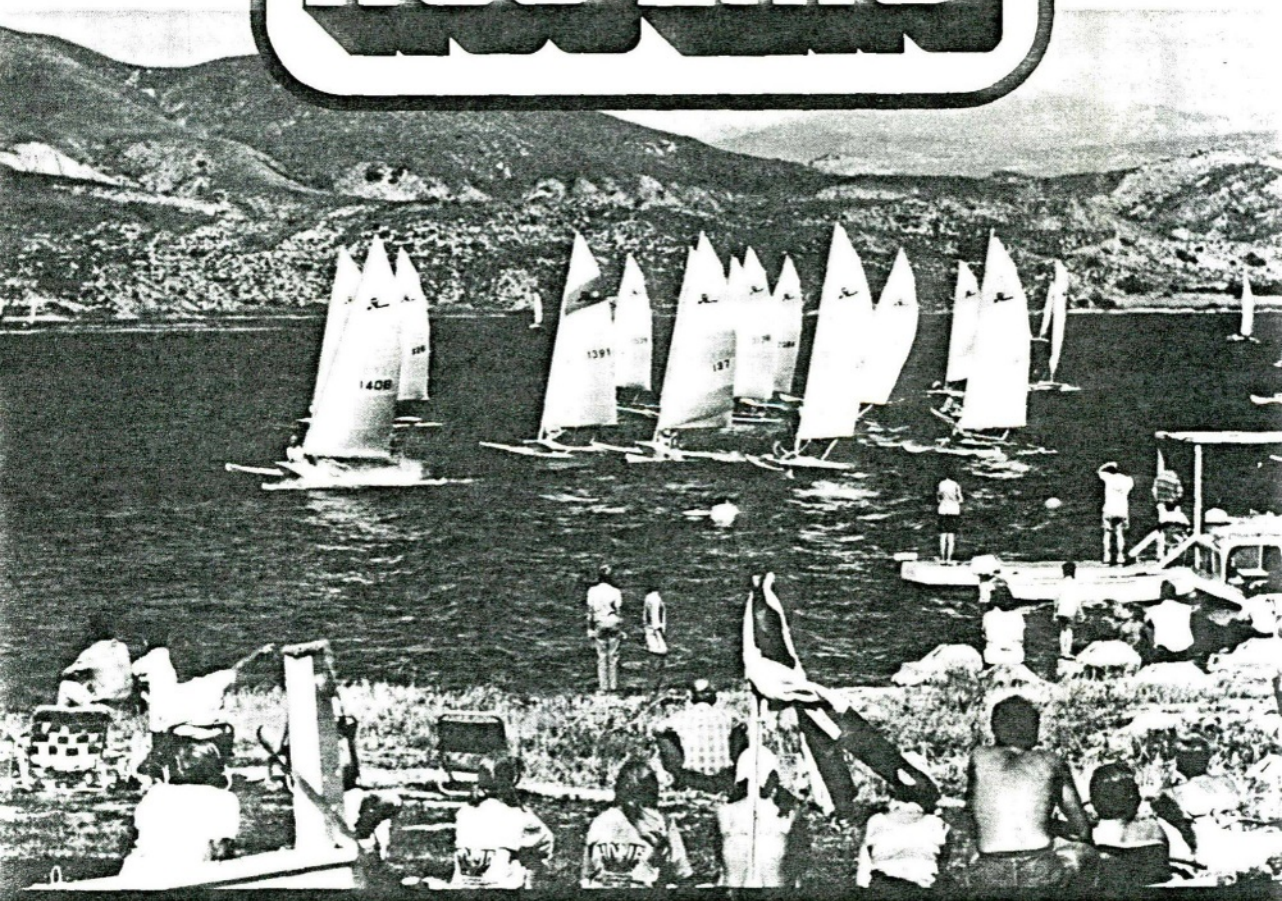


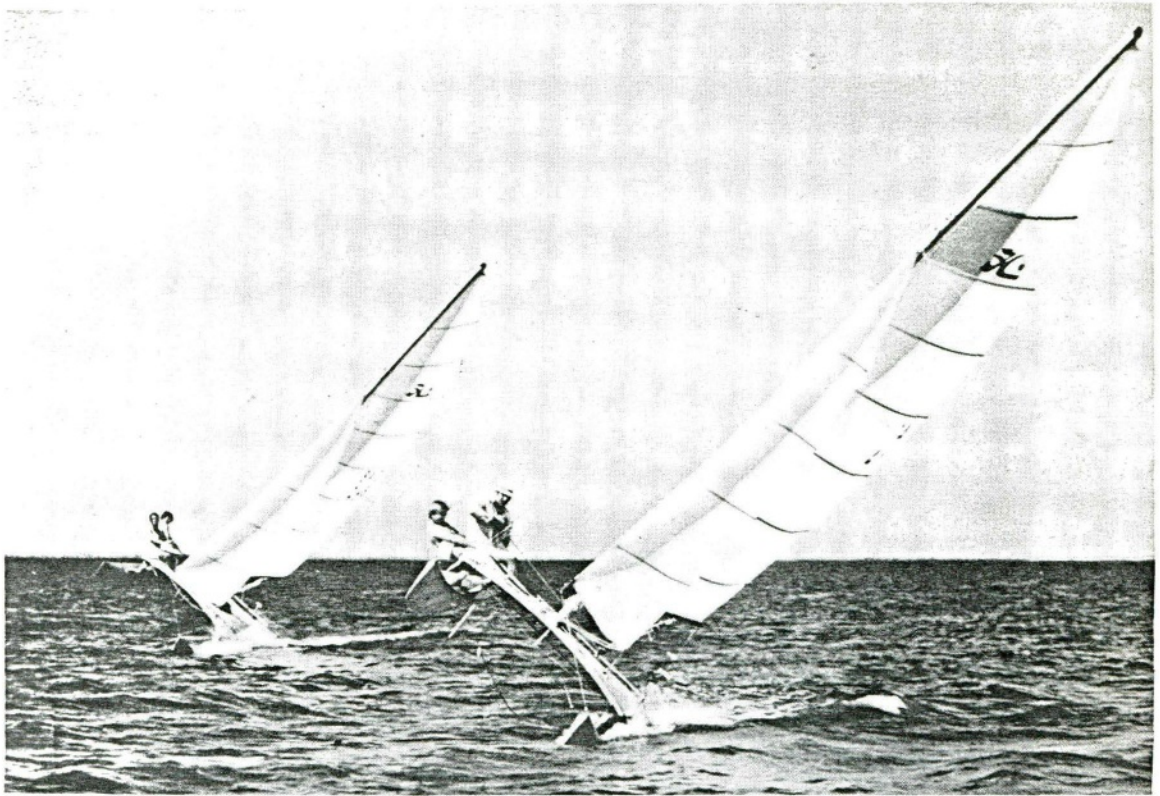
# **HOBIE CAT** **HotLine**

JULY, 1971



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





John Hogg of Miami, Florida submitted this month's award winning photo. (In color it is an outstanding photograph.) A \$25.00 merchandise certificate will be sent to him.

#### SUPER BOOM VANG

The super boom vangs are now in stock and ready for delivery. It will be a benefit to any racing skipper because it is compact and much easier to use. Photo 1 shows a super vang installed on a Hobie Cat 16. The cam action cleat makes it easier to cleat and uncleat - even under pressure. It can be handled from any place on the boat and the large line is easy on the hands. Photo 2 shows it hooked to the front cross bar as a vang-preventer. It works equally well on either Hobie Cat 14 or 16 and only costs \$25.00 - specify SUPER BOOM VANG-#2121 when ordering (California residents add 5% sales tax).



Photo 1

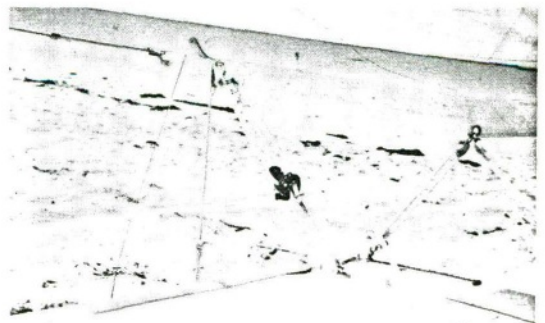


Photo 2

## HOBIE CAT 16 OWNERS

The new fiberglass battens for the 16 main are almost unbreakable. However, they can cause the sail to wear where the batten pockets hit the side shrouds. This wear can be minimized by putting tape over the areas subject to this wear. We recommend a couple of layers of "Ripstop" (a nylon tape available through most marine dealers - no, we don't handle it at the factory). Also, the use of shroud covers will help minimize the wear (these are available through Hobie Cat dealers). A periodic check in the chaffing areas is advised.

## SKIPPER OF THE MONTH

The "SKIPPER OF THE MONTH" award for July goes to a "young" Southern California Hobie Catter named Dan Tubbs - #185. I say young because despite his age (55 to be exact) Dan is one of the most active skippers in the area. He has been consistently attending regattas since early 1969 and has been a big promoter of the Hobie Cat, working actively to establish and promote the Newport Beach fleet and to help gain recognition for the Hobie Cat Class.

Affectionately known as Mr. Red, White and Blue, Dan is always easy to pick out from a large fleet by his red jacket, snow white hair, and his all blue Hobie Cat 14. He is always friendly and congenial and always there to help when needed. He has the enthusiasm of a man half his age and is still stoked enough to want to attend every regatta again this year.

Dan, and people like him, are what have made the Hobie Cat Class what it is today---dynamic, active and fast growing. The Hobie Cat Class is grateful for Dan's unending support and feel he deserves a well earned "THANKS" and a pat on the back.

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## MAINTENANCE TIP

Occasionally a skipper has trouble with a trampoline pulling out of a cross bar or a sail pulling out of the boom track. This is an unusual problem and is very simple to remedy. Simply take a soft-faced hammer and gently work the track closed until the trampoline or sail bolt rope holds securely. Be careful not to close the track so far that you can't get the material in the opening.

Our sail maker, Don McKibbin, has suggested that anyone having trouble with the clew of their sail pulling out simply tie a rope through the clew cringle (the grommet at the lower rear corner of the sail) and around the boom. This not only makes it impossible for the clew to lift out but also helps transfer some of the tremendous load to the clew ring and the boom instead of just the bolt rope and sail track.

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## SAILING TIP - REACHING

To most Hobie Cat skippers driving hard on a fast reach is the most exciting type of sailing. In a brisk breeze a fast reach can be both challenging and rewarding. When the wind is strong there is only one way to sail on a reach---FAST. You will find that on a fast reach the controls are tender---you will have to work constantly to keep the boat and sails in trim.

The first consideration in reaching (sailing across the wind at approximately 90°) is speed---get the boat moving as fast as you possibly can. At the start of your reach let your traveler out to the proper setting, shift your weight aft as you sheet in and get the boat moving. Then raise your weather rudder to reduce drag. The proper traveler setting is dictated by the angle of attack of the mainsail---you should be able to sheet down tight and have the mainsail set just right. If your traveler is out too far the sail will luff slightly and if it is in too far it will be filled too hard. If you are just sailing for fun you can let the traveler all the way out, sheet in and steer the boat so the sail fills properly. However, if you are racing you will have to head for the next mark and set the sails accordingly.

One of the prime considerations in reaching is boat trim. It is on this point of sail that the pressure forward is the greatest---causing the bows to bury more. To counteract this you must sit on the rear corner casting and keep an eye on the lee bow. Obviously, the harder you drive the lower your bow goes. True, this is faster but it's also more dangerous. If the wind should gust suddenly and drive the bow under you will have problems averting a pitch-pole (flipping end over end). In smooth water you could probably sail with the bow lip 1 1/2-2" from the water. In choppy water you should double that distance. Also, never cleat your mainsheet in heavy weather---you can control the bow altitude with the tiller and sheet line.

Suggestion---Don't sail with your tiller extension dragging in the water---you will lose the rubber tip as well as be unable to get the extension easily when you need it. It is very simple to lay the tiller extension on the tiller cross bar and hold both of them in one hand.



| DATE          | EVENT                                     | DIV. | PLACE                                   | SPONSOR   |
|---------------|---|------|---|---|
| **Aug. 14, 15 | Fishing Bay Yacht Club Regatta            | 6    | Deltaville, Va.                         | Peninsula Sailing Center<br>Contact: (703) 642-4621                         |
| **14, 15      | Birch Bay Regatta                         | 3    | Birch Bay, Wash.                        | Cats Unlimited<br>Contact: (206) 733-9440                                   |
| **14, 15      | Carribean Hobie Cat Championship Regatta  | 9    | St. Thomas, V.I.                        | Virgin Islands Multihull Association<br>Contact: (809) 774-5500             |
| 14, 15        | Bay Sailing Association Hobie Cat Regatta | 2    | Long Beach, Ca.                         | Bay Sailing Association<br>Contact: Bill Butler at (714) 496-2756           |
| 14, 15        | Mt. Desert Island Hobie Cat Regatta       | 6    | Mt. Desert Island, Maine                | Goose Cove Marine Co.<br>Contact: (207) 288-3187                            |
| 14, 15        | Houston Yacht Club Annual Invitational    | 4    | Houston, Texas                          | Houston Yacht Club<br>Contact: Steve Colwell (713) 877-1349                 |
| **21, 22      | Watuppa Yacht Club Invitational           | 6    | Fall River, Mass.                       | Watuppa Yacht Club<br>Contact: Roy Bartlett at (401) 434-1444               |
| 21, 22        | Princeton Harbor Hobie Cat Regatta        | 2A   | Princeton Harbor, California            | Flying Hull & Sierra Ski & Dive Shop<br>Contact: (415) 349-7463 or 756-8485 |
| **21, 22      | Division 4 Regional Championship Regatta  | 4    | Corpus Christi Bay, Corpus Christi, Tx. | O. C. Bailey, Co.<br>Contact: (512) 882-2201                                |
| 21, 22        | Eagle Creek Hobie Cat Regatta             | 6    | Eagle Creek Reservoir, Ind.             | Ideal Equipment<br>Contact: (317) 588-3691                                  |
| 29            | Anchor Bay Hobie Cat Regatta              | 5    | Anchor Bay, Mich.                       | Sailboats, Inc.<br>Contact: (313) 468-6622                                  |
| 29            | Breezy Pt. Hobie Cat Regatta              | 6    | Breezy Pt., Md.                         | Hobie Cat Sales<br>Contact: Robert Mairs at (301) 248-2984                  |
| 28, 29        | Ancient Mariner Hobie Cat Regatta         | 2    | Newport Bch., Ca.                       | Ancient Mariner Restaurant<br>Contact: Keith Fuller at (714) 493-4586       |
| 28, 29        | Lake Winnepesaukee Hobie Cat Regatta      | 6    | Lake Winnepesaukee, New Hampshire       | Goodhue Enterprises<br>Contact: (617) 537-0991                              |
| 28, 29        | Division 7 Championships                  | 7    | Eau Gaillie, Fla.                       | Eau Gaillie Yacht Club<br>Contact: Jack Stringfield at (904) 438-9902       |
| **28, 29      | San Juan Islands Regatta                  | 3    | Bellingham, Wash.                       | John Summers<br>Contact: (206) 325-1670                                     |

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

#### ARTICLES OF INTEREST

Well, it's on the newstand. The July issue of Playboy with an article titled "Pick of the Day Sailors" by Bill Robinson. Of course, one of the daysailers picked was the Hobie Cat 16. There is a nice full color drawing along with a complete description of the boat. Be sure to take a look at it (the article) next time you run across a July issue of Playboy.

The August issue of Sea will feature the Hobie Cat 16 in its "Design Features" column. Also, the August issue of Lakeland Boating will reproduce part of our race schedule.

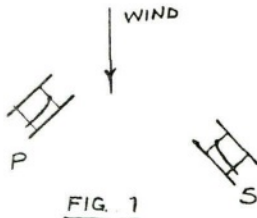


FIG. 1

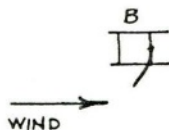


FIG. 2

1) In the diagram (Fig. 1), "P" is on a port tack and "S" is on starboard. Both are beating to the weather mark. "S" hails "starboard" and "P" holds her course. When "S" is about 1 1/2 boat lengths from "P", "S" alters course slightly and passes within five feet of "P's" stern. "S" protests because she had to alter course. At the protest meeting "P" maintains that they would have cleared by inches had both boats maintained course. Who is in the right?

ANSWER - This situation is covered by NAYRU Appeal #32 in the 1969 Appeals Book. The appeals committee says that had "S" held her course and "P" cleared her then "S" would have no grounds for protest. However, "S" did bear away and the assumption that "P" would have cleared "S" was based on 1) an estimate of clearance by inches and 2) the constancy of speed and course of both boats. The first assumption is based on the validity of the second---and to assume the wind is going to remain constant in both speed and direction is not reasonable. Therefore, the protest is sustained and "P" is disqualified. The Appeals Committee states: "When there is reasonable doubt as to the ability of the port tack yacht to cross ahead of a starboard tack yacht, the starboard tack yacht is entitled to bear away and protest, and the burden of proof rests on the port tack yacht to prove that she would have cleared the starboard tack yacht."

2) In Figure 2, "A" is beating to weather on a port tack and "B" is running dead downwind, also on a port tack. According to Rule 37.1 "A" has the right-of-way. If both boats maintain course, contact is certain. Tactically, what would you do if you were "B"?

ANSWER - "B" can secure the right-of-way simply by jibing to starboard. However, she must jibe soon enough to give "A" time to react and keep clear; she cannot wait until she is almost to "A" to jibe. Until the time that "B" completes her jibe "A" has the right-of-way as leeward boat and "B" must keep clear.

#### Rule 37 - Fundamental Rules - same tack

1. A windward yacht shall keep clear of a leeward yacht.
2. A yacht clear astern shall keep clear of a yacht clear ahead.
3. A yacht which establishes an overlap to leeward from clear astern shall allow the windward yacht ample room and opportunity to keep clear, and during the existence of that overlap the leeward yacht shall not sail above her proper course.

Many of the terms used here may be obscure in your mind. Here are the classic definitions followed by some simplified definitions to help you grasp the terms.

#### Definitions From The NAYRU Racing Rules - Part 1

"Clear astern and clear ahead; overlap - a yacht is clear astern of another when her hull and equipment in normal position are abaft an imaginary line projected abeam from the aftermost point of the other's hull and equipment in normal position. The other yacht is clear ahead. The yachts overlap if neither is clear astern; or if although one is clear astern, an intervening yacht overlaps both of them. The terms clear astern, clear ahead and overlap apply to yachts on opposite tacks only when they are subject to Rule 42, rounding or passing marks or obstructions."

"Leeward and windward - the leeward side of a yacht is that on which she is, or, if luffing head to wind, was, carrying her mainsail. The opposite is the windward side."

"When neither of two yachts on the same tack is clear astern the one on the leeward side of the other is the leeward yacht. The other is the windward yacht."

Windward - weather - toward the wind.

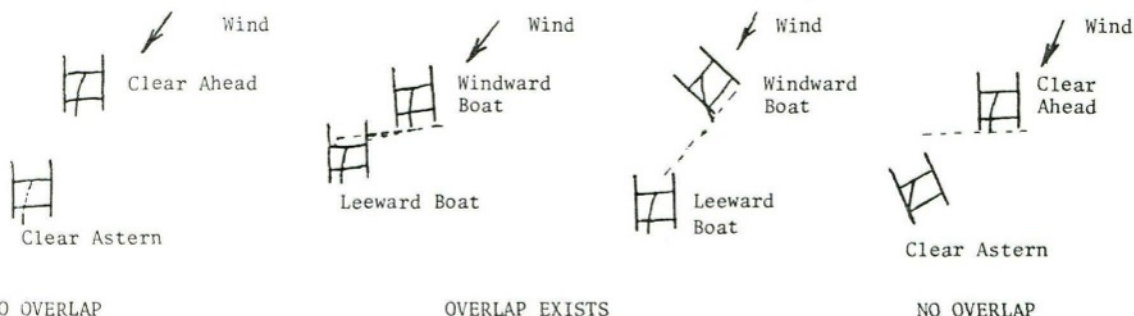
Leeward - away from the wind.

An easy way to remember leeward is to think of the sheltered side of a building (or any object) as being the leeward side. If you are out in a blizzard you go to leeward to find shelter, the windward side being the side exposed to the storm.

When you're on your Hobie Cat it's easy to determine which is leeward and which is windward. The side the boom is on is leeward and the side away from the boom (where you normally sit) is windward.



The clear astern - clear ahead situation is easy to grasp if you keep in mind that any time two boats do not overlap one is clear ahead and the other is clear astern. To determine if a boat is overlapping you simply draw an imaginary line from the aftermost part of your boat perpendicular to your heading. If any part of another boat (in normal sailing position) is across that line, that boat has an overlap on you. Remember that if a boat overlaps you and another boat overlaps him, that third boat also overlaps you.



Now let's discuss the rules. Rule 37.1 simply says that a windward yacht shall keep clear of a leeward yacht. That sounds simple enough---if a boat is sailing to leeward of you then he has the right-of-way and you must yield to him. You might note that in protests the burden of proof is on the leeward boat---not the windward boat as might be expected.

Rule 37.3 points out the exceptions and limitations to the rule - we will discuss it shortly.

Rule 37.2 is another simple one which says that the boat clear astern has to give the boat clear ahead the right of way. That means only one thing---keep clear of a boat clear ahead.

The rule that becomes interesting is 37.3. This rule says first that a boat which establishes an overlap to leeward FROM CLEAR ASTERN must allow AMPLE ROOM AND OPPORTUNITY for the windward boat to keep clear. The second phrase states that during the existence of this overlap the leeward yacht must restrict her sailing to her PROPER COURSE (or below if desired) - never sailing above her proper course until the overlap is broken. Two terms in this rule are rather ambiguous - "ample room and opportunity" and "proper course".

"Ample room and opportunity" is meant to be a temporary condition of establishing an overlap from clear astern - not a continuing stipulation of the overlap. The intent of this portion of the rule is to keep overtaking boats from establishing an overlap too close to the boat ahead. If you are so close that the other boats stern will hit you if he turns to weather or his boom will hit your shroud if he let it out, then you have established your overlap too close.

The term "proper course" is not so simple. NAYRU defines it as follows: "A proper course is any course which a yacht might sail after the starting signal, in the absence of the other yacht or yachts affected, to finish as quickly as possible. The course sailed before luffing or bearing away is presumably, but not necessarily, that yacht's proper course. There is no proper course before the starting signal".

Wow! That sounds even more vague. There is one key phrase in the definition which helps - that is "in the absence of the other yacht or yachts affected". If you would sail your course if there were no other boats around then you are justified in sailing the same course in the presence of other boats, provided you don't infringe other rules in the process. However, keep in mind that if your course varies greatly from the norm you may have to justify it to a protest committee.

### BARGING

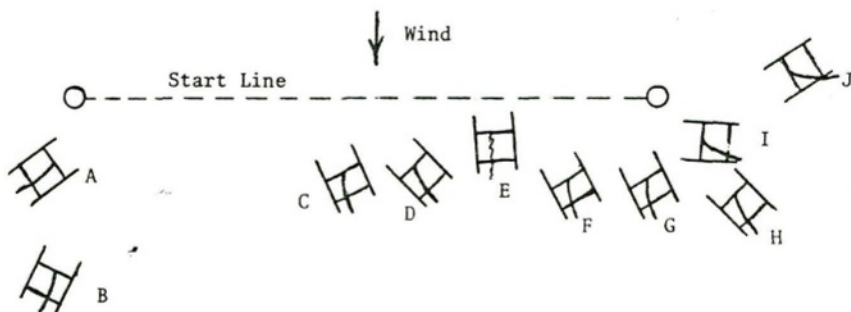
Barging is a common problem in large fleets. Most new skippers don't even know what it is. Actually, the word "barging" doesn't appear in the rules, but can be defined simply as "forcing a lee boat to alter course or speed to allow you room on the starting line". In the rule book, Rule 42.1(e) covers this situation. It states: "When approaching the starting line to start, a leeward yacht shall be under no obligation to give any windward yacht room to pass to leeward of a starting mark surrounded by navigable waters; but after the starting signal a leeward yacht shall not deprive a windward yacht of room at such a mark by sailing either above the first mark or above close-hauled".

Close-hauled - sailing as high into the wind as practical without luffing. The traveler must be in the normal position for sailing to weather (close to center) and the sail trimmed, or you are not sailing close-hauled.

The rules book says "a yacht is close-hauled when sailing by the wind as close as she can lie with advantage in working to windward".

There are points which should be emphasized at this time. (a) This rule is effective only when approaching the line to start. (b) If the first mark is to weather you cannot sail above close-hauled after the starting signal to deny another boat room at the windward starting mark. If the first mark is not to weather you cannot sail above the direction to the first mark to deny someone room to start. (once you clear the starting line the normal sailing rules become effective.) (c) Rule 42.1(e) is mainly concerned with room at the windward mark of the starting line. Before the start you can sail as high as you wish to deny another boat room on the line (if you establish a leeward overlap from clear astern you cannot sail above close-hauled). It is interesting to note that if there is room for a boat to cross the line to windward of you then you don't have to bear off on a close-hauled course until you want to---you can sit on the line head to wind if you wish, both before and after the gun as long as boats can cross the line to windward of you. Also, you are not obligated to sail the course for the first mark if the same conditions exist at a reaching start.

Remember that this rule pertains to room at the windward starting mark while approaching the line to start. "Barging" in the middle of the line is governed by Rule 37.1 (windward yacht shall keep clear of overlapped leeward yacht on same tack). The leeward yacht's rights in this situation are limited by Rule 40 (luffing before the start which will be covered in a later newsletter). Also, bear in mind that starboard tack always has the rights over port tack on the line as well as on the course.



In this diagram "H", "I", and "J" are barging at the starboard end of the line. At the port end of the line "A" is not barging because there is room - "B" does not have to change course or speed to allow "A" room. "C" has rights to head "D" up to close-hauled because she is leeward boat. "E" may sail as high as she likes both before and after the starting signal because there is ample room for boats to cross the start line to windward.

#### Summary of Rules Covered to Date

A) Rule 36 - A port tack yacht shall keep clear of a starboard tack yacht.

B) Rule 37 - Fundamental Rules - same tack.

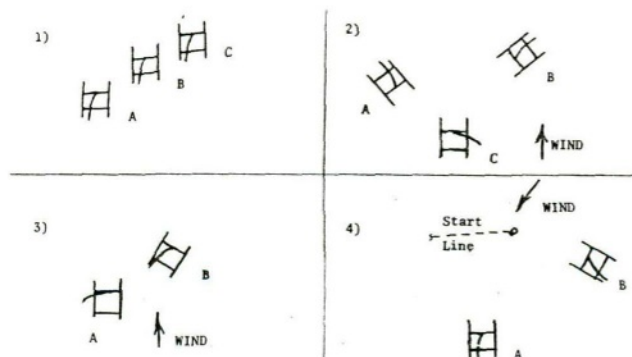
1. A windward boat must keep clear of a leeward boat. Both boats must be on the same tack and an overlap must exist for this rule to be in effect (the boats can be on different headings as long as they are on the same tack). The burden of proof is on the leeward boat.
2. "A yacht clear astern shall keep clear of a yacht clear ahead." If you are overtaking another boat he has the right-of-way. If another boat is overtaking you then you have the right-of-way. NOTE: There are certain limitations imposed on the clear ahead yacht by Rule 39 and Rule 41. Most important is Rule 41 which says that you can't jibe or tack too close to a boat astern. The burden of proof is on the boat clear astern.
3. If you establish a leeward overlap from clear astern (overtake him and start to pass to leeward) you must allow the boat overlapped "ample room and opportunity to keep clear". You are further limited to sailing no higher than your proper course during the existence of that overlap - you have no luffing rights (see Rule 38 for luffing rights). The burden of proof is on the leeward boat.

C) Rule 42.1(e) - If you are approaching the windward end of the starting line about to start you don't have to give any windward boats room to clear the windward starting mark (as long as the mark is surrounded by navigable water). After the starting signal (until you cross the line) you cannot sail above close hauled (or the first mark in reaching or off the wind courses) to deny a windward boat room to pass between you and the windward starting mark. The burden of proof is on the windward boat.



## PROBLEM

Who has the right of way in each diagram?



## SO THIS IS YOUR FIRST RACE

"Hi Bob. Glad to see you could make it this weekend. This is your first race isn't it? Well, don't worry about a thing. Before the weekend's over you'll be a confirmed racing enthusiast. I know you don't know what to expect, but I'll brief you so you'll be familiar with the procedure. Let's sit down a minute and go over it.

When you register you'll receive a course chart that looks like this. This chart has a lot of valuable information and can answer many of your questions. For example, here's the starting sequence - it tells you when you will start. Down here are the starting signals. I'll tell you more about starting later. Be sure to attend the skipper's meeting - the sailing instructions are repeated there and any changes announced.

Here's a list of the courses the Committee might call. All the Race Committee does is hold up a course number at the five minute gun. You have to look down the list of courses until you come to the corresponding number and that's your course. Let's say course 3 is called - course 3 is SABCF. That means you start, sail to A mark, then B, then C and then finish. The sailing instructions say that all marks are to be left to port which means you must sail past the mark so it is on your left side. The diagram here shows you the approximate position of each mark. It's all really quite simple.

The start may be a little confusing at first but you'll catch on. Try to be out at the starting area on time so you catch the first signal. The Committee should sound several short blasts of the horn to alert skippers to prepare for the start. There will be a short pause - about five minutes - then the 10 minute warning will be given. This will be signified by the raising of a white flag and a long blast of the horn. You should start your stopwatch when the flag is raised and check it at subsequent signals. The flags are the official signals; the horn is just to help let you know the flag went up. When the white flag has been up 4 minutes and 30 seconds it will be lowered and 30 seconds later the blue flag will be raised accompanied by a blast of the horn. This is the five minute warning - it means there are exactly five minutes until the start of the first fleet. After the blue flag has been up for 4 minutes and 30 seconds it will be lowered and a red flag raised 30 seconds later. This marks the start of the first fleet. You will start in the second fleet. The red flag will stay up 4 minutes and 30 seconds, then be lowered and raised again 30 seconds later for the start of your fleet.

The idea of a timed start is to hit the line with as much speed as possible the second the red flag is raised. Be careful not to cross the line prematurely or you'll have to return to start properly. Obviously you will not be able to make a perfect start the first time - simply get in there and try.

I know you're not familiar with the rules, yet - that will come soon enough. For now just enjoy yourself and try to learn. Watch the other skippers to see what they are doing differently from you. Also, if someone is approaching you and you don't know who has the right-of-way, simply avoid him until you learn the rules and know what to do.

Remember, you are not expected to do well the first time out. Next time we'll expect great things of you.

By the way, Bob, are you going to the barbecue tonight? Bring the family along and get acquainted with the group. I think you'll be impressed with the people you meet - they're all friendly and more than willing to offer advice and helpful hints.

Well, better get the boats rigged and attend the skipper's meeting. See you there, Bob. And, if you have any questions don't hesitate to ask me, or anyone. Good luck."





Here's an outstanding photo taken at the Outrigger Canoe Club in Hawaii by Merrill Sexton of New York.

# CARTOON CONTEST!

Here's an invitation to all would be "Al Capp's" to submit your Hobie Cat cartoons to "Hotlines" each month. A winning cartoon will be selected for publication in the "Hotline". The creator will receive a \$25.00 merchandise certificate for Hobie Cat accessories. Entries must be original art and a release must be submitted with each entry. Cartoons not used will be returned within 60 days. Winning entries will remain the property of Coast Catamaran.

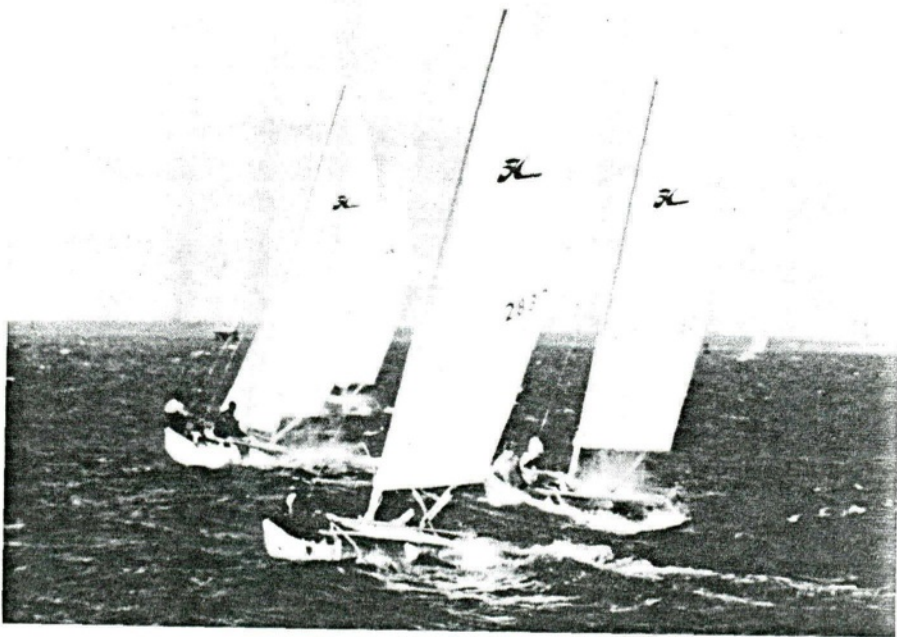


I submit the enclosed cartoon for the "Hotline" Cartoon Contest. If my entry qualifies as a winner I understand it will remain in the possession of Coast Catamaran. I thereby release this cartoon for the use by Coast Catamaran without further payment if it is determined a winner and I receive a \$25.00 merchandise certificate.

SIGNED \_\_\_\_\_ SAIL # \_\_\_\_\_ DATE \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_



Action at the Hobie Cat Midwinter East Regatta in Tampa, Florida, February 27-28.



**HOBIE CAT** CLASS ASSOCIATION

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