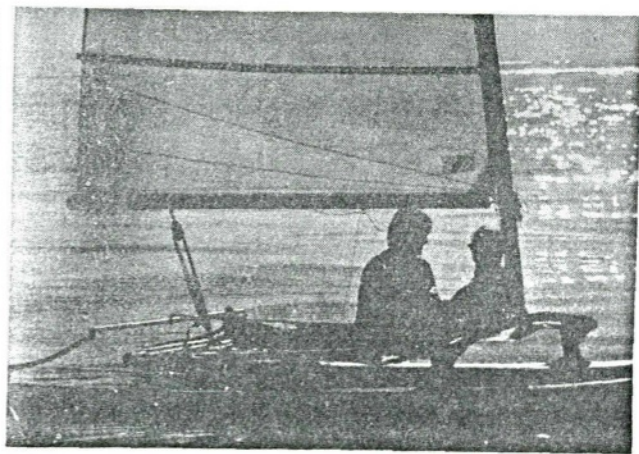


PHOTO BY BILL KELSHEART
Redondo Beach, California

THIRD PLACE