

HOBIE CAT **Hot Line**

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1971



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

But let's get on to a great start. This month's winner is on the cover. It was submitted by Robert, a member of Tallahassee, Florida. Thanks for an excellent cartoon, Robert. You may have your choice of \$25 worth of merchandise. The rest of you cartoonists - get those cartoons in. We need them occasionally.

PHOTO CONTEST

The entries for the Photo Contest are dropping off. This month there were so few entries we are holding them 'til next month to make it a real contest. Come on you camera bugs - we need some good photos for the "Hotline".

SKIPPER OF THE MONTH

This month we have selected a skipper from Florida to receive our top honor. Jim McCann from Orlando has been consistently in the winners circle in the Florida area since he started sailing Hobies over two years ago.

Jim's first love was flying. He learned to fly as a civilian and then joined the Air Force. One of his duties was to put on aerial demonstrations at air shows. After leaving the Air Force his enthusiasm for flying continued and he became active in experimental aircraft.

About six years ago Jim discovered sailing and his whole world changed. He read everything he could find about sailing and became active in a class of Y-Flyers (an 18 foot sloop-rigged scow). Each year he attended the Class Nationals and progressed from 8th to 3rd in four seasons. Then he discovered the Hobie Cat 14 and caught what's commonly called "Catamania". In 1969 and 1970 Jim compiled an impressive racing record in the Florida area. His 1971 record has been equally impressive on the Hobie Cat 16. Although his luck in the Nationals competition has been disappointing to him, he is a strong contender for honors at both Nationals this year.

Jim makes his living as a broker for Commodity Futures for Merrill Lynch for the state of Florida. As a sideline he is a Hobie Cat dealer for the Orlando area. It is interesting to note that Hobie and Jim have a personal race going whenever they race together. So far I think the record is two wins for Jim against three for Hobie.

Congratulations, Jim, for being selected "SKIPPER OF THE MONTH" for August.



TIRED OF SAILING? TRY SKIING. (Photo courtesy Lakeland Ski Shop, Lake Elsinore, Ca.)

BUT I DON'T LIKE TO PROTEST

"Hey John, how you doing. How'd the protest come out?"

"Oh--it came out OK Bill. They ruled in my favor after some careful deliberation."

"You know, sometimes the racing rules seem a bit harsh and cold-blooded. How come people get so up tight about minor rule infractions, anyway? We're all just out there to have fun in a competitive way."

"Usually it's the principle of the thing. Seldom is there serious damage from a port-starboard encounter nor has anyone been hurt if you nick a mark when you're rounding it. The whole thing boils down to two basic considerations: Has it hurt me and my position; and is it fair to the other skippers if I overlook this infraction or that one?"

"But what does it hurt if you simply overlook minor infractions, kind of a no harm-no foul attitude? Nobody's been hurt and everyone's happy."

"That's easy to say, Bill, but stop and think about it a minute. Let's say you are about to round a mark where you know there is a strong current. You plan ahead and go way out of your way to avoid drifting into it. Right behind you is a skipper who isn't planning ahead and in the process of rounding the mark he ticks it with his stern. Is it fair to you or other skippers who used up precious time and distance avoiding just that if the skipper who gambled and lost doesn't correct his mistake? How about the same type of situation on port-starboard meetings? Is it fair to the guy who has carefully sailed by the rules all race if some guy gambles and loses and is not reprimanded?"

"I'm beginning to see what you mean, John. I'd get pretty discouraged myself if I saw many people getting away with rules violations--especially when I usually do my 360's to clear myself if I infringe a rule."

"Exactly. Not only that but the class as a whole does not grow and mature if the rules are not administered. Rules are a part of yacht racing and without them we'd end up with a destruction derby. I personally feel that in the A-Fleet the rules should be closely adhered to, while a little leniency could be exercised in the B & C-Fleets. At any rate I think you can see that the 'no harm-no foul' attitude or the you-owe-me-one agreement are not necessarily fair or beneficial. Sure--everyone hates to be a bad guy, but you are cheating me and others if you don't protest and make the guy do his 360's if he is wrong."

MAINTENANCE TIP - RUDDERS THAT KICK UP (at the wrong time)

Have you ever been sailing along on a fast reach only to have your lee rudder kick up? Well, there are several things you can do to correct this situation.

First thing to do is tighten the adjusting screw (inside the lower rudder housing - see Photo 1) if you have an old boat and the nylon screw is stuck in place don't give up---there is still hope. Take the rudder assembly off the boat and turn it upside down so you can work on it easier. Take your large-headed screwdriver and drive it a little ways into the nylon screw. Pull the screwdriver out, turn it 90° and drive it in again so you have formed an "X". Leave the screwdriver in and try turning it, keeping a firm downward pressure. If you still can't budge it leave the screwdriver in and clamp a pair of vice-grips (or equivalent) on the shaft of the screwdriver and use it to help turn the screwdriver. (a little W.D.-40 should be squirted down the threads to help loosen the nylon screw). Once you get the screw moving tighten it until you think you have solved the problem.

If you have tightened the nylon screw as far as it will go and still have a problem with the rudders kicking up, there's still hope. You can simply add some sort of spacer to compress the spring more (a marble should work fine). If you place the spacer between the spring and the nylon screw you will have more spring tension when you tighten the nylon adjusting screw.

Be sure that you don't over-tighten the adjusting screw. If it is too tight you will constantly break rudder pins when you hit the beach hard. A little experimentation should indicate the proper tension.

REWARD

Bob Hatch has offered a \$100.00 reward to anyone who locates a Hobie Cat 14 recently stolen from him in Northern California. The boat is all tangerine with a yellow trampoline. The sail number was 2538 and the hull number (stamped on the forward hull post) was 2585. If you have any information concerning this boat, please contact Bob Hatch at (408) 354-6046.

HOBBIE CAT 16 NATIONAL CHAMPIONSHIPS

Well, going - it's official. The 14 Nationals are to be November 24 thru 28 at Apollo Beach, Tampa, Florida. Be sure to mark your calendar in red and plan to come down and join the fun.

Here are what our preliminary plans look like. A total of 69 skippers will pre-qualify in Regional Regattas across the country. The past National Champion will automatically be ceded to the fleet of qualifiers. We also have five openings to allow us to cede top skippers from other countries who wish to compete in this regatta. All this means that prior to the first day of racing 75 people will already have qualified.

The first day, November 24, will be the consolation race. All skippers not already qualified may sail in these three races to attempt to qualify for the Nationals. A total of 100 skippers will compete in the Nationals so there will be a minimum of 25 skippers qualified at the consolation race.

On Thanksgiving Day, November 25, the 100 boat National Fleet will be split into two fleets and will sail 3 or 4 races (depending on conditions - if 4 races are sailed, one will be thrown out). After each race the fleets will be redivided so that everyone sails against everyone else and one fleet won't be overloaded with super good sailors. At the conclusion of these races the scores will be tallied and the top 50 skippers placed in one fleet with the remaining 50 in another fleet. This fleet breakdown will exist throughout the National competition the rest of the week.

Starting Friday the "heavy" racing begins. We are planning races for at least three fleets - the two fleets of qualifiers plus at least one fleet of non-qualifiers. There will be a total of 8 races with one throw-out.

There will be plenty of activity for anyone who wishes to participate whether you qualify or not. All non-qualified skippers will be able to compete in races each day with the exception of Thursday when the National Fleet sail-off is taking place.

Boats will be made available to the first place qualifier from each division (if the 1st place qualifier is not the air fare winner, the air fare winner will also receive the use of a boat). Also, boats will be furnished to persons ceded to the Nationals Fleet. All remaining boats will be available to participants based on distance and position qualified. Use fee will be \$50/boat (excluding sail) plus any damage done to the boat. We will put these boats in top condition before the races. Boats are going to be scarce so we strongly recommend you plan to bring your own boat or arrange for a friend to bring it with him. You should be able to get three boats on a trailer easily by disassembling the third one. Don't forget that you can disassemble your boat and tie it on racks on top of your car if you don't wish to pull a trailer.

Facilities at Apollo Beach sound quite nice. Race headquarters will be set up in the Holiday Inn. We have arranged special rates at two bay side hotels - the Holiday Inn of Tampa-Apollo Beach and Bahia Beach Resort, a Quality Court Motel. Rates range from \$9 to \$15 per single, \$12 to \$18 per double with additional people \$3 per night at the Holiday Inn and \$2 per night at Bahia Beach (2 children under 12 free with parents). Details on camping facilities will be furnished later.

Please address any reservation inquiries to us as we have reserved large blocks of rooms at each resort. Full details will be publicized when they are worked out.

HOBBIE CAT 16 NATIONAL CHAMPIONSHIP REGATTA

The Hobbie Cat 16 Nationals have been scheduled for Coronado (south of San Diego). The unofficial dates are October 23, 24, 25. There is no pre-qualifying - all entrants will compete. Plans are to sail three races the first day with the fleet divided in two. The fleets will be mixed each race so everyone sails against each other at least once. At the end of the first days racing the scores will be tallied and the top fifty placed in the prime fleet, the remainder to sail in a secondary fleet. There will be plenty of activity for all participants.

Coronado was chosen because it offers a unique opportunity to sail in the ocean one day and the bay the next. There is plenty of beach and lots to do in San Diego if the family doesn't wish to stay on the beach all day.

For skippers who can't bring their boats with them, boats will be made available for a \$50 use fee. A check for \$50 should accompany your request for a boat. You must furnish your own sails and trapeze harnesses.

Details on lodging facilities will be provided in the next "Hotline". Questions may be directed to: Joe Neale at Pacific Southwest Marine (714) 224-2417, or Keith Fuller at Coast Catamaran (714) 493-4586.

STOLEN SAIL

Hobbie Cat 16 Sail Number 192, white jib, yellow panel in main, blue canvas type sail cover, the boom with it, was recently stolen from Florida. If you see this sail contact: Paul Weakley, 925 "A" West Oakwood Road, Orlando, Florida (305) 824-2222, Ext. 4401.

SAILING TIP - THE JIB-MAIN SLOT ON THE HOBBIE CAT 16

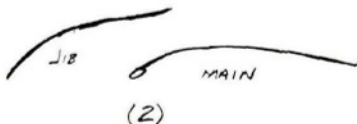
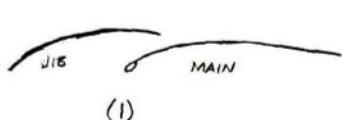
The slot formed between the leech (trailing edge) of the jib and the main is perhaps the most critical single consideration of sail trim on the 16. The proper slot is determined by proper jib trim - something that is very difficult to achieve.

The jib on a sloop serves two functions. First it provides additional driving force because more effective sail area is exposed to the wind. Second, the jib slot forms a venturi which accelerates the air over the lee side of the mainsail. This accelerated air movement creates greater driving forces which result in greater speed.

However, if the jib is not set properly the desired slot effect will not be achieved. If the slot is open too far the venturi will be lost - if it is pinched off by the leech (trailing edge) the main will be backwinded and much efficiency lost. On the Hobbie Cat 16 two things interact to establish an efficient slot - the position of the jib traveler and the jib sheet tension.



The above diagram shows a good slot. Notice how the jib leech is almost parallel to the main - just a slight narrowing to create the desired venturi.



These diagrams show a poor slot. Diagram 1 shows an overhooking jib leech. This pinches off the slot and backwinds the main. This is usually the result of oversheeting (too much tension on the jib sheet). Diagram 2 shows a jib which has been sheeted too loose. The leech falls off opening the slot too far thus reducing the venturi effect. You can see in this diagram how the leech is sagging off part of the way up.

The position of the jib traveler is dictated by the relative wind (i.e., the point of sail you are on). When you're close-hauled the traveler should be inboard - somewhere between all the way in and 4" from the end, depending on the cut and set of your particular jib and how you have the battens installed in the jib. On a close reach the jib traveler should be somewhere near the center of the track. On a beam reach it should be all the way out. As you sail further off the wind the venturi effect of the slot is lost and the main consideration becomes keeping both sails full.

How do you tell when your slot is good when you're sailing along sitting on the weather side of the boat? That comes with experience. You might try laying on the lee side in light air (or have a couple of heavyweights on the weather side in strong wind) and watch the slot as you tighten and ease the jib sheet. Take note of the position of the foot of the jib and the general feel of the sheet. With a little experience and practice you can develop a sensitive feel for sheeting the jib.

SAFETY NOTE

I have been sailing for many years and know better but I recently pulled off a series of safety blunders that might be worth noting for the safety of others.

I put together a new Hobbie 16 and in the interest of taking advantage of a beautiful sailing day and my daughter's vacation from college, I eagerly called her. We jumped aboard and took off. It was a great adventure. As we neared the end of our sail, I was in the trapeze with my daughter at the helm speeding along on a reach with a 15 knot breeze. She dug in the lee bow, we decelerated rapidly, and I swung forward. She didn't release the main sheet quickly (as, of course, she should have) and her light weight alone wasn't enough to hold us down, so over we went. We were fine and there appeared to be no problem.

However, I discovered to my chagrin that in our haste to go sailing we had failed to put life jackets aboard. That didn't appear to be a serious problem as we are both good swimmers. As we were getting set to right the boat, my daughter noticed that our paddle was floating away and I stupidly agreed that she should go get it. She did so but soon realized that she couldn't get back to the Hobbie. The large trampoline was acting as a sail and the boat was sailing away faster than she could swim. I had never righted a 16 and didn't think I could do it alone. With my daughter becoming frightened, I dove in to be with her for reassurance. Luckily, we were picked up 15 minutes later by a motor boat that was attracted by our overturned Hobbie and safely returned to the Hobbie.

The safety violations are clear: Always check to make sure you have life jackets. Never leave an overturned boat. I had always thought that meant leaving the boat and swimming ashore but in many situations it means never leaving the boat at all.

EDITORS NOTE: This was submitted by a skipper who wishes to remain anonymous. Thanks for the article - I hope others heed the warning.

DATE	EVENT	DIV.	PLACE	SPONSOR
**Sept. 5	Miami Hobie Cat Regatta	7	Miami, Fla.	Performance Marine Contact: Don Grisham at (305) 274-8848
**4, 5	Norfolk Yacht & Country Club Regatta	6	Norfolk, Va.	Peninsula Sailing Center Contact: (703) 642-4621
5, 6	Labor Day Hobie Cat Regatta	7	Ft. Pierce, Fla.	Intercoastal Sailing Club & Earl H. Crittendon Contact: (305) 461-7940
**6, 7	Lake Wallenpaupack Regatta	6	Poconos, Pa.	Lake Wallenpaupack Yacht Club Contact: Joe Dolgos at (717) 226-4534
**4, 5, 6	Division 7 Regional Qualifying Regatta	7	Hilton Head, S.C.	Sea Pines Corp. & Fleet 22 Contact: John Baker at (912) 236-5741
**4, 5, 6	Canadian Multihull Regatta	5	Hamilton, Ontario, Canada	Royal Hamilton Yacht Club Contact: John Schuch at (313) 792-2042
**11	Division 8 Regional Champion- ship Regatta	8	Free Port, Bahamas	Gill Chambers Tag Ginza, PO Box F-2510 Free Port, Bahamas
**11, 12	Division 6 Regional Qualifying Regatta	6	Shore Acres, New Jersey	Shore Acres Yacht Club Contact: Lou Lin e at (201) 477-2695
**11, 12	Ocean Shores Regional Hobie Cat Regatta	3	Ocean Shores, Wa.	Catala Sails, Ltd. 1501 Riverside Avenue Hoquiam, Washington
**11, 12	Northern California Hobie Cat Championships & Regional Qualifying Regatta	2A	McNears Beach, Ca.	Barbary Coast & Coast Catamaran Contact: Keoni Warinner at (415) 457-9772
**11, 12	Big Bear Lake Hobie Cat Regatta	2A	<u>CANCELLED</u>	
**18	La Mariana Yacht Club Regatta	1	La Mariana, Hawaii	La Mariana Yacht Club Contact: Jeff Faulkner at (808) 839-9446
**19	Miami Hobie Cat Regatta	7	Miami, Florida	Performance Marine Contact: Don Grisham at (305) 274-8848
19	Maryland Fall Series	6	Annapolis, Md.	Hobie Cat Sales Contact: Robert Mairs at (301) 248-2984
18, 19	2nd Annual Indian Summer Hobie Cat Regatta	2A	Santa Cruz, Ca.	O'Neill's Yacht Center Contact: (408) 475-7500
**18, 19	Outer Banks Sailing Association Hobie Cat Regatta	7	Manteo, North Carolina	Outer Banks Sailing Association Contact: One-Design Sail- boats at (703) 425-9515
**18, 19	Division 6 Regional Qualifying Regatta	6	Hyanis, Cape Cod, Massachusetts	Goodhue Enterprises Contact: (617) 537-0991
**18, 19	Southern California Hobie Cat Championship Regatta	2	Vail Lake, Ca.	Coast Catamaran Corp. Contact: Keith Fuller at (714) 493-4586
**26	Kailua Hobie Cat Regatta	1	Kailua, Hawaii	Fleet 6 Contact: Jeff Faulkner at (808) 839-9446
26	Maryland Fall Series	6	Annapolis, Md.	Hobie Cat Sales Contact: (301) 248-2984
**25, 26	Off The Beach Regatta	6	Pt. Pleasant, N.J.	Surf Sailing Contact: George Francis at (201) 899-3589

DIVISION 7 ACTIVITIES

- Sept. 5 Miami Hobie Cat Regatta Miami, Florida
Sponsor - Performance Marine
- Location: South side Rickenbacker Causeway just beyond first bridge after toll gate. If you pass the drawbridge, you've gone too far.
- Schedule: Sunday: Skipper's Meeting - 12:30 PM
First Race - 1:00 PM, 4 races time permitting
- For Further Information: Contact Don Grisham, Performance Marine, 5440 S.W. 82nd Avenue, Miami, Florida 33155 (305) 274-8848.
- Sept. 5, 6 Labor Day Hobie Cat Regatta Ft. Pierce, Florida
Sponsor - Intercoastal Sailing Center
- No information available for printing.
- For information contact Earl H. Crittenden (305) 461-7940.
- Sept. 4, 5, 6 Division 7 Regional Qualifying Regatta Hilton Head, South Carolina
Sponsor - Sea Pines Corp. & Fleet 22
- No information available for printing.
- For information contact John Baker, Baker Yachts, P.O. Box 1165, Savannah, Georgia 31402 (912) 236-5741.
- Sept. 19 Miami Hobie Cat Regatta Miami, Florida
- See September 5 for details.
- Sept. 18, 19 Outer Banks Sailing Association Hobie Cat Regatta Manteo, North Carolina
Sponsor - Outer Banks Sailing Association
- Location: Manteo, Nags Head, North Carolina
- Schedule: Saturday: Skipper's Meeting - 10:00 AM, two or three races
Sunday: Two or three races.
- Accommodations: Great camping available.
- For Further Information: Contact One-Design Sailboats, 610 Norfolk Avenue, Virginia Beach, Virginia 23451 (703) 425-9515.

REGATTA RESULTS

1971 FLORIDA STATE CHAMPIONSHIP, August 15, Sponsored by Orlando Hobie Fleet 11 & Orlando Yacht Club

Forty-eight boats competed in the 1971 Florida State Hobie Cat Championships. The races were held August 15th at Sanford, Florida on beautiful Lake Monroe, and was co-sponsored by Orlando Hobie Fleet 11, and the Orlando Yacht Club. A variety of wind conditions gradually changing in a range between 5 and 20 knots provided a challenge to both light and heavy air sailors. A modified gold cup course was used. In the twenty-two boat Hobie 14 fleet it was a toss up after two races with Francis Kalinouski of Orlando and Randy Miller of Tampa, each having a 1st and 2nd place. Kal came through with another 1st to cinch the title of the final race with 3 1/2 points, while Randy dropped back to 6th for an overall 2nd place with 3 3/4 points. Young David Rogers, Jr. of Cocoa Beach took 3rd overall with a 4-7-2 series and 13 points.

Jim McCann of Orlando had a tough time keeping ahead in the 26 boat Hobie 16 Fleet to defend his two previous state championship titles. In the first race Jim edged out Allyn Stevens, also from Orlando, for first. John Steverding of Miami took the honors in the second race by inches with Jim second and Allyn third.

The last race saw John Steverding far in the lead during the first lap with Allyn Stevens in the middle of the fleet and Jim McCann dead last after a very poor start. On the last windward leg Scott Medlock of Orlando edged into the lead to take 1st. John with a 7-1-2 series would take home the marbles if Jim finished 7th or worse, and Stevens needed a 4th to take it. Somehow McCann got past Stevens (and most of the other boats) to finish fourth, with Allyn close behind with a fifth. Thus the final tally was Jim McCann - 6 3/4 points, John Steverding - 9 3/4 and Allyn Stevens - 10 points.

HOBIE CAT 16

POSITION	NAME	CITY	SAIL #	1	2	3	TOTAL POINTS
1	Jim McCann	Orlando	689	1	2	4	6 3/4
2	John Steverding	Miami	1092	7	1	2	9 3/4
3	Allyn Stevens	Orlando	642	2	3	5	10
4	Burr Rubey	Mialeah	1011	11	4	3	18
5	Chris Christensen	Ft. Lauderdale	17	3	10	7	20
6	Paul Weakley	Orlando	192	5	6	9	20
7	Don Grisham	Miami	1284	8	8	6	22
8	Loyd Kiernan	Tavares	143	4	9	11	24
9	Dr. Wm. Bock	St. Petersburg	1015	16	5	10	31
10	Breck Johnson	Umatilla	446	6	12	15	33
11	Tom Shaw	Orlando	41	14	11	12	37
12	Scott Medlock	Orlando	647	DNS	13	1	39 3/4
13	Dave Rogers, Sr.	Cocoa Beach	35	DNS	7	8	41
14	John Young	Winter Park	224	12	16	13	41
15	Harry Lidkea	Satellite Beach	226	10	18	14	42
16	George Patterson	Orlando	138	13	15	DNS	54
17	Joe Thiaville	Orlando	627	21	20	16	57
18	Roddy Reed	St. Petersburg	1080	20	14	DNS	60
19	Daphne Kencheff	Naples	869	15	19	DNS	60
20	Wade Garner	Ft. Myers	102	9	DNS	DNS	61
21	Jim Smathers	Mt. Dora	635	23	17	DNS	66
22	Dick Rogers	Orlando	182	17	DNS	DNS	69
23	Sam Westbrook	Orlando	16	18	DNS	DNS	70
24	John Holmes, Jr.	Atlantic Beach	1018	19	DNS	DNS	71
25	Spike Chapman	Jacksonville	195	22	DNS	DNS	74
26	Marty Scheveling	Mt. Dora	705	DNS	DNS	DNS	78

HOBIE CAT 14

1	Francis Kalinowski	Orlando	2822	1	2	1	3 1/2
2	Randy Miller	Tampa	4087	2	1	6	8 3/4
3	Davie Rogers, Jr.	Cocoa Beach	35	4	7	2	13
4	John Duke	Orlando	3526	9	5	5	19
5	Ken Keene	Largo	4935	3	10	10	23
6	George Ewell	Belleair Beach	4774	8	13	3	24
7	John Hogg	Miami	3063	13	8	4	25
8	Charles Hayward	St. Petersburg	5001	7	11	7	25
9	Leonard Sacks	Miami	3061	12	4	11	27
10	Marilyn Swan	Cocoa Beach	4550	14	3	13	30
11	Gaulden Reed	Daytona Beach	4402	18	6	9	33
12	Harry Stapor	Melbourne	3839	5	18	14	37
13	Nick Miller	Largo	723	11	12	15	38
14	Richard Woehle	Indian Harbour	3004	17	9	16	42
15	Dr. Chester Smith	Naples	1548	10	16	18	44
16	Mac Crowell	Jupiter Inlet	792	6	17	DNS	45
17	John Pugsley	Casselberry	851	16	20	12	48
18	Roth Neller	Clearwater Bch.	215	19	21	8	48
19	James Simmonds	Miami	842	15	16	DNS	53
20	Harrison Noble	Largo	1550	21	14	19	54
21	Randy Besley	Miami	3843	20	19	17	56
22	John Hull	Orlando	892	DNS	DNS	DNS	66

DATE	EVENT	DIV.	PLACE	SPONSOR
Oct. 3	Maryland Fall Series	6	Annapolis, Md.	Hobie Cat Sales Contact: (301) 248-2984
**3	Miami Hobie Cat Regatta	7	Miami, Florida	Performance Marine Contact: Don Grisham at (305) 274-8848
**3	2nd Annual Fall Series	7	Lake Lanier, Ga.	High Hull Sailing Club Contact: Phil Vrooman at (404) 525-4109
**3	Metedeconk River Yacht Club Fall Series	6	Metedeconk, N.J.	Metedeconk River Yacht Club Contact: George Francis at (201) 899-3589
**2, 3	Ware River Yacht Club Regatta	6	Ware Neck, Va.	Ware River Yacht Club Contact: Peninsula Sailing Center at (703) 723-2026
2, 3	2nd Annual Sea Gunn Hobie Regatta	4	Rockport, Texas	James W. Langham Contact: (512) 729-2851
**2, 3	Florida Multihull 5th Annual Regatta	7	Cocoa, Florida	Florida Multihulls Contact: Joan Gregory at (305) 783-4368
**2, 3	Lake Isabella Hobie Cat Regatta	2	Lake Isabella, Ca.	Kern Sailboat Sales Contact: Keith Fuller at (714) 493-4586
**10	Metedeconk River Yacht Club Fall Series	6	Metedeconk, N.J.	Metedeconk River Yacht Club Contact: George Francis at (201) 899-3589
**9, 10	Connecticut State Championships	6	Candlewood Lake, Broomfield, Ct.	Milford Harbor Marina Contact: Skip Snyder at (203) 775-1204
9, 10	Clear Lake Hobie Cat Regatta	4	Clear Lake, Texas	Southwestern Catamarans Contact: (713) 644-9287
17	Maryland Fall Series	6	Annapolis, Md.	Hobie Cat Sales Contact: (301) 248-2984
**17	Miami Hobie Cat Regatta	7	Miami, Florida	Performance Marine Contact: Don Grisham at (305) 274-8848
**17	Metedeconk River Yacht Club Fall Series	6	Metedeconk, N.J.	Metedeconk River Yacht Club Contact: George Francis at (201) 899-3589
24	Maryland Fall Series	6	Annapolis, Md.	Hobie Cat Sales Contact: (301) 248-2984
**23, 24, 25	HOBBIE CAT 16 NATIONAL CHAMP- IONSHIPS	2	Coronado, Ca.	Coast Catamaran Corp. Contact: Keith Fuller at (714) 493-4586

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

ON THE INTERNATIONAL SCENE. . .

Japan has held its first Hobie Cat Regatta. It took place on August 8 at Kuruna Beach and had twelve enthusiastic competitors. They are planning more regattas this year to culminate in a National Championship later this season. The Hobie Cat manufacturer in Japan plans to send their National Champion over here to compete in our National Championship Regatta. Looks like we'll have to plan for an International Championship next year if activity on the international scene continues to increase.

NOTICE

DO NOT right the Hobie Cat 16 by securing the righting line to the shroud anchor pin or shroud adjusters. You will impart a bad stress on the hull. We suggest that you tie your righting line to the forward post.

Installation of ANY non-standard through hull fitting automatically VOIDS any warranty on either Hobie Cat 14 or 16 hulls.

If you tie your Hobie Cat up to a dock be sure that it is well protected from banging on the dock. A constant banging against a dock can fatigue the glue seam and weaken it. Hulls which show evidence of such wear will NOT be warrantied if the glue seam fails.

RULES (32, 34, 35, 41)

Answer to problems from July "Hotline"

- 1) "A" has an overlap on both "B" and "C" and therefore, has the right-of-way as leeward boat.
- 2) "A" has right-of-way over both "B" and "C" because she is on starboard. "B" has the right-of-way over "C" because she is leeward yacht and has an overlap on "C".
- 3) "B" is right-of-way yacht because she is clear ahead. Should "B" turn downwind so that "A" establishes an overlap the right-of-way would shift to "A" as leeward overlapping yacht.
- 4) This is the typical barging situation. "A" has right-of-way and is not obliged to give "B" room at the starting mark. If "B" tries to force her way in she can be protested for barging.

This month we will cover several simple and basic rules---Rule 32 - avoiding collisions; Rule 34 - limitations on the right-of-way yacht to alter course; Rule 35 - hailing; and Rule 41 - tacking or jibing.

Let's look at Rule 41 first since it's the most complicated. Rule 41.1 says "A yacht which is either tacking or jibing shall keep clear of a yacht on a tack". The pertinent NAYRU definitions are as follows:

Tacking - "A yacht is tacking from the moment she is beyond head to wind until she has borne away, if beating to windward, to a close-hauled course; if not beating to windward, to a course on which her mainsail has filled."

Jibing - "A yacht begins to jibe at the moment when, with the wind aft, the foot of her mainsail crosses her center line and completes the jibe when the mainsail has filled on the other tack."

The definition of tacking is important because it holds certain important ambiguous conditions. First note that a tack does not begin until the moment the boat is beyond head to wind. The act of heading up from the course you are sailing to a luff, while necessary to execute a tack, is not a part of the tacking maneuver by definition, but comes under the term "luffing" (which will be covered at a later date). Perhaps the most overlooked part of the definition is the part that says if the boat is beating to windward the tack is completed as soon as the boat has reached a close-hauled course. That means the tack is completed as soon as the close-hauled heading is reached - regardless of the movement of the boat or the position of the sail. Even though you are just sitting in the water about to sheet in you have already completed your tack IF you are HEADING on a close-hauled course.

Rule 41.1 is pretty self-explanatory - it means you can't tack or jibe in front of another boat so that the other boat has to alter course or speed to avoid hitting you while you are tacking. Once your tack is completed the standard rules apply. However, there is one condition stated in Rule 41.2 which should be mentioned at this time. Rule 41.2 says "A yacht shall neither tack nor jibe into a position which will give her right-of-way unless she does so far enough from a yacht on a tack to enable this yacht to keep clear without having to begin to alter course until after the tack or jibe has been completed".

There are two important parts of Rule 41.2. The first is the idea that a boat can't tack into a right-of-way position where another boat can't keep clear. The second part is the statement that the yacht not tacking or jibing must begin to alter course immediately upon the completion of the tack or jibe if the new tack gives the tacking or jibing yacht the right-of-way.

That all sounds well and good but what happens if you tack onto starboard in front of someone who is on port and the port tack boat fails to keep clear? You claim there was ample opportunity to keep clear and he claims there wasn't. Who does the Protest Committee believe? Rule 41.3 states "A yacht which tacks or jibes has the onus of satisfying the Race Committee that she completed her tack or jibe in accordance with Rule 41.2". That means the Protest Committee will believe the other guy unless you can definitely prove he failed to begin to alter course as soon as your tack was completed. Witnesses help in situations like this. Always keep in mind that the tacking or jibing boat must prove that there was enough time and room for the boat on a tack to keep clear.

The last part of Rule 41 is quite simple. "When two yachts are both tacking or both jibing at the same time, the one on the other's port shall keep clear." This can be stated simply "when you're right, you're right", meaning if you and another boat are both tacking or jibing, the one on the right has the right-of-way during the maneuver.

Enough of Rule 41! Let's move on to 32 - Avoiding Collisions - "A right-of-way yacht which makes no attempt to avoid a collision resulting in serious damage may be disqualified as well as the other yacht". This rule is designed to discourage right-of-way boats from disabling the other boat and getting off scott free. Remember to always take steps to avoid damaging collisions - you should alter course and protest if the burdened boat does not fulfill her obligation to keep clear. In a protest the burden of proof would be on the right-of-way yacht to satisfy the Committee that she attempted to avoid a collision.

Rule 34 - limitations on the right-of-way yacht to alter course.

When one yacht is required to keep clear of another, the right-of-way yacht shall not (except to the extent permitted by Rule 38.1, right-of-way yacht luffing after starting) so alter course as to prevent the other yacht from keeping clear; or to obstruct her while so doing." This rule is written to prevent the right-of-way yacht from forcing the other boat to foul her. Note that it is not necessary for a collision to occur for this rule to be violated - any alteration of course which makes it more difficult for the burdened boat to keep clear than it was before the alteration of course may be considered as an infringement of Rule 34. This rule means that in a port-starboard situation the starboard boat can't follow a wind shift up if it means the port tack boat can no longer keep clear. In protests involving this rule the onus of proof is on the protesting boat to prove that the right-of-way yacht did alter course in an attempt to obstruct the burdened boat. This can be quite difficult to prove - it is usually a good idea to have a witness to help prove your case.

Rule 35 - hailing.

"A right-of-way yacht, except when luffing under Rule 38.1, luffing after starting, should hail before or when making an alteration of course which may not be foreseen by the other yacht or when claiming the establishment or termination of an overlap at a mark or obstruction."

Note that the word "should" when used in the racing rules is said to be advisory and not mandatory where the word "shall" is meant to be a mandatory. However, don't be fooled by the word "should" in this rule - many a skipper of a right-of-way yacht has been disqualified also for not hailing in a questionable situation. All the rules books strongly advise hailing in close situations if for no other reason than to be sure the other boat is aware of your presence and the fact that you are right-of-way boat. Many times it is a good idea to notify another skipper if you are going to tack or jibe into a situation where you suddenly obtain right-of-way and the other yacht will have to avoid you.

These rules may sound confusing at first, but a little thought will clear them up quite a bit. If some of the terms are unfamiliar to you, definitions can be found in recent issues of the "Hotline". If any of you wish to delve further into the rules then what we've covered here we recommend the following books:

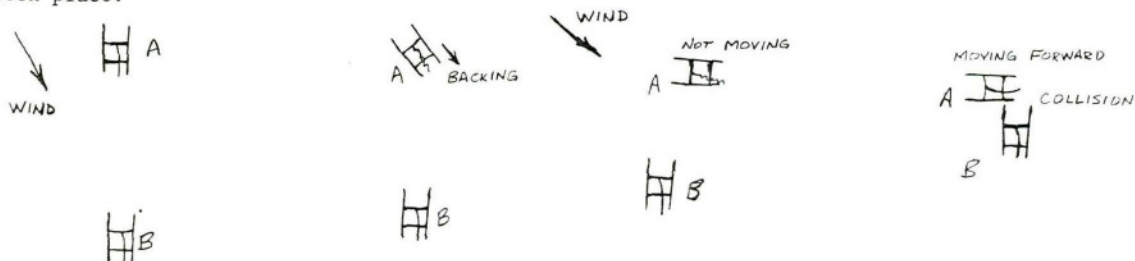
Sailboat Racing Rules by Thomas J. McDermott (\$6.95); published by Quadrangle Books, Inc., Chicago, Illinois.

The New Yacht Racing Rules by Robert N. Bavier, Jr. (\$5.95); published by W. W. Norton & Co., Inc., New York.

Elvstrom Explains the Yacht Racing Rules by Paul Elvstrom (\$3.95); published by John de Graff, Inc., New York.

PROBLEMS

1) Two Hobie Cat 14s are beating to weather on a port tack. Boat "A" is approximately 5 boat lengths ahead and slightly to weather of boat "B". "A" tacks but is slow in coming about (can't be the boat - must be the skipper). "B" is not paying attention and collides with "A" just as "A" is sheeting in to sail off. At the Protest Committee it was determined that the following sequence took place:



No hail was made and no attempt was made to keep clear by either boat. Who violated which rules and who should be disqualified?

STOLEN BOAT

Another Hobie Cat 14 has been stolen. This one was all regatta blue - hull number 1484. It was on a modified Gator trailer with an expired Virginia license. There was no sail, boom or running rigging with the boat so it is quite incomplete. If you see this boat please contact Rob Mairs (301) 248-2984, or Keith Fuller (714) 493-4586.

WHO'S WHO IN THE ZOO

Hobie recently suggested that some of the personalities at Coast Catamaran be introduced to the skippers through the "Hotline". Consequently, we elected to start a new column and feature one personality each month. In this way each of you can become better acquainted with us and the company.

It is only fitting that we initiate the column with the best-known personality at Coast Catamaran - Hobie Alter. Hobie designed and developed our beloved toys. He also initiated a unique racing program for Hobie Cat owners - a program which included several revolutionary ideas. Hobie was the first sailboat manufacturer to not only offer a neat new product but also provide a way to enjoy it once you have purchased it.

But you all know that. Let's go into the past a little and see what our hero did before he discovered sailing.

Hobie was a surfer back in the mid 1950s. During this time he discovered he had a knack for working with his hands so he started designing and making surfboards. His curiosity led him in search of better material for boards. Consequently, he developed the first foam surfboard and radically changed the whole surfboard industry. He rapidly became the world's largest manufacturer of surfboards, a distinction which he maintained for many years.

Hobie's interest turned from the water to snow skiing and motorcycle riding. He became quite skilled at both, especially desert cycle riding in which he frequently competed.

But, then Hobie discovered sailing. For years he had hung around a beach commonly called "Poche" - a house and vacant lot on the beach belonging to Wayne Schafer. For many years a group gathered here each summer to surf and play with their water toys. Among these toys were a couple of sailing outriggers which were periodically used to sail out through the surf when the wind was good. It was also about this time that Phil Edwards, a world famous surfer and catamaran enthusiast, went to work for Hobie shaping boards.

Hobie caught the bug. His first boat was a used Pacific Catamaran. He kept it moored offshore in front of his Laguna Beach home, and would sail in evenings after work. The whole family (wife and 3 kids) would paddle out on rubber rafts, sail for awhile, and then paddle back in. All this was fun but awkward. Wouldn't it be nice if there was a small cat that could be easily used off the beach. The rest of the story is history - how Hobie developed the Hobie Cat.

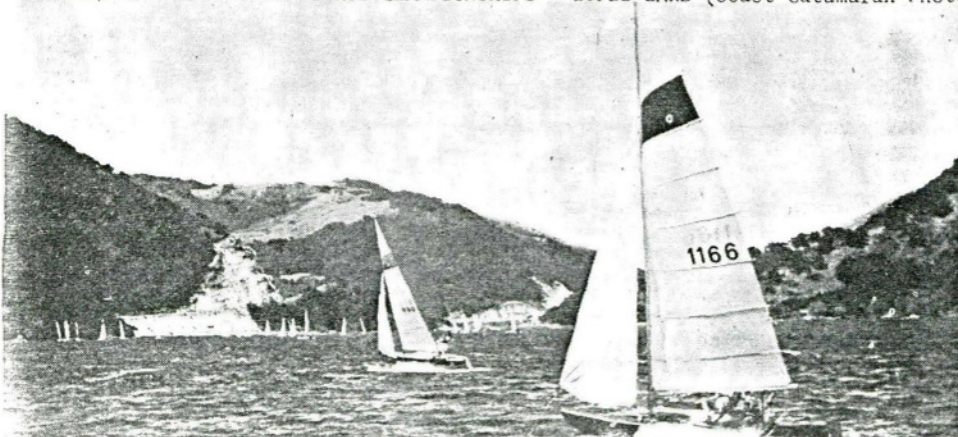
What about Hobie today - what's he doing with all his time? Many people don't think he exists because he never answers his mail and can't be found anywhere.

Well, Hobie is frantically working on a new boat. We locked him up in our research building and hid the key. Once in a while someone goes down and shoves him peanuts and messages under the door, but that's the limit of his contact with the outside world. He doesn't get let out until our new boat is done - hope he can last that long.

Seriously - Hobie is spending all his time working on a new 13 foot tunnel-hulled catamaran. The new boat has a kick-up rudder and retractable centerboard and will be rightable by kids weighing as little as 60 pounds. He currently is sailing his fourth prototype and feels he is close to the desired product. Soon we will release pictures of the new boat and all the pertinent information.

Throughout his career Hobie has maintained an unusual easy-going attitude - yet he is very concerned about product quality and customer satisfaction. Hobie has a very casual atmosphere about him - he always dresses quite casual (T-shirt and tennis shoes) and is easy to talk to. He is one of the rare people whom success has not spoiled.

ACTION AT CALIFORNIA STATE CHAMPIONSHIPS - LOPEZ LAKE (Coast Catamaran Photo)



Currently there is a move afoot in California and other states to require all boat operators to obtain an operators license or permit before they're allowed to operate a boat on the water. There is much opposition to this idea and it is doubtful that it will come about in the near future, but that's neither here nor there---the important consideration is why such a move was initiated in the first place.

From time immemorial recreational boating has been practically un-restricted save rules of the road and miscellaneous vessel registration regulations. However, in recent years the number of pleasure boats has zoomed and the problem situations have increased even faster. Today we have more boats on the water and even more people who are ignorant to the ways of the sea and boats and boaters.

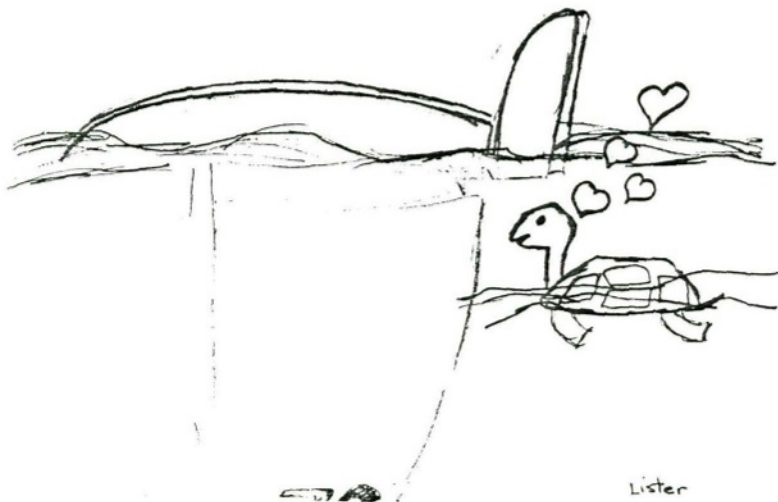
We as catamaran sailors are in a unique position. The law gives us the right-of-way over power boats in most situations, but we are not like the rest of the sailboats---we are capable of astounding speed which can be quite deceiving to boats around us. This speed and the thrills of hull-flying can be somewhat intoxicating to new skippers, encouraging them to do things they normally wouldn't do to have fun and show others how much fun the Hobie Cat is. I remember when I first got my boat how exciting it was to fly a hull in the harbor and watch the peoples eyes. However, recently there have been several unnecessary collisions between Hobies and other boats and a growing reputation of arrogance and flagrant ignorance of the rules of the road. In Mission Bay (San Diego) there have been at least four damaging collisions in the last two months - all involving simple port-starboard situations with the Hobies at fault. Needless to say, the other boaters in the Mission Bay area are down on Hobie Cats and probably will be for some time.

Perhaps this situation could have been avoided had the skippers involved been more aware of the basic sailing rules and exercised more caution and consideration around other boats. It's hard to say. Hopefully, we can avoid a reoccurrence of this type of situation by observing a few basic rules.

- 1) Familiarize yourself with the basic rules of the road before sailing in crowded areas.
- 2) Don't force other boats to get out of your way just because you have the right-of-way---if you can easily avoid the other guy go ahead and do so.
- 3) In congested areas observe posted speed limits as well as possible.
- 4) Avoid high speeds and hull-flying around a lot of other boats. It is very difficult to see under the sail when flying a hull. Consequently, anything coming at you may not be visible and the resulting collision may be your fault.
- 5) Above all else exercise good judgment and common courtesy on the water. Treat the other guy like you want to be treated and you will prevent a lot of problems.

Let's try to practice safe boating and show others that we're not a bunch of show-offs---we are serious sailors who thoroughly enjoy Hobie Catting.

Keith Fuller



Here's a cute cartoon submitted by Susan Lister of Metedeconk, New Jersey.