

# **JOHNSON CAT** **Hot-Line**



Volume 2, Number 4

Subscription \$2.50 Per Year

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35c Per Copy

May, 1973

## ***Le Club International Regatta and Calcutta***





# Notice to Hot Line Subscribers

The editors of the Hot Line have been exploring ways to make your HobieCat Class Association newsletter a more viable, interesting and informative publication. The staff has been expanded to facilitate this move, however the only real limit to our planned expansion is funds. In a recent issue we asked for comment on the possibility of including paid advertising in the Hot Line. To date the response has been affirmative.

We feel that the Hot Line can be of a better service to subscribing skippers and crews by offering to accept advertising of items that can make Hobie sailing and racing safer, more efficient and enjoyable, at the same time putting buyers living in areas of the country and overseas in touch with the manufacturers and distributors of hardware and items not available to them through regular channels.

In further consideration of the role the Hot Line fills, in serving the needs and information sources for Hobie Skippers. We have found that the request for features and informative articles far exceeded the space in our old size publication so we have had to expand both in size and number of pages to meet this. The size of the mailing list has forced us to go to computer to insure the delivery of the Hot Line to all subscribers.

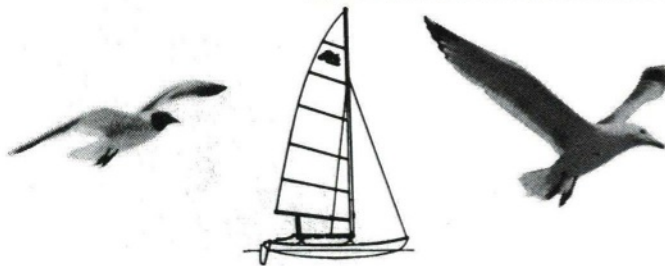
Combine this with increased postage and productions costs and you have the basis for a growing problem. In addition, we are receiving many requests for copies of our Hot Line from non-boat owning individuals who want to know what the whole Hobie thing is all about. As the Hobie Cat Class Association is the largest and most active one design sailing group of

it's kind, many see it as the leader in the class association field and are curious to know what goes on at a Hobie regatta or just what is the Hobie life style that they have heard so much about. The best way to find out short of being there is to read the Hot Line.

Here to fore the Hot Line has been available exclusively to Hobie owners, but in giving consideration to the many requests that are coming in for copies of the Hot line and combining this with the need for additional funds to bolster the production, mailing and computer list maintenance, the decision was made to accept paid advertising and make the Hot Line available to any non-boat owner who wanted it for a subscription price of \$2.50 per year or 35c per copy starting with the May issue.

Hobie 16 skippers may now give a subscription to that faithful, long suffering, diaper wearing crew member instead of sharing his personal copy. Or maybe you have a friend of relative that you would like to have share the excitement of Hobie happenings with. Fill out the following subscription blanks for a one-year subscription. Remember, the Hot Line is and always will be free of charge to Hobie Cat Owners. Just send your name, sail number and the size of your boat on the blank to Coast Catamaran and you will be put on the mailing list and receive your expanded Hot Line free of charge. (subscription blank on Page 16)

The Editor 



## Advertisement



### What's your bid for this Hobie Cat Skipper?

Certainly Not a Beverly Hillbilly when it comes to Catamaran Blue Water racing. Buddy Ebsen might be a bargain at any price when the Calcutta Bidding starts.

To find out what Hobie and 12 top skippers are worth, you will have to be present at the Le Club International, Ft. Lauderdale, Florida, Friday May 11, Dinner and Calcutta.

### The Hobie Cats Have Done It Again



A multitude of history making Hobie activities will take place at the Fleet 44/Gulf Stream Sailing Club, Hobie Cat Championships, May 11-13, climaxed by the first Ocean Crossing Race of 60 miles of Blue Water from Cat Cay to Ft. Lauderdale, by 12 Top Hobie 16' Skippers and Hobie Himself.

### All Hobie Owners Are Invited

Join in the fun, "Buy a Piece", of Hobie or any one of the top 11 competitors at the Calcutta and participate in the Regular Hobie 14-16 Regatta; A and B Fleet May 12-13 across the bay from Schraffts Inn Ft. Lauderdale.

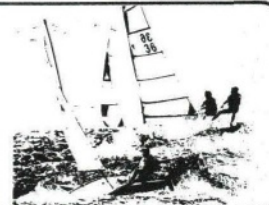
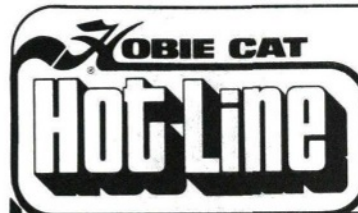
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**Tom Wickenhauser Port Tack Sail Boats**

**(305) 523-0888**

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**Le Club International (305) 563-5733**



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ing and Assembly Manual. Page 6 and 17,  
Yacht Racing Magazine.



# Le Club International

## Slates Ocean Crossing Regatta and Charity Calcutta

With Buddy Ebsen Co-host and Competitor

The First Annual Le Club International Invitational Hobie Cat Championship Regatta. Cat Cay in the Bahamas to Ft. Lauderdale, Florida and Charity Calcutta.

May 10 and 13 is the date set for the festivities for the first Hobie Cat 16 Ocean Crossing Regatta sponsored by the exclusive Le Club International Ft. Lauderdale, Florida, Coast Catamaran. Hobie Class Association Fleet No. 44, Gulf Stream Sailing Club, Port Track Sailboats.

Much planning has gone into this affair and at this time this regatta promises to be one of the highlights of the Fort Lauderdale winter season. The championship is a four day fund raising Calcutta in conjunction with a Gulf Stream Sailing Club Regatta, with all proceeds being donated to the US International Sailing Association, specifically to the Olympic Multi-hill Sailing Fund.

The climax to the invitational event will be an international race by Buddy Ebsen, Hobie Alter and eleven top Hobie Cat skippers and experienced crews of more than sixty miles from Cat Cay, Bahamas to Ft. Lauderdale using new Hobie 16's furnished by Coast Catamaran. This is the first ocean crossing via Hobie Cats, limited to the 13 unexcelled Hobie skippers chosen by Le Club International from all the Hobie 16 skippers from throughout the U.S. and Caribbean and Hawaii.

Skippers selected for participation in the event by Le Club International were picked for their extensive heavy water Hobie 16 sailing experience and record of wins.

Many precautions have been put into effect to insure absolute safety for all crews, primarily each boat will be accompanied all of the way by a personal "chase boat" manned by qualified skippers and crews. These boats will be in radio contact and fully equipped for any emergency. This requirements sets the standard for any Hobie Cat offshore adventure and should be stringently adhered to by anyone planning such an ocean crossing or deep water coastal cruise.

In addition to the ocean crossing regatta, Gulf Stream Sailing Club will sponsor two days of racing for Hobie 14's and 16's, A and B fleets, \$5.00 entry fee for 14 and \$7.50 entry fee for 16 with T-shirts for all participants.

Le Calcutta sponsored and sanctioned by Le Club is in itself an exciting sporting event where boats and crews are auctioned off and "sold" to the highest bidder, after the prize money is set aside, the net proceeds go to a worthwhile charity for all catamaran enthusiasts contributing to the perpetuation and expansion of the scope of Olympic catamaran competition through the support of the Olympic sailing fund. The Calcutta is an exciting fun event for everyone and makes a race such as the Cat Cay/Ft. Lauderdale race take on a new air of excitement as many will share in the results of the race.

Look over the list of events scheduled and plan to come down for four days of Hobie sailing, sun, fun and join the sporting part of the Calcutta.

For additional information contact Tom Wickenhauser, c/o Port Tack Sailboats. Ph-305-523-0888, or Le Club International 305 563-5733

### Schedule of Events

- DIVISION I.—Powder Puff (Female Skipper - Pro Crew)  
 DIVISION II.—Pro-Celebrity (Celebrity Skipper - Pro Crew)  
 DIVISION III.—Main Event (Pro Skipper and Crew - Cat Cay to Ft. Lauderdale Race)

#### Thursday, May 10th

Arrival of Pro Skippers and Crew.

Check-in at Schrafft's Inn (Sunrise and A1A in Fort Lauderdale).

Registration at Le Club International immediately after check-in and receive Club Guest Card.

#### Friday, May 11th

- 10:00 A.M.-12:00 Noon Division I  
 2:00 P.M.- 4:00 P.M. Division II  
 7:00 P.M.- 8:00 P.M. Complimentary Cocktail Party for skippers and guests \$12.00 per. Person R.S.V.P. Le Club  
 8:00 P.M.-10:00 P.M. Dinner followed by Calcutta (Gentlemen will be required to wear coats)

#### Saturday, May 12th

- 8:00 A.M.- 9:00 A.M. Flett Registration at beach across from Schrafft's  
 9:00 A.M. Fleet Skippers Meeting at Schrafft's Inn  
 10:00 A.M. Division I  
 Fleet Race No. 1  
 12:00 Noon Division II  
 Fleet Race No. 2  
 2:00 P.M. Fleet Race No. 3  
 3:00 P.M. Pro Skippers to Cat Cay by Power Boat

#### Sunday, May 13th

- 7:00 A.M. Division III Depart Cat Cay - ETA Ft. Lauderdale is 11:00 A.M. to 1:00 P.M.  
 9:00 A.M. Fleet Skippers Meeting  
 10:00 A.M. Fleet Race No. 4 (Final Race)  
 10:00 A.M.-On Coast Catamaran Beer Bust at Schrafft's  
 8:00 P.M. Awards Banquet

### Competing Skippers and Crews

The following Hobie 16's skippers were chosen by, Le Club International, as competitors in the first Ocean Crossing Regatta: Pro Skippers guests of Schrafft's Inn. Ft. Lauderdale.

Buddy Ebsen

So. California

1st place 1968 Multihull Trans Pacific Yacht Race "Skipper Polynesian Concept"

Wayne Schafer

Capistrano Beach, California

1st—So. California Skipper 1970; 1st—Mid-Winters West 1971; 4th—World's Championships 1972 Honolulu, Hawaii

Richard Loufek

Costa Mesa, California

1st—So. California Skipper 1971; 1st—National 14' Champion 1971  
 1st—World's Championships 1972

Jeff Canepa

Santa Cruz, California

1st—Northern California Skipper 1972; 1st—National 14' Champion 1972; 2nd—World's Championships 1972

Herb Andreason

Kaneohe, Hawaii

Top Hawaiian Competitor; Crew Keith Baxter Hawaii 8th Place Worlds

Jose Rodriguez Reyes

Isla Verde, Puerto Rico

1972 Caribbean Champion; Olympic Sailing Contender

Dennis Wilcox

Lakeland, Florida

1st—Mid-Winters East (Hobie 14) 1973; 7th—World's Championships 1972

Pat Rafter

West Palm Beach, Florida

1st—Mid-Winters East (Hobie 16) 1973

Roberto Bouret, Sr.

Santurce, Puerto Rico

1972 Caribbean Champion (Hobie 14); Crew: Roberto Bouret Jr. of the University of Colorado.

Hobie Alter

San Juan Capistrano, California

1st—So. California Skipper 1969; 1st—National 16' Champion 1971; 3rd—World's Championships 1972

Tom Wickenhauser

Fort Lauderdale, Florida

Of Port Tack Sail Boats Ft. Lauderdale. Worked hard on this project and thinks he can go the distance.

Chris Christensen

Fort Lauderdale, Florida

1973 Florida Multihull Champion

Bob Beauchamp

Corona del Mar, California

Top West Coast Skipper

Dick Beauchamp

Corona del Mar, California

Top West Coast Skipper







Lake sailing at its best. A scene being repeated more and more as the land bound sailors the length and breadth of the United States discover the excitement of lake sailing. The Hobie Cat has given a new dimension to water sports in areas heretofore considered only fishing and waterskiing spots.

## Regattas we would all Like to Make

### Nostalgia Regatta

An excellent idea conceived and well planned by Bill Butler of Fleet 3. This regatta participation is limited to skippers who raced in the 1969 season and to Hobie 14's and is scheduled for July 14th and 15th and will start from Bay Sailing, Belmont Shores and finish at Newport Harbor Saturday. Sunday's start will be at Newport and finish at Dana Point Harbor, home of the Hobie Cats. Trophies are real "gold", U.S. Saving Bonds—first \$100, second \$75, third and fourth \$50 and fifth and sixth \$25.

The requirements of only 1969 Hobie competitors somewhat limits the field but Bill Butler just wanted to go back a few years and sail with that old gang again and has put a lot of time and effort (and gold) into an interesting idea, a "Nostalgia Regatta". Now 1969 Hobie Cat skippers are very few and consist of the factory crowd and a few Pochie beach boys that had faith in Hobie Alter's new toy.

An entry fee of \$5.00 (which won't ever cover the beer bill for that crowd) gives a dinner and trophy presentation at the Butler's residence Sunday night. For information call Bill Butler at 714/496-2756.

### Semana Nautica Guaymas, Mexico

Our good Hobie friend Jaime Hinojos of Guaymas, Sonora, Mexico has extended an invitation to all Hobie Cat owners to make this great colorful event. Water activities of every description are planned for this, the second year of the Semana Nautica Celebration. This activity is backed by the Mexican government sponsored by the Mexican Navy and Jaime has gone overboard to arrange for a Hobie regatta during the May 28 to June 1 period.

Coast Catamaran has scheduled this event in the hope that enough skippers will indicate a desire to race in Guaymas Bay and hope to make it an annual affair.

Seagrams will host welcoming parties on each day of the sea festival with a parade on May 28.

Arrangements have been made to truck your Hobie from Tijuana or Mexicali and back. For those that would like to fly to Hermosillo, busses will meet the plane for the rest of the trip to Guaymas. May 27th and 28th Sunday and Monday holidays has been set for a regatta in Guaymas Bay. Awards arrangements are underway and will be announced later; trophies are unique and worth the trip.

## Theory of Hobie Cat Class Association Racing Rules

The Hobie Cat Class Rules are written mainly for the protection of the individual boat owner. The rules are designed in such a manner that alterations and changes are kept to a minimum with the idea that all boats be kept competitive with a minimum of changes. When we write a class rule, we consider if it will alter the competitiveness of a boat. The key question to ask is whether a new boat fresh out the box can be assembled and tuned by a confident skipper and be competitive with boats which have been raced for a couple of years. If the answer is no, the rule is omitted. If the answer is yes, the next question is, "Is there a valid reason for allowing this alteration." If the answer to both questions is yes, most likely the rule would be written and added to the existing Class Rules. If the answer to either question is no, it would normally be dropped.

The Class Rules are so basic and so simple that they are often misunderstood. Many skippers try to read between the lines and read things into the Rules which are not there. The basic key of the Class Rules is to remember that if alterations are not listed, they cannot be made.

On the Hobie Cat 16 we allow adjustable tiller extension to accommodate the skipper in the trapeze. The change is not allowed on the 14 because there is no valid reason to need an adjustable tiller, however, many skippers read the 16 rule and assume they can be applied to the 14. This is not true and can result in unhappy participants at a regatta. An item which many skippers misconstrue is the single line leading from the bridle to the front crossbar. Many times we see a single line leading through a block on the bridle to a cleat on either side of the front crossbar. This is not the intention of the rule and if you read the rules you will see it is not the letter of the rule. The rule states "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 the mast rake. You will notice two things in the phrasing of this rule; a word secured and the reference to a cleat, not two cleats. The intent of the rule is to allow a skipper to install a simple device to take up slack in the shrouds and adjust mast rake while sailing.

There are a few class rules which are peculiar to Hobie Cats. One is the minimum weight requirement on a Hobie Cat 14. The minimum weight of skipper and crew combined is 150 pounds. If this minimum weight is not reached by body weight, the skipper must add either dead weight in the form of lead or stones or something similar, or another person. On a Hobie Cat 16 the minimum crew weight is 285 lbs. Another rule peculiar to our class is the limitation of the supplier of sails. All sails must be stock Coast Catamaran equipment, which means that they must be purchased through a Hobie Cat dealer or through Coast Catamaran and be manufactured by Coast Catamaran. The sail of course may be recut slightly to flatten it if it is too full, to tighten or loosen the leech or to add windows as needed. The overall area may not be altered. Note that this also includes deleting area from the jib. We also prohibit a skipper from switching sails during a regatta unless his sail is damaged to the point that another one must be substituted. We also have written a rule which prohibits a skipper from changing crew during a race or regatta. (This does not include a series.) The feeling here is that if we allow crew changes, additions or deletions, you would have people carrying heavy crew one day when the wind blew and switching to a light crew on light wind races. It is not fair to people who did not have a selection of crew avail-

(Continued on Page 22)

Motel reservations are being held for thirty boat crews and cannot be held after May 15. Reservations should be made soon and will be on a first-come first served basis.

Camping will be available on the beach near the boats. For the skipper who missed out on the Midwinters West, this will more than make up for it.

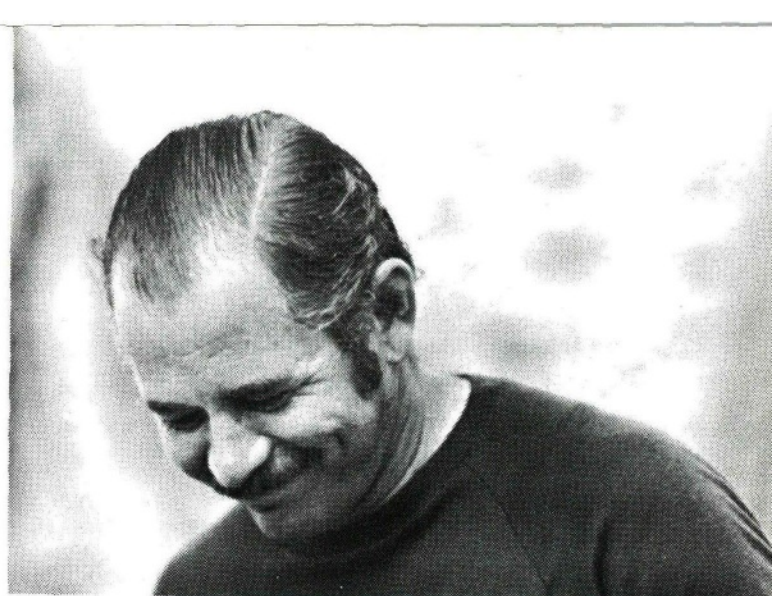
For additional information contact Bob Johnson 714/493-4586. We positively have to have a show of hands on this one by May 15th. Indicate whether or not you will need boat or bus transportation.

(Continued on Page 7)





Ed Mabie and crew Alice Verger, of Capitola, California receiving the Midwinters West, first place award of a hand painted San Carlos Mexico scene from a local artist while Hobie and Keith Fuller look on.



Patrick Rafter humbly accepts the first award for his first big win at the Midwinters East (at least that's how it looks.) Pat is really getting into position for that winner's kiss from "Poo" a lovely French girl, beating John, his son and crew who never had a chance.

## Champions Corner

### Ed Maibe Midwinters West Hobie 16 A Fleet

Ed Mabie, Capitola, California

Top Hobie 16 skipper Midwinters West Ed Mabie to say the least is "stoked" on Hobies having sailed Hobies since June, 1970; a Hobie 14 for one year and a Hobie 16 for two years. Ed is 28 years old and sails at 155 lbs. and has sailed various boats since 1968, the family 50 foot cutter in San Francisco Bay and Jester Dinghies in Santa Cruz to name but a few. But races his No. 1633 Hobie 16 seriously. His strongest point of sailing is going to weather next downwind and third close reaching.

The most important point in race tuning is based on mast rake, back for windward sailing and forward for reaching.

Ed's personal philosophy of Hobie sailing is learning how to sail with and not behind the best northern California Hobie skippers.

"I sail mostly in the ocean off Santa Cruz Harbor. I continually get a chance to race my Hobie against some of the best sailed boats of all classes and I have learned by trial and many errors what makes my sailboat go around a course fast. From this experience I rate sailing tactics over boat speed as the key to winning in Hobie racing. When tuning my old "Peace 33" before a race I concentrate on three main areas: (1) mast rake, (2) mainsail fullness and (3) jib halyard tension.

I adjust the mast rake to compensate for the balance of reaching and running to be done on the course to the amount of close hauled sailing to weather work. I rake my mast forward if the competition is known for their running ability, and back if they keep beating me to weather. I try to adjust the fullness of my main with the downhaul and outhaul to flatten the sail as the wind stiffens. I use the main battens to keep the wrinkles out. I feel my boat goes best to weather with the jib halyard just taught enough to keep the leech parallel with the forestay with the main sheet pulled in.

Another factor in winning races in Northern California is maintaining your boat so nothing breaks or fouls up during a race. I check my trampoline lines to be taught to keep the mainsheet from washing overboard and to check for frayed lines. I keep my jam cleats clean and sharp to prevent the sheets from slipping like when you are going out into double traps. I tighten my old tiller tips and wash and clean all the traveller tracks. I do not trust quick release pins for shrouds—I do not want my mast to come down."

#### Midwinters West Results Correction

Ed Mabie and crew Alice Verger were the winners of the 16A fleet Mid-winters West with Joe and Edie Neale second, and Wayne Schafer and Brian Brown third. Due to an error in the throw out of a fourth place instead of a sixth on Mabies score. This evened up with a tie for first place at 6 3/4 points Joe Neal's throw out of 7th gave Ed the edge.

The rest of the places remain as printed.

### Pat Rafter Midwinters East Hobie 16 A Fleet

Patrick is thirty-eight years old which should prove that it's never too late to start sailing a Hobie or it is not necessary to have had prior sailing experience in order to get out there and win. Pat sails in stiff competition and has done well with the Hobie 16. Pat sails at 165 pounds and his crew, his son John, is 130 pounds.

Pat and his wife and five children enjoy camping, hiking and backpacking having backpacked the Grand Canyon with his three oldest sons.

But let's hear it from Pat in his own words.

"Would you believe the first boat I ever sailed was "Pat's Meow" (my Hobie 16) 18 months ago. I had no plans for competing when we started sailing. We were attracted to the Hobie because it could be launched from the beach and we thought we could combine sailing with scuba and snorkeling. Jack Sammons who was helping us learn to sail convinced me that the best way to learn was to compete. Needless to say, we didn't take home any trophies for a while (except one beautiful one from Marathon for making the most 360's), but we met some of the most congenial helpful people it has ever been my pleasure to meet, "The Hobie Sailors". Our sons, John, David and Jimmy were becoming quite competent sailors, so our second Hobie 16 was launched.

"My strongest point of sailing is reaching and running down wind with my son working the jib. If winds are over 10 MPH, we tack down wind.

"You can't underestimate importance of tuning and checking all parts of the boat. I consider a tip I learned from Jack Sammons of importance—to shape the sail by trimming and sanding the battens to get the right ratio of camber to cord length.

"My philosophy of Hobie racing is that I try for a good start, tack for clear air, and don't take big chances too often by leaving pack unless I'm quite sure of the gamble. In the smaller regattas, I'm more likely to attempt long shots, but in the bigger races, I seem to rely more on consistency. After each race my son and I try to analyze our mistakes and good points, then plan the next races strategy.

"I feel one reason the Hobie regattas offer so much is the free-flow of information and sailing techniques between the sailors. This makes for keener competition and improved class racing *FL*

The Committee wishes to apologize for this error, and can state flatly that this is the only scoring error they have ever made. (in print) (in the Hobie 16 scoring for Midwinters West) (on page 12 of the April Hot Line). (On a rainy Tuesday in March).



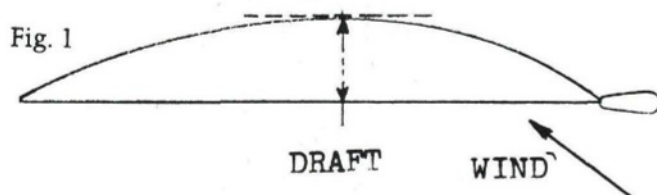
# Mast Bend and Sail Control

Aside from steering a Hobie around a course, the skipper should have some basic sail construction and shape theory if he is looking for speed. First, the ability to tell when a sail shape is bad, and secondly, what to do about it when it is.

Let's talk about mainsails, how to trim them, stretch them and make them.

First, a mainsail is made by sewing panels of cloth varying from 18 inches to 36 inches together and cutting the leech, luff and foot in a right triangle, sewing in the battens, hoisting it and pushing off from the dock. Well, not quite. If you made a sail this way, by laying sheets of dacron together on the floor and sewing them together as they lay, and then cutting a straight line down where the mast would attach, you would end up with a very very flat sail, with the only draft being out just where you didn't want it, when the wind pushed against its flat belly. So how does a sail get its shape, how is the shape positioned, and how can it be moved, both in positive (faster) and negative (slower) directions?

First, let's talk about what draft is and in so doing about what makes a sail drive a boat. Figure 1 shows a cross section of a sail about halfway up the sail, parallel to the boom. Draft is the maximum width or camber, which is measured by drawing a straight line from luff to leech, and measuring the distance away that the bulge, or camber, is located. Draft measurements have two critical figures. One is the actual percentage of depth, and the other is the position aft of the luff that that draft exists.

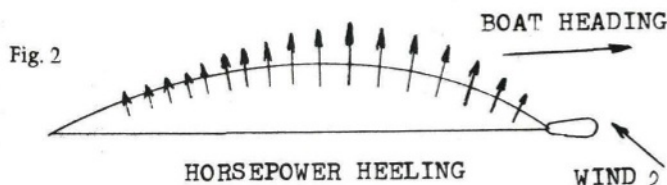


Now let's look at a sail to see where the maximum draft should be located. Figure 2 shows a typical cross section of the sail. This sail drives a boat through the water because of a difference in the pressures on either side of the sail. The wind flowing over the leeward side of the sail creates a low pressure compared to the wind flowing over the weather side of the same sail, and as we novice weather men and physicists know, a low pressure tends to be equalized by a high pressure. This movement of the high pressure toward the low, forces the sail and the boat in the direction of the low. Complicated? A little.

Look at it this way. Every little arrow in Figure 2 shows a flow of the sail in the direction of the low pressure. For all practical purposes, the flow acts perpendicularly to the sail, with stronger forces up front along the luff, where the pressure difference is greater than near the leech where the flows are merging. The maximum draft, in the case of a boat going close-hauled to weather, can be seen as the point at which the forces created by the pressure (arrows) begin to act in a negative direction as far as forward motion of the boat is concerned, so that everything aft of the maximum draft in this picture is retarding the boat speed.

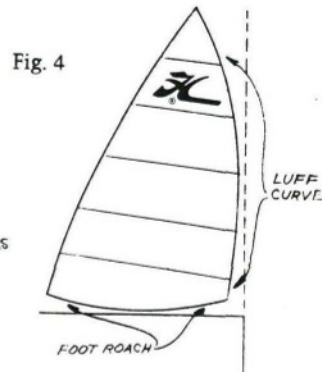
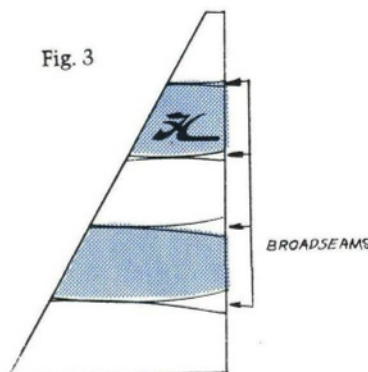
The amount of draft in a sail can be likened to the gearing of a car. When there are hills to go over (bumpy water, light air) the sailor must use low gear, or keep a full sail with a lot of camber or draft. As the going gets easier, and the boat reaches higher speed, the sail should be flattened out, and the higher gear used. But how can a sail made for one gearing be used for another gearing? Let's take a look at how a sail is made.

The two simple, basic methods all sailmakers use to put draft in a sail when they are making it is through broad-seaming, and the cut of a luff curve.



The first, broad-seaming, is a simple method of placing draft in the sail by sewing a little more cloth into the place where most draft is wanted. They do this by taking more into the seams toward the outer ends (luff and leech), and less into the precise spots where the draft is wanted. Figure 3 shows this method of creating the draft.

The second method is by cutting something called luff curve into the sail. If the sail were laying perfectly flat on the floor, it would look like the sail drawn in Figure 4. The leech area, where the battens will be placed, is a relatively stable section when it is hoisted. The luff, when placed on a straight mast with the curve shown, will have draft induced into it simply by placing more available cloth in the rounder areas.




Both of these methods are used in the constructions of all sails, and then a final ingredient that is the sailmaker's art form—selection of cloth that will stretch the right amount for the right job. Draft is controllable to a great extent by the angle at which the panels are sewn.

Take an ordinary piece of cloth, or grab a tee-shirt nearby and stretch it, once in line with the fibers, noticing the stretch characteristic, and then stretch it on a diagonal, or along the bias. The stretch in the bias direction is much more pronounced. This is the job of the sailmaker, to test the cloth

(Continued on Page 15)



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Captain's Locker  
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Newport Beach, CA 92663



## Year End Standing Div. 2 (Continued from Page 8)

71.	Bernard Weiler	--	3	--	--	--	--	--	--	--	3
72.	William Carey	--	--	--	--	--	3	--	--	--	3
73.	Chuck Howe	--	--	--	--	--	7	--	--	--	3
74.	Jeff Nelson	--	--	--	--	--	--	1	--	2	3
75.	Sandy Banks	--	--	--	3	--	--	--	--	--	3
76.	Jim Black	--	--	--	--	--	--	--	--	3	3
77.	Bob Chapet	--	2	--	--	--	--	--	--	--	2
78.	Lorrac Craig	--	--	--	--	--	2	--	--	--	2
79.	Doug Mihoky	--	--	--	--	--	--	--	2	--	2
80.	Herman Froeb	--	--	2	--	--	--	--	--	--	2
81.	Wayne Sennett	--	2	--	--	--	--	--	--	--	2
82.	John Hauser	--	--	--	--	1	1	--	--	--	2
83.	Mel Kiddie	--	--	--	--	--	2	--	--	--	2
84.	John Algeo	--	--	--	--	--	--	--	2	--	2
85.	R. B. Alexander	--	--	--	--	--	--	2	--	--	2
86.	Roc Burrell	--	--	--	--	--	--	2	--	--	2
87.	Jim Kirst	--	--	--	--	--	--	--	--	2	2
88.	Paul Collins	--	--	1	--	--	--	--	--	--	1
89.	Jack Gartlan	--	1	--	--	--	--	--	--	--	1
90.	G. Seaman	--	--	--	1	--	--	--	--	--	1
91.	Tom Woodruff	--	1	--	--	--	--	--	--	--	1
92.	Dick Woodsie	1-	--	--	--	--	--	--	--	--	1
93.	Richard Maxey	--	--	--	--	--	--	--	--	1	1
94.	Jim Pfeifer	--	--	--	--	1	--	--	--	--	1
95.	Marc Winthrop	--	--	--	--	--	--	--	--	1	1
96.	Ed Harding	--	--	--	--	--	1	--	--	--	1
97.	Dan DeWerd	--	--	--	--	1	--	--	--	--	1

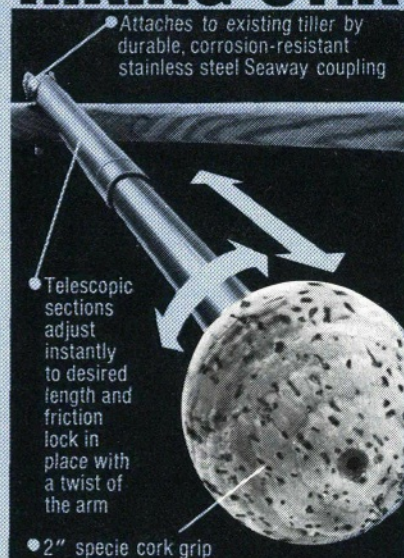
### HOBIE CAT 16

POSITION	NAME	SAIL #	1	2	3	TOTAL POINTS
1.	Doug Cummings, Sr. Houston, TX	827	3/4	2	4	6 3/4
2.	Dave Powell Lake Charles, LA	770	DNF	3/4	3	8 3/4
3.	Larry Campo Lake Charles, LA	2282	2	7	2	11
4.	Doug Foote Pensacola, FL	4803	3	3	7	13
5.	Allan R. Heath Lake Charles, LA	3330	DNS	4	3/4	17 3/4
6.	Russell Eddington Houston, TX	3824	DNF	5	DNF	19
7.	John Duggin Sugarland, TX	1373	4	10	6	20
8.	Al Johnson Ocean Springs, MS	1000	DNF	9	8	22
9.	Ned Plummer Henderson, TX	53	DNF	8	DNF	22
10.	Grady Broussard Lafayette, LA	1201	DNF	11	DNF	25
11.	Ed Nagel Houston, TX	3121	DNS	6	DNF	28
12.	Josh Weaver Lake Charles, LA	3850	DNS	12	5	30
13.	Robert Nixon Houston, TX	962	DNS	DNS	DNS	39

### HOBIE CAT 14

POSITION	NAME	SAIL #	1	2	3	TOTAL POINTS
1.	Bob Whitehurst Pensacola, FL	8037	7	3/4	2	9 3/4
2.	Rick Whitehurst Pensacola, FL	2800	10	2	3/4	12 3/4
3.	Tom Gayle Lake Charles, LA	257	3/4	3	10	13 3/4
4.	Don Balthaser Dallas, TX	1036	3	6	9	18
5.	Davis Tucker Houston, TX	1124	4	4	12	20
6.	Don Blocker Lake Charles, LA	2196	9	7	4	20
7.	Dennis Teddlie Lake Charles, LA	5155	2	12	7	21
8.	Jeff Shaddock Houston, TX	8343	DNF	5	11	28
9.	Al Newhouse Houston, TX	4090	5	9	14	28
10.	Ben Miller Monroe, LA	3755	DNS	11	3	29
11.	Doug Cummings Houston, TX	8666	6	13	13	32
12.	Curtis Birch Lafayette, LA	655	8	16	8	32
13.	Steve Wolf Lake Charles, LA	5081	11	8	15	34
14.	Harry McHaffie Maplewood, LA	1123	DNS	14	5	34
15.	Jim Van Dyke Maplewood, LA	6022	DNS	15	6	36
16.	Reed Fontenot Lake Charles, LA	9648	DNS	10	16	41

# Seaway's NEW QUICK DISCONNECT Adjustable HIKING STIK



New model of the famous Seaway tiller extension. Great for the occasional racer. Hike out . . . move fore & aft . . . stay in control. When cruising, simply press the button and "quick disconnect" the extension if it's in the way. Attaches to existing tiller by means of durable, corrosion-resistant stainless steel Quick Disconnect coupler. Take control with a Seaway Hiking Stik.



Adjustable  
Quick Disconnect  
Hiking Stiks

Model	Length	Extended	List
S-507	21"	34"	\$17.50
S-508	29"	50"	18.50
S-509	41"	74"	19.50

### Seaway Adjustable Hiking Stiks

Model	Length	Extended	List
S-500	21"	34"	\$14.95
S-501	29"	50"	15.95
S-502	41"	74"	16.95
S-503	53"	97"	18.50

Std. (non-adjustable) Hiking Stiks also available.  
**SEE YOUR DEALER TODAY**

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— featuring the complete line of  
racing blocks and marine hardware.

DEALERS INQUIRE

# SEAWAY®

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Los Angeles, Calif. 90066



# 1972 Year End Standings

## Fleet 2—Southern California

### Hobie Cat 14

POST- TION	NAME	1	2	3	4	5	6	7	8	9	10	TOTAL POINTS
1.	Richard Loufek	25	--	(20)	--	25	--	25	25	20	25	145
2.	Willis Boyd	20	20	--	25	14	20	--	17	--	--	116
3.	John Ross-Duggan	--	14	25	14	(12)	(12)	20	20	14	(12)	107
4.	Phil Berman	17	25	17	12	(9)	(8)	17	10	(8)	(10)	98
5.	Randy Hatfield	12	10	12	(5)	(8)	(5)	(10)	12	17	14	77
6.	Mike Staudt	--	9	--	17	20	14	14	--	--	--	74
7.	Tom Hartsook	--	12	10	20	(4)	10	12	9	(9)	--	73
8.	Wayne Schafer	--	--	--	--	--	25	--	25	20	70	--
9.	Craig Barto	--	--	14	8	5	(3)	8	14	10	--	59
10.	John Golden	--	--	1	--	17	17	--	--	--	17	52
11.	Gunter Hagen	14	(3)	--	3	3	6	9	--	--	8	43
12.	Jim Wood	--	--	--	4	--	--	17	7	12	--	40
13.	Burt Scott	(1)	(3)	3	5	10	--	5	8	--	7	38
14.	Steve McCroskey	--	--	9	6	1	9	--	3	7	--	35
15.	Ron Wagner	--	2	--	10	--	7	14	--	--	--	33
16.	Jeff Jones	3	6	--	--	(2)	7	4	--	6	5	31
17.	Bob Johnson	10	8	2	4	--	(1)	--	2	--	4	30
18.	Pat Benedict	10	5	10	2	--	--	--	--	--	3	30
19.	Everett Baggs	9	--	4	--	--	4	6	6	--	--	29
20.	Bill Giles	5	1	--	--	14	--	--	1	7	--	28
21.	Dan Tubbs	3	7	8	7	--	--	--	--	--	--	25
22.	Mes Goleman	--	--	--	--	3	--	14	--	--	4	21
23.	Al Robertson	--	--	5	2	--	--	12	--	--	--	19
24.	Jerry Stowell	--	2	5	--	--	2	--	5	--	5	19
25.	Dave Boyle	8	--	--	--	--	2	--	7	1	1	19
26.	Mike Bolman	--	17	--	--	--	--	--	--	--	--	17
27.	John Brabec	--	--	--	7	--	--	10	--	--	--	17
28.	Richard Marron	--	--	--	3	7	--	7	--	--	--	17
29.	Wolf Knauer	--	--	--	9	--	--	7	--	--	--	16
30.	John Cockrell	--	--	--	--	--	--	--	5	10	15	--
31.	Tom McDonnell	--	--	--	--	5	3	--	--	7	15	--
32.	Dennis Lhamon	--	--	--	--	10	--	4	--	--	14	--
33.	Hiram Downard	--	--	--	--	--	--	--	4	9	13	--
34.	Larry Jacobson	--	--	--	7	--	--	5	--	--	12	--
35.	Ian Wallace	6	--	5	--	--	--	--	--	--	--	11
36.	Alfred Egan	--	--	2	3	--	--	--	--	6	11	--
37.	Kurt Magness	--	--	--	10	--	--	1	--	--	11	--
38.	Alan Walti	--	--	1	--	--	9	--	--	--	10	--
39.	Scott Robertson	--	--	10	--	--	--	--	--	--	10	--
40.	Chris Caswell	--	10	--	--	--	--	--	--	--	10	--
41.	Paul Hinkle	--	--	2	--	5	--	--	3	--	10	--
42.	Pete Greenwood	--	--	--	--	--	--	10	--	--	10	--
43.	Eric Barto	--	--	--	--	--	--	10	--	--	10	--
44.	Lyle Donovan	--	--	6	--	--	--	--	--	--	9	--
45.	Dennie Christopher	7	1	--	--	--	--	--	--	--	8	--
46.	Bill Batzloff	--	7	1	--	--	--	--	--	--	8	--
47.	Jerry Kermode	--	--	1	--	1	3	--	--	3	8	--
48.	Gary Radig	--	--	7	--	--	--	--	--	--	7	--
49.	Bob Schwinck	--	--	--	1	--	6	--	--	--	7	--
50.	Mike McCroskey	7	--	--	--	--	--	--	--	--	7	--
51.	Tom Buck	--	--	7	--	--	--	--	--	--	7	--
52.	Burt Sherriff	--	--	3	--	--	2	2	--	--	7	--
53.	John Vultee	--	4	--	--	--	--	--	2	--	6	--
54.	Tom Lazarus	--	--	--	--	6	--	--	--	--	6	--
55.	Terry Haake	--	--	--	--	4	--	--	--	2	6	--
56.	Bob Buck	--	5	--	--	--	--	--	--	--	5	--
57.	R. Paul Allen	5	--	--	--	--	--	--	5	--	5	--
58.	Reed Price	--	--	--	--	--	--	--	5	--	5	--
59.	Tom Bissett	--	--	--	--	--	3	2	--	--	5	--
60.	Mary Breckenridge	--	--	4	--	--	--	--	--	--	4	--
61.	Dennis Key	--	--	4	--	--	--	--	--	--	4	--
62.	Bill Butler	4	--	--	--	--	--	--	--	--	4	--
63.	Frank Versluis	4	--	--	--	--	--	--	--	--	4	--
64.	David Hausrath	--	--	--	--	--	--	--	4	--	4	--
65.	John Miller	--	4	--	--	--	--	--	--	--	4	--
66.	Bruce Marshall	--	--	--	--	--	--	4	--	--	4	--
67.	Ted Ediss	--	3	--	--	--	--	--	--	--	4	--
68.	Greg Ketterman	--	--	--	--	--	--	3	--	--	3	--
69.	Rick Andrs	--	--	--	--	--	--	--	3	--	3	--
70.	Lom Walcker	--	--	--	--	--	--	--	3	--	3	--
71.	Tom Ritter	--	--	--	--	--	3	--	--	--	3	--
72.	Tom Andros	--	--	--	--	--	--	2	1	--	3	--
73.	J. Pratt	--	--	--	3	--	--	--	--	--	3	--
74.	John Sebelius	--	--	3	--	--	--	--	--	--	3	--
75.	Ben Rose	--	--	--	2	--	--	1	--	--	3	--
76.	J. Susan Henderson	3	--	--	--	--	--	--	--	--	3	--
77.	Daniel Ketterman	--	--	--	--	3	--	--	--	--	3	--
78.	Leonard Hall	--	--	--	--	--	--	3	--	--	3	--
79.	Gary Bender	2	--	--	--	--	--	--	--	--	2	--
80.	Byron C. Watson	2	--	--	--	--	--	--	--	--	2	--
81.	Dean Smith	--	--	--	2	--	--	--	--	--	2	--
82.	Terry O'Toole	--	--	--	--	--	--	--	--	--	2	--
83.	Terry Neale	--	--	2	--	--	--	--	--	--	2	--
84.	Ross Butcher	--	2	--	--	--	--	--	--	--	2	--

85.	Tom Deardurff	--	--	--	--	--	--	2	--	--	--	2
86.	Sue Paplham	--	--	--	--	--	--	--	--	2	--	2
87.	Jack Walton	--	--	--	--	--	--	--	--	--	2	2
88.	Dick Lewis	--	--	--	--	--	--	--	--	2	--	2
89.	Ron Knight	--	--	--	--	--	--	--	1	--	1	--
90.	Tom Jones	--	--	--	--	--	--	--	--	--	--	2
91.	Dave Churchill	--	--	--	--	--	--	2	--	--	--	2
92.	Paul Collins	--	--	--	--	--	--	--	--	--	--	2
93.	Ken Crispin	--	--	--	--	--	--	--	--	--	--	1
94.	Dan Dally	--	--	--	--	--	--	1	--	--	--	1
95.	Ron Garrison	--	--	--	--	--	--	--	1	--	--	1
96.	Bob Meyer	--	--	--	--	--	--	--	1	--	--	1
97.	Marty Epstein	--	--	--	--	1	--	--	--	--	--	1
98.	Steve Levitt	--	--	--	--	1	--	--	--	--	--	1
99.	Amos F. Lafon	1	--	--	--	--	--	--	--	--	--	1
100.	Ron McKenzie	--	--	--	--	1	--	--	--	--	--	1
101.	Harry Reppert	--	--	--	--	--	--	--	--	1	--	1

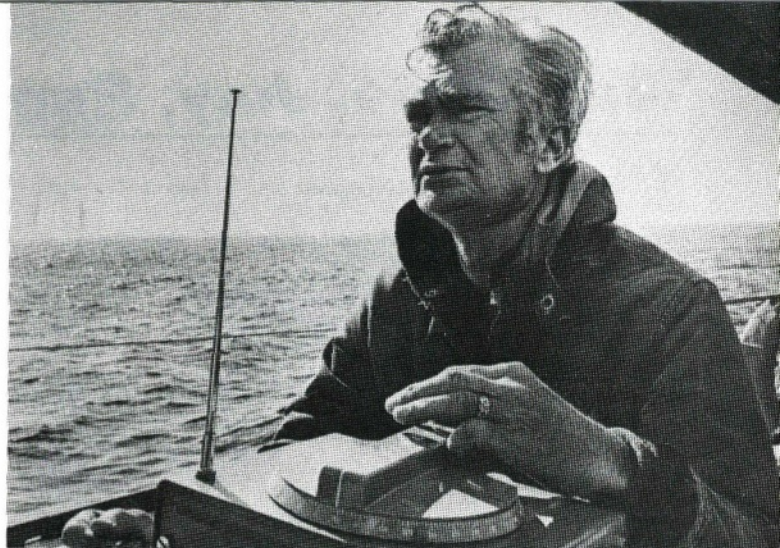
### Hobie Cat 16

POSITION	NAME	1	2	3	4	5	6	7	8	9	10	TOTAL POINTS
1.	Ted Hendrickson	--	9	--	--	25	20	25	--	12	25	116
2.	Bob Beauchamp	17	(4)	(4)	25	9	--	--	25	25	4	105
3.	Jared Pietz	20	(6)	12	14	14	12	--	(8)	(6)	20	92
4.	Nick Steele	--	--	--	(7)	7	25	17	10	14	14	87
5.	Wayne Schafer	--	17	25	--	20	--	--	14	--	--	76
6.	George Fox	8	--	10	20	12	14	--	--	--	10	74
7.	Patrick McCormick	25	14	--	--	17	--	--	12	--	--	68
8.	Danny Lenahan	--	12	17	2	--	17	--	--	--	17	65
9.	Joe Neale	--	20	--	--	--	8	--	25	--	--	53
10.	Hobie Alter	--	25	7	--	--	--	--	--	8	12	52
11.	Dick Beauchamp	9	10	--	8	8	9	(4)	(6)	(2)	7	51
12.	Dick Hatfield	--	--	9	12	--	7	(3)	3	9	8	48
13.	Jerry Metzler	10	8	14	3	--	5	--	7	(1)	(1)	47
14.	Dale R. Braegger	7	--	6	--	3	6	--	--	20	--	42
15.	Don Shirley	5	7	10	10	--	--	--	--	--	--	32
16.	John Corrie	12	--	20	--	--	--	--	--	--	--	32
17.	John Bayless	--	5	5	17	--	--	--	--	--	--	27
18.	Bill Schultz	14	3	--	9	--	--	--	--	--	--	26
19.	Steve Murray	--	3	7	5	--	--	--	10	--	--	25
20.	J. H. Mullin	4	20	--	--	--	--	--	--	--	--	24
21.	Steve Grimshaw	6	2	--	--	--	--	7	--	--	9	24
22.	Larry Cooke	--	1	--	--	6	5	--	9	--	--	21
23.	Jerry King	3	--	--	--	10	--	--	1	--	6	20
24.	Richard Jeffries	--	10	--	--	--	1	--	--	5	2	18
25.	Alan Walti	--	--	--	--	3	10	--	5	--	--	18
26.	Dave Tingler	--	--	--	--	--	--	--	--	17	--	17
27.	David Sparkuhl	--	--	--	--	--	--	--	17	--	--	17
28.	Randy Short	--	4	--	--	12	--	--	--	--	--	16
29.	Gene Foster	2	--	--	--	--	--	--	7	7	--	16
30.	Reed Price	--	--	--	--	--	10	--	--	--	5	15
31.	R. C. Jacobs	--	--	--	--	7	3	--	--	--	4	14
32.	Russell Eddington	--	--	--	--	10	4	--	--	--	--	14
33.	Bob Seaman	--	--	--	--	--	--	--	3	10	--	13
34.	Ed Attlesley	--	--	--	--	1	--	10	1	--	--	12
35.	Harry K. Hanson	2	--	--	10	--	--	--	--	--	--	12
36.	Jim Foster	--	--	--	--	3	4	--	--	4	--	11
37.	Rob Olson	--	--	--	--	--	--	--	--	1	10	11
38.	George Nedlemen	--	--	--	10	--	--	--	--	--	--	10
39.	Rolly Pulaski	10	--	--	--	--	--	--	--	--	--	10
40.	Jack Andrews	--	--	--	--	--	--	--	--	10	--	10
41.	Kent Wilson	3	--	--	--	--	3	--	4	--	--	10
42.	Hal Root	--	5	3	--	2	--	--	--	--	--	10
43.	Paul Sturm	--	--	--	2	--	--	7	--	--	--	9
44.	Rick Biddle	--	--	--	4	--	--	5	--	--	--	9
45.	Mike Staudt	--	--	--	--	--	--	--	2	4	3	9
46.	Tommy Webster	--	--	--	7	2	--	--	--	--	--	9
47.	John Miller	--	--	--	--	2	--	--	--	--	7	9
48.	Frank Robison	--	--	3	5	--	--	--	--	--	--	8
49.	Ken Karnes	--	--	8	--	--	--	--	--	--	--	8
50.	Emil Eichblatt	--	--	--	--	--	--	8	--	--	--	8
51.	W. R. Myrter	--	--	--	1	--	7	--	--	--	--	8
52.	Jon Pulaski	--	--	3	--	--	5	--	--	--	--	8
53.	Peter Nooteboom	--	7	--	--	--	--	--	--	--	--	7
54.	Charlene Baker	7	--	--	--	--	--	--	--	--	--	7
55.	Al Robertson	--	--	--	--	5	2	--	--	--	--	7
56.	Steve Reuel	--	--	--	--	--	2	--	--	--	5	7
57.	Seymour Beek	--	--	--	--	--	3	--	--	3	--	6
58.	Bill Messenger	5	--	--	--	--	--	--	--	--	--	5
59.	Russell Brown	--	--	--	--	--	--	--	--	5	--	5
60.	M. Hastings	--	--	--	--	--	--	4	1	--	--	5
61.	Mark Crutchfield	--	--	--	--	--	--	--	5	--	--	5
62.	Bob Lakin	--	--	--	--	5	--	--	--	--	--	5
63.	Richard Keen	--	--	--	--	--	1	--	3	--	--	4
64.	Larry Baker	4	--	--	--	--	--	--	--	--	--	4
65.	Steve Trainor	--	--	--	--	--	--	--	--	1	3	4
66.	Don Oltmans	--	--	--	--	--	--	--	4	--	--	4
67.	Bob Wallace	--	--	--	--	4	--	--	--	--	--	4
68.	Tor Hutchings	--	--	--	--	--	--	--	--	3	--	3
69.	Wendell Maberry	--	--	--	--	--	--	--	--	3	--	3
70.	Gunter Hofmann	--	--	--	3	--	--	--	--	--	--	3





Ms Somebody enjoying the sport of Hobie sailing. Long considered a boys' game, Hobie catting is now rapidly being invaded by girls who have discovered the fun of sailing and in many cases are enjoying the boaty contact with the boys in Hobie competition. More and more regattas are being scheduled to include women's fun races while the boys sit one out and root for their favorite female skipper. Many girl crews on Hobie 16's are taking the tiller and enjoying reasonable success in local fleet competition.



Buddy Ebsen long a purist in true Polynesian Catamaran design will participate as one of the Skippers in the Cat Cay to Fort Lauderdale Ocean Race. Buddy's participation in this event will make the odds on the Calcutta change substantially due to his extensive Blue Water catamaran sailing experience.

## Regattas we would all like to Make

(Continued from Page 4)

SECOND ANNUAL SAND POINT HOBIE CAT REGATTA May 5 & 6, 1973

### EXACT LOCATION:

Officers Beach Club, Sand Point Naval Air Station, Lake Washington, Seattle. (Please enter through south gate.)

### SCHEDULE:

#### Saturday

Registration 8:00 to 10:00 AM  
Skipper's Meeting 10:30 AM

### ENTRY FEE:

\$5.00

### MISCELLANEOUS:

- +Two day regatta, best five out of six races
- +Overnight dry moorage
- +For early arrivals-boats and trailers may be stored on location Friday.
- +Bring family, frisbees, beach balls, etc.
- +Picnic facilities available
- +Free beer for participants
- +Featuring "The Broad Reach" a powderpuff for the ladies

For further information contact Paul Ulibarri, Fleet 14, 206/772-2622.

LE CLUB'S FT. LAUDERDALE CAT CAY HOBIE CAT CELEBRITY RACE

May 11-13, 1973

### EXACT LOCATION:

In the bay directly across from Schrafft's Inn.

### SCHEDULE:

#### Friday, May 11th

7:00 PM to 8:00 PM - Cocktail Party - Le Club International (gentlemen required to wear coats)

8:00 PM to 10:00 PM - Dinner followed by Calcutta

#### Saturday, May 12th

8:00 to 9:00 AM - Registration on beach across from Schrafft's

\$5.00 for Hobie 14's (includes 1 T-shirt)

\$7.50 for Hobie 16's (includes 2 T-shirts)

9:00 AM - Skipper's Meeting at Schrafft's

10:00 AM - Race #1

12:00 PM - Race #2

2:00 PM - Race #3

#### Sunday, May 13th

7:00 AM - 13 Invitational skippers depart from Cat Cay ETA Fort Lauderdale -- 1:00 PM

9:00 AM - Skipper's Meeting

10:00 AM - Race #4 (Final Race)

10:00 AM - On --Coast Catamaran Beer Bust at Schrafft's

8:00 PM - Awards Banquet

Launching - Limited launching from beach across from Schrafft's at 999 North Atlantic Blvd. -or- regular launching site located at 601 S. Atlantic Blvd. (across from Bahia Mar) sail 2 miles to Schrafft's.

ADVENTURE YACHTS/SHERATON BEL-AIRE REGATTA

May 19 & 20, 1973

### EXACT LOCATION:

Sheraton Bel-Aire--US 19 South at the Sunshine Skyway, St. Petersburg, Florida

### SCHEDULE:

#### Saturday

Skipper's Meeting 12:00 PM  
First Race 1:00  
Three races Saturday

#### Sunday

Skipper's Meeting 9:00 AM  
First Race 10:00 AM  
Two races Saturday

### ACCOMMODATIONS:

#### Camping

Available adjacent to the Motel (primitive)

#### Motels

Sheraton Bel-Aire, 6800 34th Street, St. Petersburg, Florida 33712 - 813/867-1151 (\$12.00 single and \$14.00 double - child under 17 no charge)

MAKE RESERVATIONS BY MAY 11 DIRECT TO SHERATON BEL-AIRE.

### SPECIAL ACTIVITIES:

6:00 PM Saturday no-host bar on the beach.  
7:00 PM cookout on the beach with hamburgers, hot dogs, two salads, potato chips and beverage.  
Adults \$2.50, under 12 \$1.50 --ALL YOU CAN EAT.

### MISCELLANEOUS:

There will be entertainment on the beach. The Motel has three pools, night club, Trader Vic Restaurant. All the races inside the bay.

Trophy presentation at 2:00 PM if possible.

For further information contact Charley Hayward, Adventure Yachts 813/343-1571.

GLOVER MARINE REGATTA

May 19-20, 1973

### EXACT LOCATION:

Woodward Reservoir, California

### SPONSOR:

Glover Marine

### SCHEDULE:

#### Saturday

Skipper's Meeting 10:00  
First Race 12:00  
Three races Saturday

#### Sunday

Skipper's Meeting 10:00  
First Race 12:00  
Two races Sunday

### ENTRY FEE:

\$3.00 which includes a Bar-B-Que on the beach Saturday night.

### LAUNCHING:

Front part of the lake.

### ACCOMMODATIONS:

#### Camping

Available Sailboat Bay

#### Motels

All around area.

### SPECIAL ACTIVITIES:

Bar-B-Que on the beach Saturday night.

For further information contact Glover Marine 209/524-2585

THIRD ANNUAL PENSACOLA HOBIE CAT OPEN REGATTA

May 26-27, 1973

### EXACT LOCATION:

Pensacola Beach, Florida

### REGISTRATION:

\$5.00 per boat. Price includes racing fee for one boat, coffee and doughnuts each morning, beer on the beach and the first drink at the cocktail party for skipper and crew.

### LAUNCHING:

Free from the beach--ample parking for trailers.

### RACES:

Best four of five races. If registration permits, an A and B fleet will be established after the second race.

### SCHEDULES:

#### Saturday, May 26th

Registration 8:00 to 11:00 AM  
Skipper's Meeting 11:00 AM  
First Race 12:00 PM  
Second Race  
Third Race  
No-host cocktail party 7:30 PM  
First drink on Fleet 35

#### Sunday, May 27th

Skipper's Meeting 9:00 AM  
Fourth Race 10:00 AM  
Fifth Race  
Awards & Beer

### ACCOMMODATIONS:

#### Motels

Galatea Inn 904/932-5361  
Two people \$18-\$22 (an older section is available for \$14.00)

Various others in general area.

#### Camping

Ft. Pickens State Park - West end of Santa Rosa Island (about three miles from regatta site)  
\$2.50 night.

#### Private Homes

If you request, Hobie Fleet 35 members will try to accommodate as many as possible--and will notify you by return mail.

For further information contact John Bowman, Commodore 904/455-2653.

## CHANGE OF DATE NOTICE:

The Seniors Olympics yachting event and the Long Beach Sea Festival Regatta, have each been moved back a week from the date posted on the March Schedule and page 15 story. This change is at the request of the Long Beach Visitors and Convention Bureau whom we wish to credit for extending every

courtesy in hosting these two events. The new dates will be as follows: Seniors Olympics (Hobie 14 & 16 over 25 years of age only), August 4-5. Contact Bob Johnson (714) 493-4586. Long Beach Sea Festival Hobie Regatta, August 11-12. Contact Frank Versluis (213) 597-0335.



# May, June, July, Regatta Schedule

## May

Date	Event	Division-Location	Sponsor	Date	Event	Division-Location	Sponsor
5	Fleet 3 Regatta	2 Long Beach California	Fleet 3 Bill Butler 714/496-2756	12-13	First Annual Lake Powell Spring Regatta	5 Lake Powell Arizona	Desert Sails Bernard Weiler 602/968-5551
5	Benbrook Day Sail	6 Lake Benbrook Texas	Fleet 23 Larry Moore 817/267-1346	12-13	Elephant Butte Regatta	5 Conchas Lake New Mexico	Fleet 48 Leroy Wilson 505/255-2478
5	Fleet 64 Spring Series	6 Austin Texas	Fleet 64 Lewis Thompson 512/452-0434	12-13	Hobie Cat GYA Regatta	8 Pensacola Florida	Pensacola Yacht Club Ben Miller 318/322-3785
5	Florida Hobie Cat Challenge Cup	8 Clearwater Florida	Fleet 5 Harrison Noble 813/581-2260	12-13	Annual Spring Regatta	8 Tampa Florida	Unknown
5	Spring Series	8 Jacksonville Florida	Fleet 59 John L. Holmes 904/246-4086	12-13	DRYA One Design Invitational	10 Grosse Pointe Michigan	Pete Begle 313/779-2145
5	Fleet 12 Race	9 Lake Lanier Louisiana	Fleet 12 Stan Sunderland 404/945-6266 OR 404/945-4816	13	Fleet Race	6 Meadowmere Texas	Fleet 23 Larry Moore 817/267-1436
5-6	2nd Annual Sand Point Hobie Cat Regatta	4 Lake Washington Washington	Washington Hobie Cat Association & Olympia Beer Paul Ulibarri 206/772-2622	13	Lake Charles Yacht Club Spring Series #7 and #8	6 Lake Charles Louisiana	Lake Charles Yacht Club Allan R. Heath 318/477-1698
5-6	Contraband Day's Regatta	6 Lake Charles Louisiana	Lake Charles Yacht Club & Fleet 9 Allan R. Heath 318/477-1698	13	Second Blackledge Race	8 Miami Florida	Fleet 36 John Hogg 305/233-7042
5-6	Royal Gaboon Distance Race To Sarasota	8 Unknown	Unknown	13	Tidewater Hobie Cat Association Spring Series	11 Broad Bay Virginia	Fleet 23 Joey Sparks 703/488-1852
5-6	Navy Yacht Club Spring Regatta	8 Pensacola Florida	Ben Miller 318/322-3785	19	Fleet 64 Spring Series	6 Austin Texas	Fleet 64 Lewis Thompson 512/452-0434
5-6	Baker Yacht Spring Regatta	9 Savannah Georgia	Baker Yachts John Baker 912/236-5741 OR 912/355-1475	19	Caladesi Island Fleet Regatta	8 Dunedin Florida	Fleet 5 Harrison H. Noble 813/581-2260
6	Spring Series #4	2 San Diego California	Fleet 4 Rich Jeffries 714/582-9146	19	Fleet 12 Race	9 Lake Lanier Georgia	Fleet 12 Stan Sunderland 404/94506266 OR 404/945-4816
6	Fleet 14 Series I	2 Oxnard California	Fleet 15 Dave Churchill 805/252-6841	19	Fleet 60 "Thaw" Regatta	10 Unknown	Fleet 60 Dale Van Acker 517/354-4313
6	Fleet Race	6 Lake Meadowmere Texas	Fleet 23 Larry Moore 817/267-1436	19	DRYA Regatta	10 Lake St. Clair Michigan	Unknown Pete Begle 313/779-2145
6	Cat 44 Leisurely Cruise and Picnic	8 Ft. Lauderdale Florida	Fleet 44 Port Tack 305/523-0888	19-20	Newport Spring Regatta	2 Newport Beach California	Fleet 2 Alfred Egan 714/675-8988 OR 540-3605 Ext. 44
6	Tidewater Hobie Cat Association Spring Regatta	11 Broad Bay Virginia	Fleet 32 Joey Sparks 703/488-1852	19-20	Hornblower Regatta	5 Cherry Creek Colorado	Rocky Mountain Sailing Assoc. Bill Eichelberger 303/777-9819
12	Fun Sail	6 Lewisville Texas	Fleet 23 Larry Moore 817/267-1436	19-20	Fleet 63 Regatta	6 Norman Oklahoma	Fleet 63 Warren Pierce 405/364-1823
12	Fleet 64 Spring Series	6 Austin Texas	Fleet 64 Lewis Thompson 512/452-0434	19-20	Adventure Yachts/ Sheraton Bel-Aire Regatta	8 St. Petersburg Florida	Adventure Yachts Sheraton Bel-Aire Motel
12	Fleet 59 Regatta	8 Jacksonville Florida	Fleet 59 John L. Holmes 904/246-4086	19-20	FSA State Championship Regatta	8 Unknown	Unknown
12	Le Club's Ft. Lauderdale Cat Cay Hobie Cat Celebrity Race	8 Ft. Lauderdale Florida	Fleet 44 Port Tack 305/523-0888	19-20	Fleet 52 Open Spring Series	11 Gunpowder State Park Maryland	Fleet 52 Jim Glanden 302/368-9514
12-13	Fifth Annual La Jolla Invitational	2 La Jolla California	Pacific South-west Marine Joe Neale 714/224-2417	19-20	Candlewood Lake Regatta	12 Brookfield Connecticut	Candlewood East Beach Club & Fleet 31 John L. Lobdell 203/775-2253

(Continued on Page 11)



# July

Date	Event	Division-Location	Sponsor
19-20	Glover Marine Regatta	3 Woodward California	Glover Marine 209/524-2585
19-20	Sea Cliff Annual Regatta	12 Long Island New York	Unknown Ken Johnston 516/757-2454
20	MSA Spring Series	6 Galveston Bay Texas	Multihull Sailing Assoc. 713/526-0545
20	Spring Series	8 Jacksonville Florida	Fleet 59 John L. Holmes 904/246-4086
20	CRAM Regatta	10 Kent Lake Michigan	CRAM Pete Begle 313/779-2145
20	Tidewater Hobie Cat Association Spring Series	11 Broad Bay Virginia	Fleet 23 Joey Sparks 703/488-1852
26	Fleet 64 Spring Series	6 Austin Texas	Fleet 64 Lewis Thompson 512/452-0434
26-27	Mothers Day Series at Santa Cruz Yacht Club	3 Santa Cruz California	Santa Cruz Yacht Club Ed Mabie 408/289-3119
26-27	Second Annual Memorial Day Regatta	8 Ft. Lauderdale Florida	Fleet 44 Port Tack 305/523-0888
26-27	Annual Memorial Day Regatta	8 Unknown	Unknown
26-27	Third Annual Pensacola Hobie Cat Open Regatta	8 Pensacola Beach Florida	Fleet 35 John Bowman 904/455-2653
26-27	Roton Point Sailing Association Regatta	12 Rowayton Connecticut	Roton Point Sailing Assoc. Dick Blanchard 914/698-6158
26-28	First Annual Vancouver Lake Memorial Day Weekend Multihull Racing and Kite Flying Contest	4 Vancouver Washington	Fleet 72 & Olympia Beer John Rueter 503/228-9847
26-28	Utah Lake Regatta	5 Utah Lake Utah	Fleet 67 Paul McKenzie P O Box 22A Roy, Utah
26-28	Conchas Lake Regatta	5 Conchas Lake New Mexico	Fleet 48 Leroy Wilson 505/255-2478
26-28	Memorial Day Campout	6 Lake Texoma Texas	Fleet 23 Larry Moore 817/267-1436
26-28	Fleet 60 Spring Regatta	10 Long Lake Michigan	Fleet 60 Dale M. Van Acker 517/354-4313
27	Lake Charles Yacht Club Spring Series #9 and #10	9 Lake Charles Louisiana	Lake Charles Yacht Club Allan R. Heath 318/477-1698
27	Turnback to Laga Vista Open Regatta	6 Austin Texas	Fleet 64 & Austin Yacht Club Larry Smith 512/266-1336
27	Bar-B-Que & Fun Race	8 Miami Florida	Fleet 36 John Hogg 305/233-7042
28-29	Semana Nautica Regatta	Int. Guaymas Sonora Mexico	Bob Johnson 714/493-4586

# June

Date	Event	Division-Location	Sponsor
2	DRYA Regatta	10 St. Clair Michigan	Unknown Pete Begle 313/779-2145
2-3	Wind 'N' Sea Regatta	2 Dana Point California	Wind 'N' Sea Restaurant Jim Pfeifer 714/496-1251
2-3	Twelfth Annual Erie Yacht Club Regatta	11 Erie Pennsylvania	Erie Yacht Club Mark R. Santia 2723 Greengarden Erie, PA 16508
3	Fleet 15 Series I	2 Oxnard California	Fleet 15 Dave Churchill 805/252-6841
3	Fleet Race	6 Meadowmere Texas	Fleet 23 Larry Moore 817/267-1436
3	Fun Races & BBQ	8 Ft. Lauderdale Florida	Fleet 44 Port Tack 305/523-0888
3	Mug Race	8 Unknown	Fleet 59 John L. Holmes 904/246-4086
3	Second Lake Tarpon Regatta	8 Lake Tarpon Florida	Fleet 5 Harrison H. Noble 813/581-2260
3	Fleet 12 Regatta	9 Lake Lanier Georgia	Fleet 12 Stan Sunderland 404/945-6266 OR 945-4816
3	CRAM Regatta	10 St. Clair Michigan	CRAM Pete Begle 313/779-2145
9	DRYA Regatta	10 Grosse Pte. Michigan	Pete Begle 313/779-2145
9-10	Conchas Lake Regatta	5 Conchas Lake New Mexico	Fleet 48 Leroy Wilson 505/25-2478
9-10	Utah Lake Regatta	5 Utah Lake Utah	Fleet 67 Paul MacKenzie P O Box 22A Roy, Utah
9-10	Third Annual Hobie Fireball Regatta	8 Shell Point Florida	Fleet 43 & Apalachee Bay Yacht Club Stephen Smith 904/877-9470
9-10	Savannah Beach to Hilton Head Race and Return	9 Savannah Beach Georgia	Baker Yachts John Baker 912/236-5741 OR 912/355-1475
9-10	El Coronado Open	11 Wildwood Crest New Jersey	Buck Fleming 215/284-2224
10	Summer Series	2 Santa Clara Point	Fleet 4 Rich Jeffries 714/582-9146
10	Series I	2 Oxnard California	Fleet 15 Dave Churchill 805/259-0000 OR 805/252-6841
10	Lake Charles Yacht Club Spring Series 11 & 12	6 Lake Charles Louisiana	Lake Charles Yacht Club Allan R. Heath 318/477-1698
10	Weekender Race	8 Miami Florida	Fleet 36 John Hogg 305/233-7042

# Schedule Continued

(Continued from Page 10)

(Continued on Page 20)





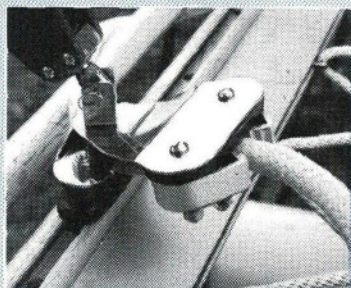
The eight photos on p. 12 & 13 were taken at the recent 1972 World's Championship Regatta held in Honolulu early this year. The action and quality as photographed by Mr. H. Okamoto is excellent and is worth sharing with Hobie skippers everywhere. (Upper Left): The leaders on a broad reach down Waikiki beach. (Upper Right): Two skippers in close competition in 25 MPH trade winds. (Lower Left): Denis Wilcox on a fast reach

from wreck buoy to "S" mark. (Lower Right): An excellent action shot of Denis at the moment his lee bow pearled having pushed his Hobie too hard leaving him scrambling to try to save a capsize, while Karl Heyer of Hawaii keeping it all together, passes "S" mark.

#### Advertisement

## CATS CLAW *the slide that wins*

Single Hand Operation  
Quick Release  
Compact One Piece Design  
Fully adjustable mainsheet traveler rig  
Easy movement with large Delrin slide  
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Delrin Pulley Fairleads gives low friction  
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Large aluminum Cam Cleat handles 1/2" line  
Single rope sail adjustment — use end of  
mainsheet for traveler line  
Great for single hand trapeze work  
High polished Stainless steel construction  
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Use on both 14' and 16' Hobie catamarans  
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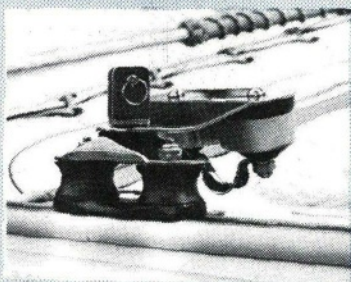


**\$27.95**



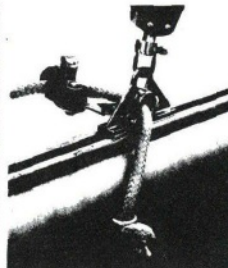
See your Hobie dealer or address inquiries to:

**P.O. BOX 1065 JUPITER FLORIDA 33458**



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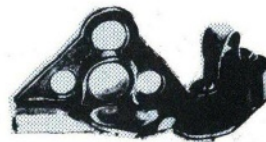
## "SLIDER"



Traveler Control System Selected and  
Used by the National Hobie Cat Association  
at the World Championship in  
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**PROVEN TO BE THE TOUGHEST  
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1. 316 Stainless Steel Throughout
2. Accommodates up to 7/16 Sheet Line
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4. Most Important—Four 3-sided Teflon Bearings Easily Replaced for a Super Slide



Contact your dealer or write or call Joe  
Neale—Hobie 16 No. 101.

**PACIFIC SOUTHWEST MARINE  
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(Upper Left): Leith Anderson, Hawaii, Deane Froome USA, Geoff Horsley, Australia, and Keith Baxter, Hawaii make a good sailing scene. (Upper Right): John Ross-Duggan, USA, Richard Loufek, World's Champion, USA, Harold Hutchings, Hawaii, Paulo Augusto, Brazil,

in close competition. (Lower Left): Hawaiian beach scene between races. (Lower Right): A quiet afternoon during the worlds competition. Credit for this excellent photography is to be given to H. Okamoto of Kazi Marine Photos, Tokyo, Japan.

Advertisement

## HEXA-CATS and HOBIE CATS

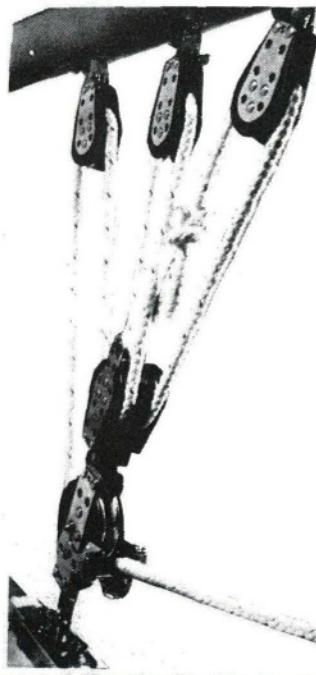
WHEN HOBIE DEVELOPED HIS CATAMARANS A LOT OF PEOPLE SAW IT WAS A GOOD IDEA AND TRIED TO COPY HIM.

WHEN HARKEN DEVELOPED THE HEXA-CAT MAINSHEET SYSTEMS FOR CATAMARANS THE SAME THING HAPPENED.

Both not only survived the onslaught but did better than ever because innovative and quality minded companies don't just sit back, but continue to improve and come up with new and better ideas and products.

So if you haven't tried the system developed for your Hobie Cat by the people that made blocks good enough to be used by 22 countries in the Olympics, including five Gold Medal winners, you should see your dealer. They really help, and like your Hobie Cat they work a little better and are made a little better than the others.

The lower block shown is the six part hexa-cat. Four models are available from five to eight parts. Designed for catamaran mainsheets since cats only have one attachment point on the traveler and need lots of purchase. A hexa-cat has a hexaratchet, adjustable cam cleat and the top block swivels independently from the bottom block.



**THE NEW  
HEXA-CAT SERIES**

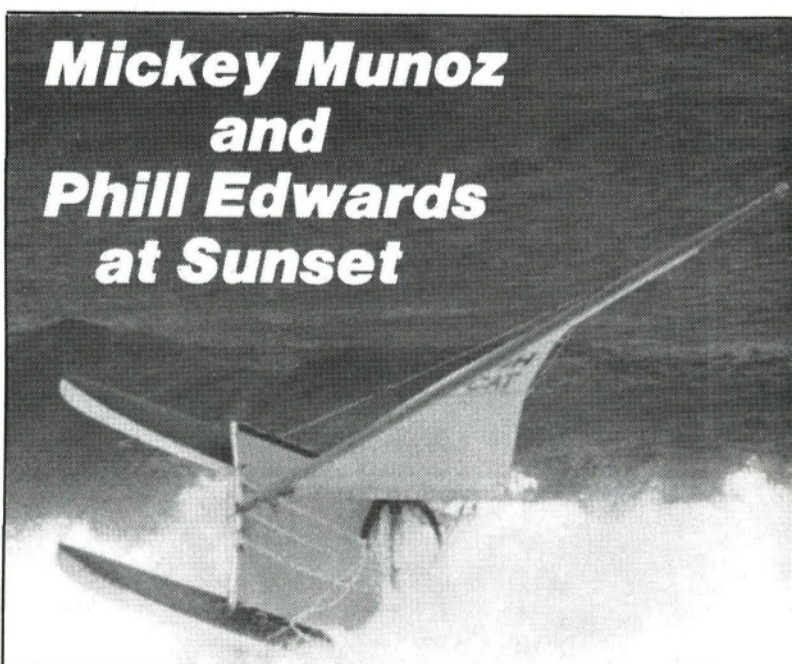
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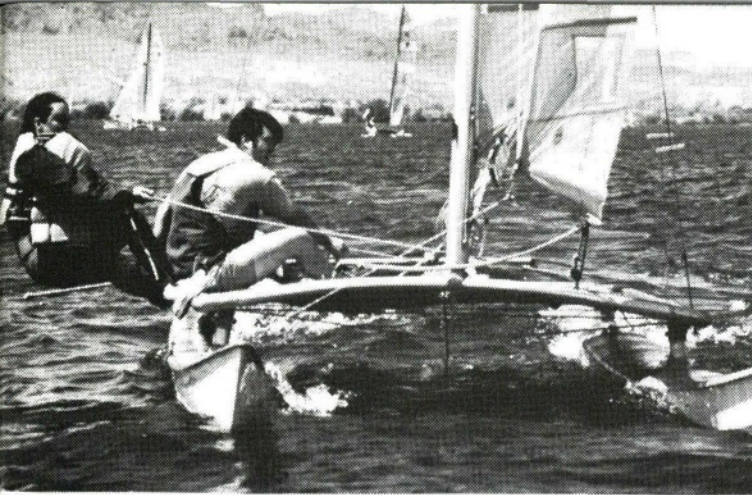
## Mickey Munoz and Phill Edwards at Sunset



A few sweaty palms scenes from a recent excursion made to Sunset Beach, Oahu Hawaii by champion surfers and Hobie Cat 16 enthusiasts, Phil Edwards and Micky Munoz. These scenes were taken from a 16 MM film shot by Bill Amberg which explains the reverse. (Upper Left to Right): Catching a big one, taking a left, between the break of two waves.

Next line, a curling lip 18' high ready to fall and the Hobie is becalmed close in. Edwards was thrown overboard. Mickey can be seen hanging on. Next line deep in the trough, Munoz and Edwards contemplate the problems. Character shots Mickey upper, Phil lower.





Lake racing is great family fun as lake water temperature usually warms up the summer months, local winds blow steadily and the sailing is wonderful. This scene is taken on Lake Havasu, Arizona at the Annual London Bridge Regatta, the one time when Hobie Cats and P-Cats mix in friendly competition. April 28-29, 1973.

## Mast Bend and Sail Control

(Continued from Page 6)

for certain characteristics he wants, and place the panels so that the stretch in the desired directions is accomplished when the sail is hoisted on a mast.

The two ways a sail is to be stretched while on a mast are along the luff and along the foot. Stretching a main-sail along the foot will eliminate the shelf that is built into all good mainsails, and flattening the maximum amount of camber or draft. Stretching the main (or jib for that matter) along with the luff will tend to pull the draft toward the stretched area, or forward in the sail. Basically then, tightening up the downhaul and slacking the outhaul on the main will make it fuller and move the draft forward. Slacking the downhaul and tightening the outhaul will move the draft aft and make the sail flatter.

How can the draft be moved by means of altering the luff curve? Simply by bending the mast. The mainsails on most large boats with fixed masts are not built with a lot of luff curve because their mast cannot be bent up to the point of aligning with the amount of luff curve and flatten the sail, or if bent beyond the amount of the luff curve, the sail turns inside out, or the amount of bend is stretching the cloth in ways it was not intended to be stretched. The telltale sign of this is violent wrinkles extending from the clew to the middle of the luff which cannot be taken out.

The Hobie 14' and 16' mast step was so designed to allow the mast to rotate. The degree of rotation is controlled by the dogs or pauls on the lower mast casting, coming in contact with the raised portion of the mast step casting. Rotation can be controlled by hacksawing or filing away the desired amount of metal equally on each side of the raised portion of the mast step casting.

The Hobie 14' and 16' mast will not bend straight fore and aft due to the streamlined effect of the cross section of the extrusion. However by allowing the mast more rotation this gives the flatter side of the extrusion a better fore and aft position and allows the mast to flex with increased tension on the main sheet, and in turn forming the mast to the luff curve of the sail, allowing the sail to become flatter. Figure 5.

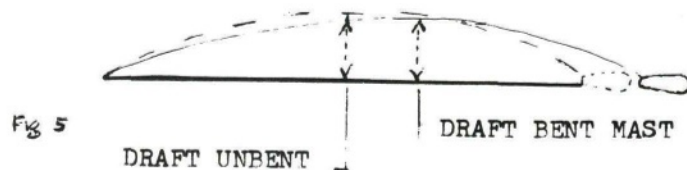
This action is independent of batten shaping in its effect on sail shape and will change the draft that is shaped by the battens to a greater or lesser degree as determined by main sheet tension.

Usually if a wrinkle appears in the sail which is not wanted, the cloth must be stretched in a direction perpendicular to the line of those wrinkles. If there are wrinkles extending horizontally out from the mast near the luff, it is usually the sign of not enough down haul. If there are wrinkles extending vertically from the boom, not enough overhaul; wrinkles perpendicular to the batten pockets, tighten the batten ties.

Where should the fullness be located? Somewhere between 30 and 50 percent is common, shifting the draft aft and flattening out the sail when the wind picks up and less horsepower is needed. The more horsepower, the more tendency to heel. The break even point is when the boat can be held close enough to its lines to maintain trim, but with enough horsepower to generate adequate forward motion. Hiking harder with more weight will allow a tighter mainsheet and more horsepower, but only if the heeling moment caused by the additional horsepower is kept in

check. Too much draft will cause excessive heeling. Too little draft and the horsepower is just not there. Discovering the maximum point at which performance peaks out, that is heeling moment and horsepower are geared for maximum speed and pointing, is the job of all sailors and the ace-in-the-hole for the winners.

Hobie skippers should practice to know how much mast bend sail needs for desired shape or to flatten out the sail as less horsepower and less heel is required. See Figure 5. Maximize the effectiveness of the main by knowing exactly when to bend the mast. Never overbend.



Again we'll leave you serious racers with the primary tenet of winners: You can't try these things while racing and hope to win. Get a friendly opponent and go out and check your speed in different settings of draft position and amount of draft. Exchange boats. Exchange sails. This takes the human error out of sail testing. Keep a notebook, and mark everything you might change, so that when you're racing you don't have to constantly fumble with the adjustments. There are too many things to tactically worry about, rather than trying to work on boatspeed. You should have your maximum boatspeed before you get onto the course. *KL*

Next Month: Batten Shaping/Sail Shape.

*Credit should be given, Yachting News and, C.I.S.A. Telltale, for the nucleus of a good article. Of course it was necessary to modify Basic Monohul concepts to apply to Hobie Cat sail shaping.*



**SAFE BOATING  
IS NO ACCIDENT**



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**What's your bid for this Hobie Cat Skipper?**

We wouldn't take a Million for him for he Invented our fun on the water!

To find out what Hobie and 12 top skippers are worth, you will have to be present at the Le Club International, Ft. Lauderdale, Florida, Friday May 11, Dinner and Calcutta.

**The Hobie Cats Have Done It Again**



A multitude of history making Hobie activities will take place at the Fleet 44/Gulf Stream Sailing Club, Hobie Cat Championships, May 11-13, climaxed by the first Ocean Crossing Race of 60 miles of Blue Water from Cat Cay to Ft. Lauderdale, by 12 Top Hobie 16' Skippers and Hobie Himself.

**All Hobie Owners Are Invited**

Join in the fun, "Buy a Piece", of Hobie or any one of the top 11 competitors at the Calcutta and participate in the Regular Hobie 14-16 Regatta, A and B Fleet May 12-13 across the bay from Schrafts Inn Ft. Lauderdale.

For Full Information Contact

**Tom Wickenhauser Port Tack Sail Boats**

**(305) 523-0888**

or

**Le Club International (305) 563-5733**



# How to Repair and Maintain Fiberglass Hulls

The fiberglass division of the Ferro Corporation, a multiproduct chemical manufacturer has in print a book that every Hobie Cat owner should have in his nautical library. This spiral bound 8 1/2 x 11 handbook takes all the mystery out, and puts the know how into the art of working with fiberglass. It is a basic manual on the repair of gel coated fiberglass products. It is intended both for the reader who wants or needs to know fiberglass repair procedures and who desires a convenient reference book. Included are 56 illustrations and 19 chapters on subjects such as introduction to fiberglass, surface repairs, fracture and puncture repairs, finishing techniques. All applicable to Hobie hull maintenance and repair.

It is timely that we start the repair season off with two chapters of the book. This will make it possible to complete the hull repair and polishing mentioned in the maintenance article in this edition while the hulls are disassembled. Chapter five is on removing last years regetta battle scars, Chapter six is on refurbishing the surface areas of the hull and decks.

For additional information on hull maintenance and repair you will have to order the book. We know this works, as an early Hobie that had been stored in the factory yard for two years was fully restored to almost perfect condition with the application of the following processes.

## REMOVING SCRATCHES

### A. TOOLS & MATERIALS NEEDED

#### 1. Tools:

Heavy-duty polisher, buffing pad (for polisher), white cloth, sanding block.

#### 2. Materials:

Harsh-grit buffing compound, acetone, water, sandpaper—220, 400 and 600 grit.

### B. PREPARING THE SURFACE

#### 1. Saturate a white cloth with acetone.

2. Wipe the scratched area with the saturated cloth to remove all loose debris. If not removed, debris can cause additional scratches.

### C. REMOVING THE SCRATCH

1. Block-sand the scratch with 220-grit sandpaper until the scratch disappears.

2. Wipe the sanded area clean with a white cloth saturated with water. This step is necessary to prevent large particles of dust from scratching the gel coat.

IMPORTANT: Carefully observe the scratch while sanding it so that you can stop sanding immediately when the scratch has been removed. If you are not careful, you might sand through the gel coat and thus have to replace it. Also, try to confine the sanding as close as possible to the scratch so as not to sand through the surrounding area.

### D. SANDING, BUFFING AND SPRAYING

1. Wet-sand the repaired area as instructed in Chapter 3, Procedure E, steps 4 and 5.

2. Buff the repaired area as instructed in Chapter 3, Procedure F.

3. If the gel coat has been sanded through during Procedure C, above (that is, fiber glass is visible), you must spray the area with a finishing coat. For the proper finishing procedures, see Section IV.

## RESTORING GLOSS

NOTE: Restoring the gloss to a fiberglass product takes very little time but enhances its appearance considerably, giving it an almost like-new shine. For maximum satisfaction after you have repaired a hole or fracture, buff the entire unit, not just the repaired area.

### A. TOOLS AND MATERIALS NEEDED

#### 1. Tools:

Heavy duty polisher, buffing pad (for polisher), white cloth.

#### 2. Materials:

Harsh-grit buffing compound, acetone, water.

### B. CLEANING THE SURFACE

#### 1. Saturate a white cloth with acetone.

2. Wipe the surface of the fiber-glass unit with the saturated cloth to remove all loose debris. If not removed, debris can scratch the finish during the buffing.

3. Repeat Step 1 as necessary to remove all debris.

### C. BUFFING THE SURFACE


1. Attach buffing pad to heavy duty polisher and apply harsh grit buffing compound to the pad.

2. Holding the polisher at a 45° angle, buff the unit with just enough pressure to remove grease, grit and grime.

CAUTION: Apply minimum pressure to corners and edges so as not to remove the gel coating.

3. Holding the polisher flat on the surface and applying very light pressure, buff the unit to restore the gloss and remove slight scratches.

4. To remove heavier scratches, see Chapter 5.

A limited quantity of these books have been made available to the Association. The price is \$3.00 plus 35c postage and handling. c/o Coast Catamaran, 33012 Calle Perfecto, San Juan Capistrano, CA-9-2675 

## Hot Line Subscription Blank

Name \_\_\_\_\_

Address \_\_\_\_\_

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

☐ I am a Hobie Owner, please put my name on the list for a free subscription to the Hot Line.

☐ 12      ☐ 14      ☐ 16

Sail No. \_\_\_\_\_

Hull No. \_\_\_\_\_

Fleet No. \_\_\_\_\_

☐ I wish information on fleet activities in my area.

☐ I do not own a Hobie Cat but would like to receive the Hot Line. Enclosed is \$2.50 for 1 years subscription of 10 issues.

☐ I wish to purchase a subscription for a friend. Enclosed is \$2.50.

Name \_\_\_\_\_

Address \_\_\_\_\_

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



**HOBIE CAT**  
CLASS ASSOCIATION  
P. O. Box 10278  
Santa Ana, Calif. 92711



# A "With it" Sailor's

# GLOSSARY

by Al Fabit

THERE WE WERE, WE THOUGHT WE WERE TANKED... SURE TO BE PICKLE BOAT WHEN ALONG COMES THIS BLACK GASSER!! WHAT A SMOOCH!! THREE TURKEYS IN FRONT OF US BOTTLED IMMEDIATELY. WE GOT A PICK, YANKED THE SMART PIG & BUCKED TO THE FIRST MARK IN THIRD! ON THE SLIDE WE PASSED SAM AND THAT BANANNA BRIGADE OF HIS WHEN ONE OF HIS BRUNOS TRIPPED ON THE TWING AND FELL INTO THE BEER HALL. THEN WE GOT A THROW AND MADE TREES ON THAT STONE OF IZZIE'S. BOY DID WE GIVE HIM BAD BREATH!! ON THE LAST LEG THE HANDY WILLIE LET GO AND WE TOOK A BIRD BUT HELD ON TO FIRST. MAN THAT BOAT OF MINE IS A HOG!!

FAR OUT



(CREDIT TO YACHT RACING MAGAZINE)

Sailors have always been noted for their esoteric, colorful, and sometimes salty language, but the sport of yacht racing has its own strange and delightful vocabulary. There are regional variations as well as words and phrases that are widely used and understood, but still unique when taken out of the context of a racing sailboat: Coffee Grinder, Jenny, Turtle, Spaghetti, Stick, Pea Soup, and many more. These words and other everyday sailing terms seem pretty funny away from the water.

Sail trim equipment has collected its fair share of wierd words. Here are a few:

**Handy Willie** — a boomvang.

The tactics of racing have their own regional specialties and variations:

**Throw** — a knock or a header in the New Orleans area.

**Pick** — a lift in the same area of New Orleans.

**Slide** — a run.

**Bird** — a bad tack.

**Smooch** — a lucky break at the right time.

**Buck** — a beat.

**Bad Breath** — backwind.

**Making Trees** — a Mid Western way to say that a boat is moving better than the rest, using the observation of trees along a shoreline as a benchmark.

**Making Houses** is also used.

**Tanked** — a bad finish, also **Rubbished** in Australia.

There are also many words that almost defy description with their descriptive character:

**Black Gasser** — a gust of very heavy air.

**Bottle** — what the Australians call a capsizes.

**Gorilla** — a big, strong crewman, also called a **Beefer** or **Bruno**.

**Banana Brigade** — a bunch of **Gorillas**, especially a group of crews from high performance dinghies.

**Dr. Denton's** — the transom flaps of modern racing dinghies.

**Beer Hall** — any cockpit, also known as a **Zoo**.

**Levi's** — a bad suit of sails.

**Hog** — a mean, fast looking boat.

**Plumber** — a poor skipper or helmsman, also a "Turkey."

**Stone** — a very slow boat.

**Hot Hand** — a good helmsman, also a **Paw**.

**Pickle Boat** — the last place boat in a race.

**Iron Jenny** — an engine.



# Preparing Your Hobie for a Trouble Free Season

Here's a checklist which should help prolong your summer enjoyment by preventing possible part failures. We suggest you take a few minutes to go over your Hobie Cat and check these areas.

To effect a complete maintenance job on a Hobie 14 or 16, it is advisable that the boat be completely disassembled with the hulls disconnected; it is then easy to turn them over and inspect for dents and scratches and excessive bottom wear. See accompanying article on fiberglass boat repair for methods of hull maintenance.

Anodized hull extrusions and spars may be cleaned with an all purpose auto finish cleaner and wax and rubbed to a shine. Do not use an abrasive on the anodized aluminum surface as it will expose the raw aluminum to rapid oxidation.

## RIGGING:

Wire rigging and stainless fittings should be given a rub with 3-in-1 oil soaked rag for luster and protection. Check all shrouds and halyards for kinks or broken strands, either can lead to a wire breakage. After oil treatment, shroud covers should be put on to prevent discoloration of the sail.

Fatigue will take place at Swedge or Nicro fittings. This area should be inspected thoroughly for signs of corrosion or broken strands. The wire pennant at the head of the 16' forestay should be given special attention as the twisting action of the jib tends to weaken this part due to it's short length. It might not be a bad idea to replace it each season.

## CHAINPLATES:

Hobie 14: Check the chainplates where they are riveted to the sidebar. Electrolysis can take place on boats used in saltwater and the chainplate should be relocated if the electrolysis goes too far. (When relocating, use RTV silicone sealant or other non-conducting protectant before installing. Use monel or heavy duty aluminum rivets.)

Hobie 16: Be sure your boat has the new anchor bar replacement kit (if your hull number is under 2100). This is a stamped stainless steel fitting that fits under the lip of the hull at the shroud connecting points. Contact your dealer for replacement part.

Check the martingale and rod on the 16 for fatigue set up nuts on the hull castings to remove play.

## RUDDER SYSTEM:

Rudder Pins: If your rudder pins are badly worn or destroyed, replace them.

Rudder Blades: Any nicks, deep scratches or cuts on the blade may result in failure. Consider carrying a spare blade in your car.

Tiller Connections: Make sure your boat has the new tiller connecting system. If in doubt, check with your dealer.

Tiller Extension: Inspect the swivel joint on the tiller extension. If the swivel is loose and sloppy, it should be replaced.

Rudder Gudgeons: Check for cracks around sharp bends. These are subject to fatigue.

Trampoline Laces, Inspect for wear. It's a let down when one breaks. This makes a good shipshape job and serves as insurance should one strand part.

Keeper rings on the shroud adjusters should be replaced if distorted or worn. If you are leaving your boat rigged for awhile, tape them so they can't work loose or be caught in a rope while sailing.

If your boat is anchored or in dry storage with mast standing, extra care should be given rigging as masts have been known to fall after a ring has worked itself out. Shackle pins used for shroud pins will work loose from pliers tight position, with continuous water and wind motion.

All of the slack should be taken out of the rigging for boats that are anchored as the constant rotation of the mast and snapping of loose rigging will fatigue and wear many parts, and will wear holes in furled sails.

Teflon traveler and mast bearings should be replaced if worn. To replace the traveler car bearing, cut out the old one; warm the new one so it is pliable and slide it down over the car, pinching the sides together so

they enter the track. Work the bearing down with a large screwdriver or similar tool.

If you have used your boat off the beach a lot, check the bottom for excessive wear.

Check all hull castings for worn or broken rivets, your dealer will rent or loan a pop rivet gun for replacing any worn or broken rivets.

Tighten all shackles with pliers and check to see that drain plugs are in.

A little preventative maintenance will assure you of maximum enjoyment of your Hobie Cat during your leisure time.

## SAIL MAINTENANCE:

Check all batten sockets, pockets and all stitches for started seams, a small amount of prevention here pays off, also check the headboard clew and tack grommets for wear. Rewax the luff and foot rope with paraffin wax for easy hoisting and sail adjustments. An extremely dirty sail may be washed with a medium bristle brush, and cold water soap. Spread the sail out on a lawn and scrub all dark areas. Rinse and hang to dry. Shroud protectors will prevent the oil from the shrouds from marking the sail. These are easy to apply and are available at your Hobie dealers or marine hardware stores.

## 16' FRONT CROSSBAR

We have discovered a few failures of the front crossbar on the Hobie Cat 16'. In all cases, this has occurred when the nuts on the dolphinstriker becomes loosened. In most cases, the loosened nut has worked off the rod, the dolphin striker becomes useless and any large compression load breaks the front crossbar. In a couple of cases the nut remained on the rod but was backed off so far that when a sudden compression load was applied, the casting hit the nut hard enough to break the striker rod and the crossbar failed.

This problem can be completely eliminated by occasionally checking the nuts at either end of the dolphin striker rod to make sure they are tight. We recommend center punching the threads at the nuts to prevent them from working loose. Above all, remember that the compression load at the base of the Hobie Cat 16' mast is tremendous and if the dolphin striker rod does not take the strain the front crossbar will collapse.

Credit Hobie Hot Line May, June, 1972

## AN IMPORTANT MAINTENANCE PROCEDURE

Any metal part when exposed to salt water, salt spray, or even salt air, no matter how well protected, can subsequently oxidize and become weakened. We at Coast Catamaran, in designing and building the Hobie Cat 14 and 16 have taken every care to slow down and therefore minimize the adverse effects of corrosion. The aluminum extrusions used on the boat are all anodized and our castings are coated with either coricone or acrylic, both protective coatings. Nonetheless, no matter how thoroughly the metal is protected corrosion can take place in time. Consequently, the following maintenance and inspection procedures are recommended.

- (1) If at all possible you should wash down your boat with fresh water after using it in salt water to remove any salt which greatly accelerates corrosion when left to stand on any metal part.
- (2) Periodically inspect your boat's metal parts for chafing, scratching, notching or other signs of damage to the surface finish. Damage to the surface finish may remove the protective coating (anodizing, coricone or acrylic) thereby giving corrosive elements access to the bare metal.
- (3) In particular, any time your boat is subject to unusual stress, such as tipping over in the surf or hitting something at a high speed, you should thoroughly inspect it for signs of stress as this can accelerate corrosion in addition to immediately impairing the structural strength of a member if its shape has been changed.

Your Hobie Cat has been designed to withstand all the stresses and strains that can be expected in normal heavy use. However, like any piece of equipment, it must be properly inspected and maintained to keep it in first class condition. Any signs of rapid or deep corrosion should be considered as a warning to replace the impaired component, particularly when it is structural.

Research and Design Dept  
Coast Catamaran





This photo is a beautiful illustration of the curved mast of the Hobie 14 described in detail in the article, *Mast Bend/Sail Shape*, strangely enough in making a close observation we see that the boats out in front have a mast curve where the boats last over the line have a straight mast, obviously not sheeted in and forming a proper sail shape for the apparent wind conditions.



Hobie Alter is the object of an occasional prank at the regattas he attends, here he finds his boat sitting in the swimming pool of the Holiday Inn Apollo Beach, Florida National Championships 1971. The alert observer will notice the degree of rake the mast takes on while sitting waterborne.

## An Important Message from Hobie . . .

*Hobie Cat Fun is safe, trouble-free days on the water. WE supply the unmatched quality, design and speed of the boat plus the activities of our Regatta Program—but YOU have to supply the common sense and the small amount of time required to maintain your Hobie Cat.*

*The Feature Article on the following page contains some new and some reprinted tips to help you to prepare your Hobie Cat for a safe sailing season. Also we have reprinted below the comments on general boat safety contained on the back page of the Sailing and Assembly Manual, which is shipped out with every new boat, as we believe them to be essential to having continued fun with your Hobie Cat.*

*Hobie Alter*  
Hobie Alter

### Reprint from Last Page in Sailing Manual

#### GENERAL BOAT SAFETY

While sailing is generally a safe sport, carelessness or lack of knowledge can be dangerous. A little common sense and attention to a few precautions go a long way toward protecting your safety in anything you do, including sailing.

In the first place, don't sail without a Coast Guard approved life vest or jacket for each person on board. If you're sailing in any kind of a heavy sea or strong winds, you should have your life jacket or vest on. Accidents do happen occasionally, even to the best of swimmers, and when they do, they usually happen quickly. Also remember to have an adequate paddle and righting line on board at all times.

Don't sail far out to sea. Weather conditions can change rapidly and even if you're an experienced sailor, old Mother Nature can sometimes get the best of you. You should never sail alone where

you can't find shelter within a fairly close range or at least summon assistance.


Know your equipment! The Hobie Cat is built of quality materials and requires little maintenance, but for safety's sake, you should inspect it occasionally. Check the seals in your mast by pushing it underwater and watching for air bubbles. If it is leaking, have it resealed. A mast full of water makes righting a capsized boat awfully difficult. If you find the hulls are taking on an appreciable amount of water, check the foam plugs in the pylons by removing the trampoline frame. The foam plugs used to seal the pylons and each end of the mast are subject to dimensional shrinkage under certain conditions and occasionally need to be replaced. If leakage continues, check the through-hull fittings (screws) and apply silicone rubber sealant, if necessary.

Check your rudder pins, tiller arm connections, and tiller extension swivel. If these become worn and sloppy after continued use, a little preventive main-

tenance can save you the trouble you might have with a failure on the water.

When you're stepping the mast, tighten your shackles with pliers. These can vibrate loose if they're not cinched down tightly. If one of these comes loose while sailing, you risk damaging the boat or even being hit by a falling mast.

Watch for low overhead electrical wires when trailering around launching areas with the mast up or when sailing in and around marinas. That mast sticks up there a long way and it would make an awfully good conductor if it should come in contact with overhead wires. So look up while moving ahead in these areas.

The Hobie Cat will give you so many hours of troublefree sailing that the tendency is to forget to look at any of the hardware until something wears out completely. Make it a habit to check the boat out each time before you sail. 

*Credit Hobie Cat Sailing and Assembly manual.*



# Regatta Schedule Continued (Continued from Page 11)

Date	Event	Division-Location	Sponsor	Date	Event	Division-Location	Sponsor
10	Sailboats, Inc. Regatta	10 Mt. Clemens Michigan	Sailboats, Inc. Lolly Boston 313/468-1488	23-24	Norfolk Naval Sailing Association Regatta	11 Norfolk Virginia	Joey Sparks 703/488-1852
16	Fleet 3 Regatta	2 Long Beach California	Fleet 3 Bill Butler 714/496-2756	23-24	Fourth Annual Ocean Pines Regatta Open	11 Ocean Pines Maryland	Fleet 54 John Flanigan 301/821-5217
16	Moonlight Sails	8 Ft. Lauderdale Florida	Fleet 44 Port Tack 305/523-0888	24	Bar-B-Que & Fun Race	8 Miami Florida	Fleet 37 John Hogg 305/233-7042
16	Sadler Regatta	9 Lake Lanier Georgia	Fleet 12 Johnny Matrangos 404/636-2789	24	Spring Series	8 Jacksonville Florida	Fleet 57 John L. Holmes 904/246-4086
16-17	49'er Cup Regatta	3 Lake Don Pedro California	Stanislaus Sailing Society Gail Qualle 209/883-4104	24	Fleet 4 Summer Series	2 San Diego California	Fleet 4 Rich Jeffries 714/582-9146
16-17	Boston Harbor Hobie Cat Regatta	4 Olympia Washington	Olympia Beer Lou Powers 206/943-5483	26-27	Turn Back Regatta	6 Austin Texas	Fleet 23 Larry Moore 817/267-1436
16-17	Edgmont Key-Tampa Bay Regatta	8 Tampa Bay Florida	Fleet 39 Lloyd Molby 813/922-9667 OR 813/955-9424	30	Fleet Five Family Regatta	8 Clearwater Florida	Fleet 5 Harrison Noble 813/581-2260
16-17	CRAM Regatta	10 Boyne City Michigan	CRAM Pete Begle 313/779-2145	30	DRYA Regatta	10 Grosse Pte. Michigan	Pete Begle 313/779-2145
16-17	Hobie Regatta	12 Cape Cod Massachusetts	Goodhue Enterprises Joe Goodhue 617/537-0991	30	Pocono Sailing Regatta	11 Lake Wallenpaupack Pennsylvania	Sports Chalet Ski & Sail Shop Joseph Dolgos 215/433-0090
17	Rockport Reservoir Regatta	5 Wanship Utah	Fleet 67 Pam Harvey 801/266-6706	30-31	Sudden Valley Hobie Cat Regatta	4 Bellingham Washington	Fleet 37 & Olympia Beer Bob Diehl 206/733-0982
17	Fleet Race	6 Lake Meadowmere Texas	Fleet 23 Larry Moore 817/267-1436	30 July 1	Hampton Yacht Club Regatta	11 Unknown	Joey Sparks 703/488-1852
17	MSA Spring Series	6 Galveston Bay Texas	MSA John Gonnerman 713/526-0545	30 July 1	Second Annual Hobie Warm Up Regatta	8 W. Palm Beach Florida	Fleet 34 Ken Starrat 305/461-2781
17	Fleet Race	8 Ft. Lauderdale Florida	Fleet 44 Port Tack 305/523-0888	30 July 1	Leech Lake Regatta III	7 Walker Minnesota	Sports Craft, Inc. Gary Trimble 218/547-1727
23	DRYA Regatta	10 St. Clair Michigan	DRYA Pete Begle 313/779-2145	30 July 1	Governor's Cup Open Regatta	6 Austin Texas	Austin Yacht Club Larry Smith 512/266-1336
23	Emilio's Ski & Surf Shop Regatta	12 Long Island New York	Emilio's Ski & Surf Shop Winifried Breuer 516/796-1565	JULY			
23	Tamco Marine, Inc. Regatta	12 Buffalo New York	Tamco Marine, Inc. Joe Frauenheim 716/876-5944	1	Fleet 15 Series II	2 Oxnard California	Fleet 15 Dave Churchill 805/252-6841
23-24	Miss California Regatta	3 Santa Cruz California	Santa Cruz Yacht Club Ed Mabie 408/289-3119	1	CRAM Regatta	10 St. Clair Michigan	CRAM Pete Begle 313/779-2145
23-24	Willard Bay Regatta	5 Willard Bay Utah	Fleet 67 Paul MacKenzie P O Box 22A Roy, Utah	1	Firecracker Regatta	10 Port Huron Michigan	The Boat Place Ed Shumaker 313/385-5811
23-24	Herron Lake Regatta	5 Herron Lake New Mexico	Fleet 48 Leroy Wilson 505/255-2478	4	Harbor Days at Port Hueneme	2 Hueneme California	Fleet 15 Dave Churchill 805/252-6841
23-24	Arlington Yacht Club Regatta	6 Lake Arlington Texas	Arlington Yacht Club Larry Moore 817/267-1436	4-8	Vallecito Reservoir Regatta	5 Lake Vallecito New Mexico	Fleet 48 Leroy Wilson 505/255-2478
23-24	First Annual Eastern Hobie Invitational	8 Clearwater Florida	Fleet 5 Harrison Noble 813/581-2260	7	Fleet 3 Regatta	2 Long Beach California	Fleet 3 Bill Butler 714/496-2756
				7	DRYA Regatta	10 St. Clair Michigan	Pete Begle 313/779-2145

(Continued on Page 22)



# Tips for the Hobie Cat Trailer Sailor

## TOWING TIPS FOR THE HOBIE CAT TRAILER SAILOR

For a large percentage of Hobie Cat boating enthusiasts, the boat trailer is an indispensable part of the boating picture. This vehicle makes the Hobie Yacht Club function in many and varied locations making it possible to enjoy new sailing scenes each weekend and most of all provide an inexpensive "mooring" for your favorite cat.

According to a recent Los Angeles Times article, forty-six million people will take to the water in 1973. The boggle in the boating business is where to moor 250,000 new craft that will be sold. Bringing to a total of over 9.5 million recreational boats in existence on all U.S. waters. By contrast the marina business has only increased from 5,000 to ten years ago to 5,900 in 1972. This year will also show an upsurge in the sales of boat trailers. Over 50,000 were sold in 1972. Trailers offset the shortage of in-the-water "parking" (that doesn't bother the Hobie crowd) and permits the adventurous boat owners to roam to new and unusual waterways (like all Hobies do) according to the Los Angeles Times.

## SELECTING THE PROPER TRAILER

Two important needs should be considered in determining the proper trailer for your boat; the boat's needs and your needs. First, the trailer should "fit your boat," allowing equal distribution of the hull weight. Coast Catamaran is now investigating new Hobie trailer designs and word should be forthcoming soon on price and availability.

Secondly, a trailer for a boat that is always hoisted does not need to be as elaborate as one that is used for water launching. In this respect, shallow shore slopes or unimproved launch sites may call for a "tiling," "breakaway" or an extending tongue trailer. A trailer that meets your boating needs make launching and retrieving enjoyable and safe.

## HITCHING YOUR TRAILER

Trailer hitches come in a variety of shapes and sizes. Most boat trailers connect to a ball hitch that is bolted or welded to the towing vehicle. Clamp-on-bumper hitches are not recommended for heavy loads or continued towing. Special heavy-duty equalizing hitches are a necessity for trailer tongue weights (the weight a loaded trailer places on the hitch of the towing vehicle) of 250 pounds or greater. The trailer hitch itself should match the size of the ball hitch; NEVER use a ball hitch that is too small. Solid steel ball hitches are preferable.

The coupling hitch on the trailer should have a lock or provisions to prevent loosening due to vibration. Lubricate the hitch for longer wear and quiet turns. The trailer should be equipped with at least one, preferably two safety chains. The chain must have a breaking strength of at least the gross weight of the trailer; solid link chain is best. Safety chains should be connected to the frame of the towing vehicle whenever the trailer is in use.

## LOADING YOUR TRAILER

The weight of the boat, equipment and additional gear should never exceed the manufacturer's rated weight capacity. Proper distribution of the load is of vital importance. Too much weight on the hitch will cause "tail dragging" of the towing vehicle, impairing steering and raising headlights into the eyes of oncoming traffic. Too little or negative weight on the hitch, and the trailer will sway or "fishtail." The solution to proper distribution is often adjusting movable gear.

## TOWING

Extra caution is necessary when towing any trailer. The heavier the rig, the more time required to accelerate, pass, and stop. For this reason, the maximum speed for vehicles with trailers is less than without a trailer in most states. A long rig requires a larger turning radius. Curbs and obstructions should be given wide clearance. Most boats on trailers obstruct the rear view of the driver. When this happens, an additional rear view mirror on the right side of the towing vehicle is required by law. The trailer boatman should be familiar with traffic and highway laws relating to the towing of trailers. This information can be found in the pamphlet "trailer in California," available from any California Highway Patrol area office. Towing a Hobie has particular hazards that should be mentioned. For long distance towing to prevent excessive drag or in areas exposed to strong or gusty winds, the trampoline should be unlaced and rolled around the side rails to prevent the boat and trailer from being blown over.

Hobie tie down straps or lashings should be of sufficient size and diameter and placed on all four corners.



The Hobie Cat trailer is an inexpensive "mooring" for your hobie cat and makes it possible to sail any water within driving distance, offering a change of scene and sailing conditions each weekend. Read the following article on the safe way to trailer your Hobie.

## LAUNCHING AND RETRIEVING

Prepare boat for launching at the top of the ramp or parking facility. Remove all tie-down straps, check boat plugs and fasten boat painter. Do not release winch line until boat is in the water. Back trailer to the left if possible; backing left gives better launching visibility. Avoid dunking wheel bearings wherever possible. Never leave the towing vehicle unattended on the ramp with only the parking brake set. If vehicle must be left while on the ramp, set transmission in "park" or first gear, in addition to the parking brake. In retrieving your boat, make sure that the boat is properly placed on the trailer. Secure winch line to the bow eye. Pull trailer up steadily to prevent spinning the wheels.

## MAINTENANCE

Lights: California State Law requires two red taillights on the rear that may be combined with the stop and turn signals. Vehicles over 80 inches in width require clearance lights. If lights are dunked, water-proof light fixtures should be used. If water is allowed to enter, the lamp may crack and short out the entire lighting system. Water also promotes contact corrosion. Always carry spare lamps. The wire coupling to the towing vehicle should be high enough to stay dry. Never rely on the trailer hitch for ground connection. Four-pole connectors should be used.

The Hobie mast should not extend over three feet behind the rear light assembly. The ideal mounting is with the rudders up and the lights mounted to the tiller extension castings.

On a van rack combination the rear end of the mast should show a red light and flag, the front of the mast cannot extend over three feet forward of front bumper.

Wheels, Tires should ALWAYS be inflated to manufacturer's recommended pressure. Always carry a spare wheel and a jack that fit the boat trailer. If wheel bearings are always dunked, waterproof bearings and caps should be considered. If water is allowed into the hub, lubricating grease will float away and bearings will burn out or seize, causing damage and a safety hazard. Waterproofed bearings should be inspected prior to each boating season, others more often. Special care should be given when traveling on unimproved roadways with small-diameter wheels.


If a spare wheel is not available, a spare wheel bearing set should be taken on long trips in case grease seal has been broken.

Trailers of over 3,000 pounds gross weight must have a braking system.

## FRAME AND ROLLERS

Rust should not be allowed to accumulate. Remove rust and repaint with anti-rust paint. Some trailers offer galvanized coating to prevent rust. Rollers should roll freely, and should not have checks, breaks, or flat spots.

## TOWING VEHICLE.

Most vehicles are limited in towing capacity. Towing heavy loads places extra demands on the engine, transmission, brakes and other systems vital to the vehicle. Towing "packages" are available through most auto dealers and should be considered for heavy boats 



# Regatta Schedule Continued

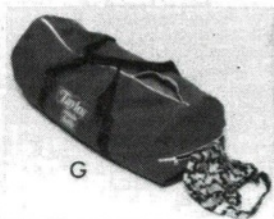
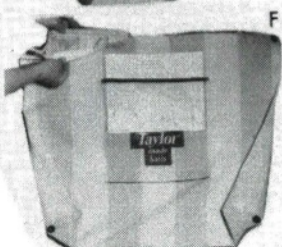
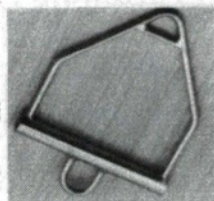
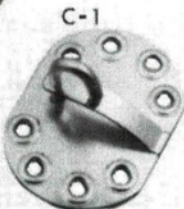
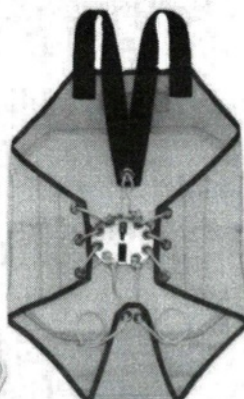
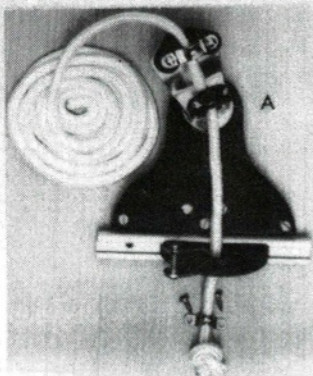
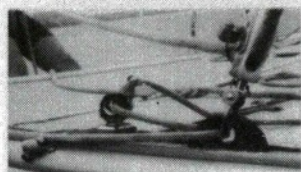
(Continued from Page 20)

Date	Event	Division-Location	Sponsor	Date	Event	Division-Location	Sponsor
7-8	Third Annual Oakwood Lake Sails Pine Mountain Regatta	3 Pine Mountain Lake California	Oakwood Lake Sails Budge Brown 209/982-4618	28-29	Long Beach Sea Festival Seniors Olympics Sailing Regatta	2 Long Beach California	Long Beach Hobie Cat & Bay Sailing Association Frank Versluis 213/597-0335
7-8	Pineview Lake Regatta	5 Pineview Lake Utah	Fleet 67 Paul MacKenzie P O Box 22A Roy, Utah	28-29	First Annual Catalina Weekend	2 Los Angeles California	Fleet 57 Shelly Cassidy 213/892-9356
7-8	Grand Lake Regatta	5 Grand Lake Colorado	Grand Lake Yacht Club Canton O'Donnell 303/333-4994	28-29	Pineview Lake Regatta	5 Pineview Lake Utah	Fleet 67 Paul MacKenzie P O Box 22A Roy, Utah
7-8	Second Annual Thunder Bay Hobie Cat Regatta	10 Alpena Michigan	Fleet 60 Dale Van Acker 517/354-4313 or 517/595-6797	28-29	Fleet 23 Regatta	6 Lake Grapevine Texas	Fleet 23 Larry Moore 817/267-1436
8	Summer Series	8 Jacksonville Florida	Fleet 59 John L. Holmes 904/246-4086	29	Fleet 4 Summer Series	2 San Diego California	Fleet 4 Rich Jeffries 714/582-9146
13-15	Fleet 12 Hobie Cat Open	9 Lake Lanier Georgia	Fleet 12 Stan Sunderland 404/945-6266	29	Fleet 12 Regatta	9 Lake Lanier Georgia	Fleet 12 Stan Sunderland 404/945-6266 OR 404/945-4816
13-15	GLMA Annual Championships	10 Chicago Illinois	GLMA Paul Power Great Lake Multi-hull Association	29	CRAM Regatta	10 Mt. Clemens Michigan	CRAM Pete Begle 313/779-2145
14-15	Nostalgia Regatta	2 Long Beach California	Bay Sailing Association Bill Butler 714/496-2756	?	MSA Summer Series	6 Galveston Bay Texas	MSA John Gonnerman 713/526-0545
14-15	CRAM Regatta	10 Tawas Michigan	CRAM Pete Begle 313/779-2145	<b>CANCELLATIONS</b>			
14-15	Fleet 38 & Avalon Yacht Club Regatta	11 Avalon New Jersey	Fleet 38 & Avalon Yacht Club Michael Gratch 609/967-3649	May 26-27	Memorial Day Regatta	6 Monroe Louisiana	D'Arbonne Yacht Club Ben Miller
14-15	Fleet 52 and Upper Chesapeake Hobie Cat	11 Lewis Delaware	Fleet 52 Jim Glanden 302/368-9514	May 26-28	Fleet 69 Memorial Day Weekend Regatta	2 Lake Mohave	Fleet 69 Dave Boyle
14-15	Pasquotank River Yacht Club Regatta	11 Elizabeth City North Carolina	Joey Sparks 703/488-1852	<b>Racing Rules</b> (Continued from Page 4)			
14-15	Bemus Point Hobie Cat Regatta	12 Bemus Point New York	Chautauqua Sailcraft Ron Berg 716/386-3337	able. Therefore, we prohibit the change.			
19-21	NAMSA North American Open Regatta	11 Spray Beach New Jersey	NAMSA Box 974 Darien, CT 06820	An area where I receive periodic questions is the allowable trapeze equipment on the Hobie Cat 16. The rules state a double trapeze may be added and that trapeze equipment is open to each skipper's desire. This includes footholds, and safety lines. The trapeze equipment is left to the discretion of the skipper because each person has a different comfort level and therefore requires different equipment. It all ends up doing the same thing, increasing the mechanical advantage to holding the boat flat.			
21-22	Fleet 15 Regatta	2 Oxnard California	Fleet 15 Dave Churchill 805/252-6841 805/259-0000	In June of 1972 we added a rule which altered the nature of the class slightly. We allowed taperable battens on the Hobie Cat 14. This had not been allowed previously. The change was made because we felt allowing the taperable battens would allow skippers more latitude with their sails. A skipper could have a stiff set of battens to give him a flat sail for windy days and a limber set to make a sail full on light air days. By tapering the battens he could move the pocket around, eliminate hard spots and soft spots in the sail and in short, obtain substantial changes in the sail shape with the insulation of different battens. We do insist that all battens be Coast Catamaran all fiberglass battens. We have developed an excellent batten design which allows simple tapering and yet remain relatively unbreakable. NOTE: There will be an article in the next Hot Line about batten tapering and sail shape.			
21-22	Fleet 67 & Salt Lake Sailboats, Inc. Regatta	5 Bear Lake Utah	Fleet 67 & Salt Lake Sailboats, Inc. Burg Berger 801/363-1306	If you do not have a copy of the Class Rules, simply drop a card to the Hobie Cat Class Association and we will send out several copies free of charge. If you have any questions about the rules, don't hesitate to drop us a note. We will give you an interpretation if you have a particular change in mind and are uncertain about its legality. Either take a picture of it or make a sketch and include it with the note and we will evaluate it and let you know if you can make the change. I urge all skippers to become more familiar with the Class Rules and chastise skippers who flagrantly violate them. You will have to act as enforcers or the Rules will mean nothing and skippers will do as they please.			
21-22	Diamond Lake Open Regatta	10 Cassapolis Michigan	Borough Sailboats 219/232-0801				
22	Summer Series	8 Jacksonville Florida	Fleet 59 John L. Holmes 904/246-4086				
26-30	Marblehead Race Week	12 Marblehead Massachusetts	Joe Goodhue 617/537-0991				
28	DRYA Regatta	10 St. Clair Michigan	Pete Begle 313/779-2145				
28	Emilio's Ski & Surf Shop Regatta	12 Long Island New York	Emilio's Ski & Surf Shop Winifried Breuer 516/796-1565				

Keith Fuller Racing Coordinator  
Hobie Cat Class Association



# Hobie Caters Shopping List



**A. SUPER TRAVELER** — The single most important addition to your boat. A must for racers rounding that down wind mark. Only the SUPER TRAVELER system has efficient 2 to 1 ratio center sheeting from anywhere on the boat. No forces pull across the track which cause binding or jamming of the car in the track, as in other systems. SUPER TRAVELER comes complete w/10 ft. 3/8" braided line, pre-mounted Schaefer cam cleat, pre-drilled anodized aluminum base plate, smooth sliding Super Traveler Car and all necessary stainless steel screws, rope guide, and shackles. **\$34.95**

**A-1 SUPER TRAVELER** which uses stock Coast Cat car (Includes an extra shackle and swivel block which mounts on your traveler car. Excellent for H-14.) (Not Shown) **\$32.50**

**B. SUPER TRAVELER CAR** — Precision machined, self-lubricating, guaranteed stronger than the track it rides in. **\$ 9.50**  
With Schaefer shackle **11.00**

**C. TRAPEZE HARNESS W/HOBIE INSIGNIA** — Padded for comfort and flotation with closed cell foam (can't soak up water). With proper adjustment, this should be the most comfortable harness available. Comes in yellow w/blue insignia, or blue w/red insignia.

Sizes: Med. to 5'7"; Lge. 5'6" to 6'0"; X-L 5'11" up **\$32.50**

**C-1 Improved "Keeper" or Trapeze Hook** — won't jam, and avoids inadvertent un-hooking. **\$10.00**

**D. TRAPEZE/LIFE JACKET** — Super flotation, Coast Guard approval pending. Same sizes as regular harness. Yellow only. Price pending C.G. approval. **\$49.50**

**E. HANDHOLD** — a quick and easy hook-up for hiking out on your trapeze.  
1 — **\$ 8.50**  
2 — **16.00**  
4 — **30.00**

**F. REGATTA BAG** — Acrilan material is very water-resistant, has velcro closure, and sports a clear plastic course chart holder. Same colors as Duffle-bag, Dark Blue, Red, Yellow. **\$19.50**

**G. WET/DRY DUFFLE** — 31" long by 12" diameter, two bags in one: full inner bag for damp clothing completely separated from dry bag. Two heavy duty nylon zippers. Water resistant acrilan. Dark Blue, Red, Yellow. **\$23.95**

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**H. SAIL AND BOOM BAGS** — Tough, abrasion resistant nylon sail cloth, ideal for strapping down on your boat while trailering for years of rough use. Blue only. Hobie 12 **\$11.00**

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# **HOBIE CAT** CLASS ASSOCIATION

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