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## ***Announcing An Addition to the Hobie Family***





# The New Hobie Baby Has Arrived

Weight: 150 lbs., 1 oz.  
Length: 12'

(A Boy by All Outward Appearances)

Width: 4'  
Sail Area: 90 sq. ft.

Born officially June 14, 1973 after a 2 year period of incubation. Mother Hobie 14 is progressing satisfactorily; Father Hobie 16 was standing by in an adjacent room in their new home at 2026 McGaw Avenue, Irvine. Father survived satisfactorily.

Little 12 brothers and sisters will soon be following at the rate of 80 per day, and are expected to be out racing around on lakes, bays and oceans any day now.

## Lethal Combination . . . Metal Masts and Electricity

This notice has just been received from the Executive Director of Class Racing, William Bentsen, North American Yacht Racing Union.

On May 6 Manton Scott, one of the best small boat sailors in the U.S., was killed when his "470" mast touched a power line at Duxbury Yacht Club (Mass.). Scott had only recently won the 470 Midwinters Championship and was to have assisted 470 sailors at the first U.S. Youth Championship regatta in June.

Scott's tragic death is not the first to occur in such circumstances; others have been reported in the yachting press from various sailing centers around the world in recent years. Many accidents have occurred with less serious results, on the same day that Scott lost his life, another 470 sailor narrowly escaped injury when his mast contacted a power line at Pawaukee Yacht Club (Wisc.).

Officers of clubs, and one-design class association officers, can take immediate steps to reduce the power-line hazard. Action by clubs is most critical. The following suggestions are directed to the Commodore or President:

1. Appoint a committee of one or two members to examine thoroughly your club grounds, and all areas beyond club property lines where boats could strike power lines while on their trailers. Consider the tallest masts in club fleets, and also boats which might be attending a regatta from other areas.
2. As *temporary* and *immediate* measures:
  - A. Block off hazardous areas on the ground, if traffic considerations allow this.
  - B. Notify Public utility companies of this potential hazard; request they rectify conditions or post signs nearby.
  - C. Call attention to the hazards and the seriousness of the problem to members by bulletin board notices, newsletter announcements, etc.
  - D. See that any information going to regatta visitors contains warning of the hazard.
3. As a *permanent* measure:
  - A. Arrange with the local power company to either raise or (preferably) bury any power lines on club property.
  - B. Encourage and urge owners of any neighboring property to do the same, if trailered boats move across such property.
  - C. Make the same arrangements for lines over or along roadways leading to the club.

One-design class officers can give wide publicity to the power-line hazard through newsletters and bulletins, and by making special announcements during Skippers' Meetings, at any regatta held at the club with exposed power lines.

Signed WILLIAM BENTSEN

A narrowly averted fatal mishap such as the one mentioned above happened during the 1971 Hobie 16' Nationals, held in San Diego Bay.

Extreme caution should be exercised in any movement of your Hobie on land when the mast is standing. THE GREAT DANGER IS NOT DIRECT CONTACT MAST TO WIRE, BUT THE FACT THAT IT IS POSSIBLE FOR AN ARC OF ELECTRICITY TO JUMP 10-12' TO A GROUNDED OBJECT SUCH AS A STANDING HOBIE MAST BEING TRAILERED, CARRIED OR AFLOAT.

Prior to the recent Lake Havasu Regatta, a fatality was reported as the

(Continued on Page 23)

## Hobie Cats Forfeit Right of Way In Mid-Channel Races

Marina Hobie Cats will begin a series of evening races this week with some unusual rules designed to increase non-Hobie sailors' enjoyment of the Marina.

This interesting approach to navigational problems in crowded harbors has met with much success in Marina del Rey, California, according to Don Oltmans, Vice-Commodore of Hobie Fleet No. 57.

This rule made it possible for Fleet No. 57 to legally race within the limits of the inner harbor and exceed the 5 mph speed limitation imposed by most harbors.

The intent, of course, is to "hail your intentions" to others so they know you are in control of your boat. The opposing boat may then plan his course without concern.

"All Hobie Cats shall forfeit all rights of way to all other vessels in the harbor," said Fleet 57 Vice Commodore Donald Oltmans, when he announced the Thursday evening series of races.

The rules for the races are strict, and are part of a public relations gesture which the local fleet members hope will be adopted by all Hobie skippers. Rules include the following:

"When another vessel is encountered there are three courses of action:

- a. Take immediate action to stay clear.
- b. Hail the vessel to 'hold their course,' and thereafter sail safely in front of, or to the stern of, that vessel.
- c. Request the other vessel to alter course slightly."

The local Hobie fleet has announced that failure to comply with these rules will be cause for immediate disqualification from a race. Additionally, any incident with another vessel will be considered as grounds for disqualification from all future Thursday night racing.

"It is the object of this rule," said Oltmans, "to either avoid encounters with other vessels, or if there is an encounter, that the encountered vessel is clearly aware of the Hobie Cat's intentions to assume the responsibility to keep clear.

"Thus, it places no burden on the other vessel to maneuver to avoid incidents, but allows the vessel to offer room by choice."

In addition, the rules for the race include the following reminder to sailors of the fast cats: "While racing, all boats shall adhere to all rules of good sportsmanship.

"Especially applicable is the yelling of such phrases as 'Get out of my way, I'm racing,' and the tone of voice of such phrases.

"Such actions," Oltmans announced, "are subject to disqualification.

He also stated that boats cited for sailing after sunset without proper lights will receive a disqualification score, and that Hobie skippers tacking out the channel shall remain inside the "no sail" buoys or be subject to disqualification.

"I encourage everyone to follow these rules all of the time, even when not racing," said Oltmans.

"They are written to govern activity in the harbor, in order to help us cooperate with other vessels, which is the spirit of our activities."

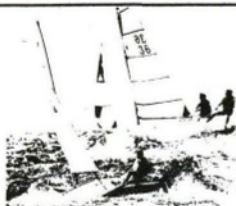
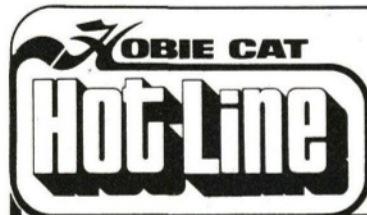
The Hobie fleet formulated the rules in response to many requests from Marina boatmen who have difficulty maneuvering in the vicinity of the fast moving catamarans. In many Southern California harbors, thoughtless Hobie skippers have caused panic among owners of big, slow vessels maneuvering in crowded harbors.

(Continued on Page 20)





The start of the Hobie 16' at a recent West Coast Regatta held off of Dana Point Yacht Harbor, home of the Hobie Catamaran.



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**West** . . . . . Kevin Summerell  
**South** . . . . . Rich Reed  
**Midwest & East** . . . . . Bill Pankhurst

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Two light weight girls decided to take on a third for live ballast and show a good Hobie 16' style rounding the committee boat.

## Cover Photo

Sitting proudly in the center of the new coast catamaran Irvine, California plant, is the first Hobie 12' production model. In the background are rows of packaged new Hobie 14 and 16 foot models ready for loading onto the adjacent rail car. These are soon to be joined by Hobie 12's at the rate of 80 per day. Additional production photos on page 18.

Cover photo: The Nick Nickels Agency

## INDEX



Page 2	Editorials
Page 4	Sail Control/ Sail Tails
Page 6	To Race or to Sur- vive Is the Question
Page 7	Nationals Qualify- ing Information
Page 8	Regattas We Would Like to Make
Page 9-22	Regatta Results
Page 10-11-15	Regatta Schedule

Next Month: McKibbin Sails Loft/  
The Hobie Sail





Between races at an early spring regatta held at Laguna Beach, Calif. Heavy seas and little wind prevented many boats from leaving the beach.

## Coast Catamaran Turning a Fad Into Permanent Market

Innovation often appears to be indigenous to southern California. Many new products or ideas spawned in the area, while initially successful as fads, soon pass from the limelight into oblivion. A few, however, do continue as viable permanent entities on the business scene. *Coast Catamaran Corp.* is a good example of the later category.

The company, headquartered in Irvine, is primarily engaged in the design, manufacture and sale of 14-ft. and 16-ft. day sailing catamarans under the name Hobie Cat. Hobie-Catting is not so much a new sport as an amalgam of two old ones — surfing and sailing. The boats are extremely light baby catamarans, strong and nimble enough to handle heavy surf and fast enough to skim the surface of a lake. Their versatility has made the Hobies" popular throughout the country.

A total of 5,534 Hobie Cats were produced during 1972 versus 3,949 the year before. The highly seasonal nature of production has created a number of problems in the past (i.e., supplier quality and delivery problems caused by peak-season demand requirements and high personnel turnover). To correct these difficulties, production is now on a year-round basis.

In general, management believes that future growth will be related to new products and has initiated an aggressive research and development program for fiscal 1973. One result of intensive R&D is the Mono-Cat recently introduced after 18 months of work. It is expected to contribute to operating results in the second half of fiscal 1973. The R&D budget for this year will exceed \$300,000 compared with \$90,000 in fiscal 1972.

The company's marketing program is a national effort through a network of over 300 dealers with sales roughly paralleling population and the availability of water for recreational use. Products are also sold in a number of foreign countries.

A major role of the field sales force this year will be to help the dealer merchandise boats through a variety of techniques including local advertising and special promotions. Regional sales managers are responsible for recruiting new dealers and building the caliber of the dealer network.

Coast Catamaran sponsors and encourages through dealers organized competition for Hobie Cat owners in regattas throughout the U.S. and in some foreign countries. The regatta program is one of the company's major strengths. Last year participants in the regionals were up from 382 to 694. The estimated number of active skippers was over 8,000 at the end of fiscal 1972 compared with 4,500 a year earlier.

Manufacturing capacity was increased recently via a new 89,500 sq. ft. facility in the Irvine industrial complex near Newport Beach, some 20 miles north of the San Juan Capistrano plant. Assembly and shipping operations for the 14-ft. and 16-ft. boats have been moved to the new Irvine facility which has been designed to facilitate work flow. The mold shops are still in San Juan Capistrano with hulls trucked to Irvine for completion. The Mono-Cat is being produced in the new plant.

Sales results up to the present time and indications of fundamental market strength at January and February boat shows held throughout the country have led management to state that fiscal 1973 should be another year of significant progress for the company.

*Investment Dealers' Digest*

### DIVISION 8 CHAMPIONSHIP SCHEDULE

Eau Gallie Yacht Club  
100 Datura Drive  
Indian Harbor, Florida  
August 4-5

SATURDAY:	9:00-11:00 A.M.	Registration
	12:00	Skippers Meeting
	1:00 P.M.	First Race (3 races back-to-back)
	5:00 P.M.	Beer Party at Yacht Club
SUNDAY:	9:30 A.M.	Skippers Meeting
	10:30 A.M.	First Race (3 races back-to-back)
	3:00 P.M.	Trophy Presentation
ACCOMMODATIONS:		Pine Motel
		894 S. Patrick Dr.
		Indian Harbor, Florida

## Sail Control/Sailtails

### HOW TO USE SAIL-TAILS TO THE GREATEST ADVANTAGE

The principle of the SAIL-TAIL is to get balanced air flow on both sides of the jib. With balanced flow, the jib is drawing at its maximum when on the wind and under reaching conditions. The SAIL-TAIL which is streaming in a smoothly horizontal manner indicates that the air-flow in its area is flowing evenly across the jib surface. When the SAIL-TAILS on both windward and leeward sides of the sail stream smoothly in parallel, the proper flow is occurring on both sides of the Jib. This condition leads to optimum pressure differentials.

#### 1. SAILING TO WINDWARD WITH SAIL-TAILS

- When the windward SAIL-TAIL droops or flutters aimlessly, the sail and the boat are being "pinched". Either bear-off slightly or tighten the jib a notch to cause it to stream smoothly. You should experience an increase in speed.
- When the leeward SAIL-TAIL droops, flutters or even moves forward toward the headstay, the jib is choked. The jib is either strapped in too tight and should be eased or alternatively, bring the boat up into the wind slightly until the leeward and the windward SAIL-TAIL are streaming smoothly. When sailing a fixed course adjust the jib to the SAIL-TAIL; when sailing "by the wind" adjust the boat direction to the SAIL-TAIL with the tiller.
- You may have to make minor adjustments to the sheeting of the main as you adjust the jib to obtain the best slot effect.

#### 2. CLOSE REACHING WITH THE SAIL-TAIL

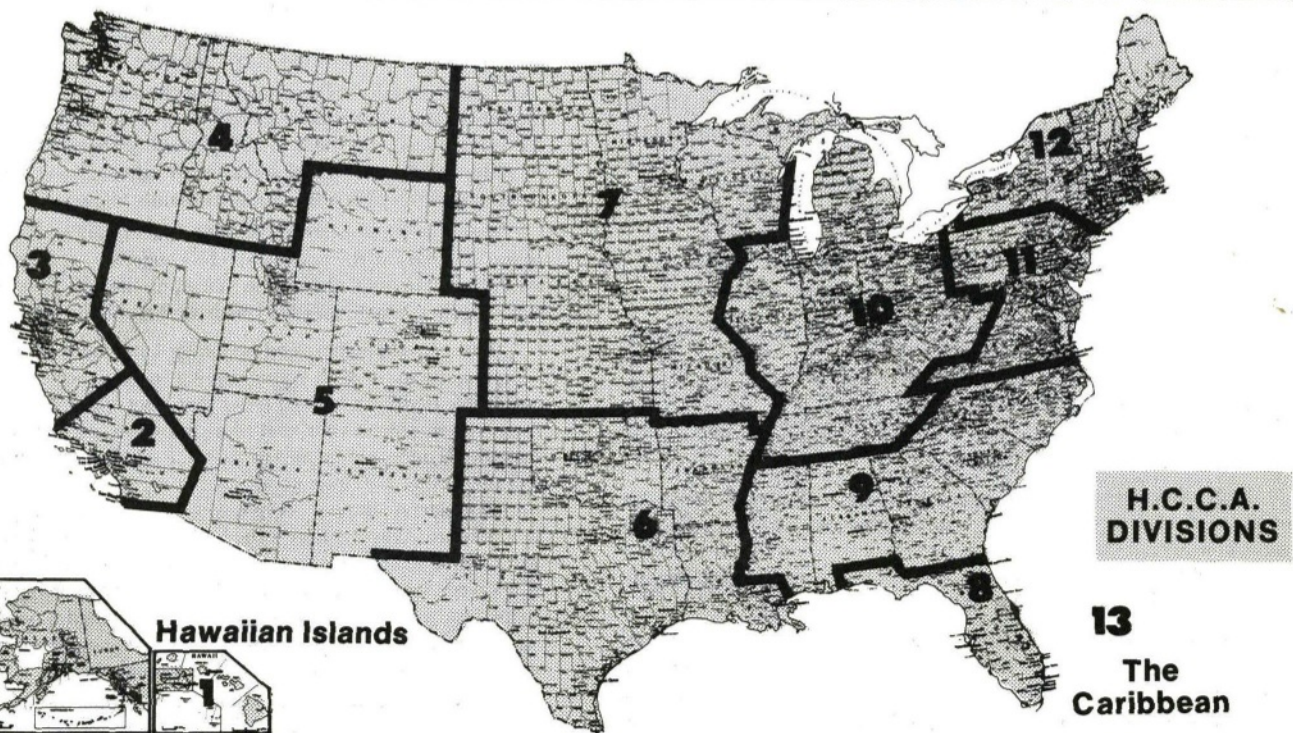
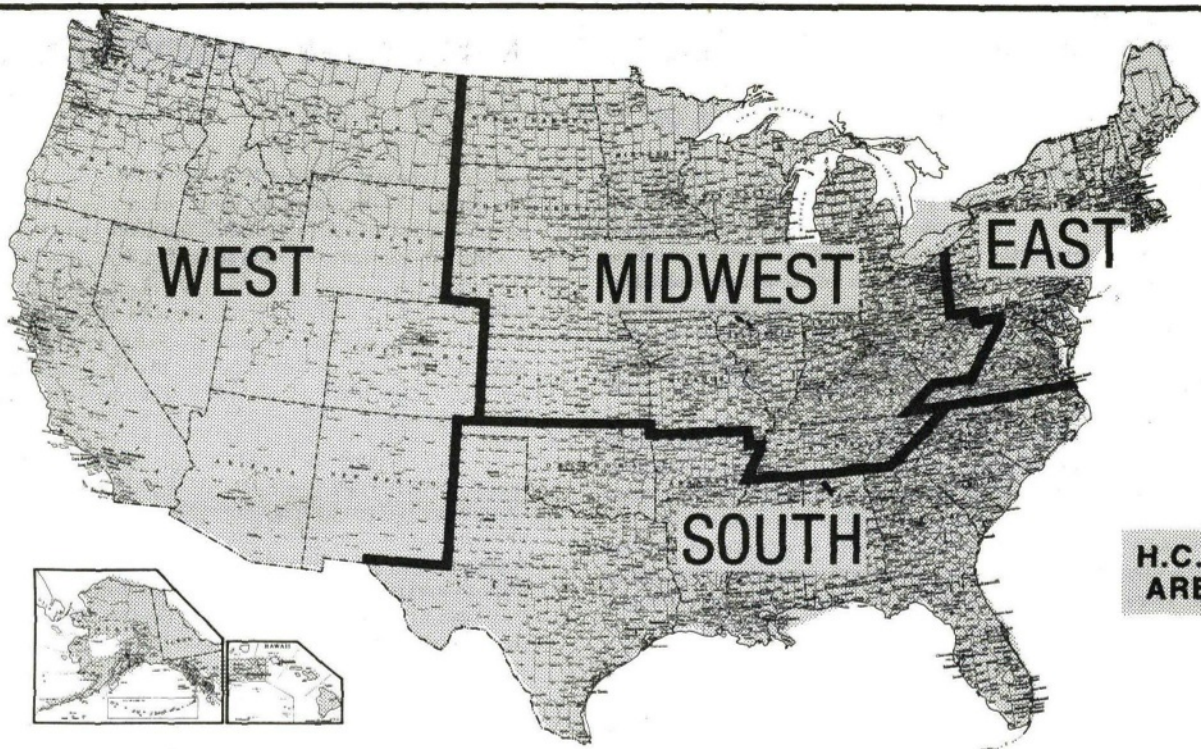
In just about all respects the same SAIL-TAIL techniques apply on a close reach as in sailing to windward. Generally, however, the leeward SAIL-TAIL is the more significant (and difficult to observe). Again, if you are sailing a fixed course, adjust the jib sheeting to stream the SAIL-TAIL aft and horizontally on the sail. If the course can be varied to optimize the boat speed bear-off or head-up to obtain smooth flow. The leeward SAIL-TAIL in no case should flutter upward or forward — if it does the sail is "pinched". The windward SAIL-TAIL should stream also — but more loosely than when sailing on the wind. Again, trim the main as necessary for maximum speed.

#### 3. BROAD AND BEAM REACHING

On these points of sail the leeward (more forward, less visible) SAIL-TAIL is the most important indicator. It should generally stream smoothly. If it does not, the jib sheeting or boat heading should be adjusted as before.

(Continued on Page 20)





In an effort to more efficiently serve the ever-growing Hobie Cat Class Association Regatta program and expanded fleet activities at the local level, H.C.C.A. has appointed three experienced and highly qualified H.C.A.A. district directors.

The areas of the country to be served by each of these men is as per

#### Hobie Cat Class Association South District

Director: Rich Reed  
4325 Dunbarton Avenue  
Tampa, Florida  
(813) 831-8941

Divisions: 6,8&9  
Fleets: 5,8,9,11,12,22,23,34,35,36,  
39,41,42,43,44,45,46,59,63,  
64,68,70,71

#### Hobie Cat Class Association West District

Director: Kevin Summerell  
2026 McGaw  
Irvine, California 92664  
(714) 979-2880

Divisions: 1,2,3,4 & 5  
Fleets: 2,3,4,6,10,14,15,16,17,20,  
21,24,27,30,37,48,51,57,61,  
62,66,69,72,77

#### Hobie Cat Class Association Midwest & Northeast District

Director: Bill Pankhurst  
763 Loraine  
Grosse Pointe, Michigan 48230  
(313) 468-0362

Divisions: 7,10,11 & 12  
Fleets: 10, 13,18,19,25,26,28,29,31,32,33,  
38,40,47,49,50,52,54,55,56,58,  
60,65,73,74,76

the upper maps. The division breakdown within these areas is as per the lower map, the fleet and the division breakdown by number is listed below. Please retain this edition of the Hot Line for future reference for division, area and national regatta activities.



# To Race or to Survive Is the Question

## Learn to Enjoy Those Gusty Gusty Regattas

In very strong winds the chief difference between the world caliber helmsman and the rest of the fleet is that the good man continues to race his boat while the others are content merely to survive. How many times, when the wind is well up in the 20s have you said to yourself: now if I can just get around the course without capsizing or breaking something I'll be doing OK. And while you're concentrating on staying upright there are two or three crews up at the head of the fleet doing all the things that they would be doing in a 12-knot breeze. They try for the best start, they play the shifts, they cover their opponents, they make tidy mark roundings and a dandy scudding sight downwind.

The first thing you must do about heavy weather is decide to treat it for what it is—just more of the same stuff that makes your boat go at other times. But because there's more of it, you must allow for the difference.

Get out to the course early—not as early as you would in more moderate weather because you don't want to be slatting or crashing around too long, risking breakdown or capsize and getting tired out. But you should be there long enough to get the boat set up for the conditions and to sail for a few minutes on each tack to feel the wind's muscle.

In well protected water, where the sea does not build up appreciably no matter how strong the wind is, you will want flat sails sheeted well outboard. The outhaul should be "full on"; your mast should be allowed to bend as much as is safe, your main traveler should be allowed to travel more than at any other time, your jib must be tensioned—the luff pulled as tight as possible, the leads moved outboard and the sail sheeted hard. With a flat sea and hard wind these fully flattened sails will drive you high and fast upwind.

But in many areas the Hairy Screemers bring with them high, confused, speed-sapping seas that demand a quite different tuning technique. When waves make forward progress difficult the boat should not be set up with sails "maximum flat." Some drive must be left in them to get you through, over or around the waves. You will still want to keep the draft well forward with luff tension, but main traveler and jib Fair Leads should not be set as far off to leeward, the mast should not be allowed to bend quite so much and you should not sheet too hard.

By having the main traveler close to the centerline and then taking it easy on sheet tension, the main will twist off at the top, which will relieve some of the heeling pressure, and the middle of the sail will be full enough to give the required drive. The jib should be led inboard so that the curve of its leech matches the twist of the main. The top of the jib will therefore luff early, thus causing the heeling force.

Under these conditions, the master helmsman will quickly rise to the top of the fleet. It is the wise and very experienced heavy air sailor who knows how to read the wave patterns (or lack of them) so that he may find the least difficult of all the bumpy ways to get up the weather leg. But the technique can be mastered with practice.

The business of practicing and training in hard winds is also a tough one, because too often skipper and crew go out to "train" and spend their time "surviving" upwind and having the time of their lives off the wind. It is very important at such times (as in racing) to deal with heavy air, not as something to be tolerated, but as something to be manipulated—converted into forward motion.

Going to upwind in a blow the helmsman's job is to "sail the boat upright" and to steer it on the proper side of every major wave that comes along. Plenty has been said about crew weight, and flat sails being necessary to keep a boat on its feet. They all help. But in the final analysis it is the man at the tiller who is in charge of that department. No properly designed racing boat can be taken to weather in winds above 20 knots and all sails full, unless she is over-reefed. A good bit of the main and often part of the jib will have to carry a luff under these conditions. And it is carrying exactly the right amount of luff from moment to moment that is the chief responsibility of the helmsman.

In their efforts to sail upright many top helmsmen use the relationship of deck angle to horizon as their guide. This is a good relationship because it is not something that has to be focused on; it can be judged with

peripheral vision and sensed in the seat of the pants. Maybe this is where the "he sails by the seat of his pants" expression came from. In any boat you have sailed for even a short time you get to know by the feel of it under you when it is upright, or within a very few degrees of it.

While you are busy mastering the techniques of sailing a boat flat you must also learn to deal with waves. In hard air the biggest waves usually come in threes, sometimes in pairs, almost never in groups of four or more. Now and then some outside influence, like the wake of another boat, will produce a single maverick sea that will stop you dead if you don't know how to deal with it.

Your eyes should be focusing several waves ahead of the boat, so that your mind can compute what is going to be happening a few seconds later. Often when you see a group of waves far enough ahead you will be able to pinch up a bit and miss the worst part of them, or perhaps drive off a few degrees to leave them to windward of you. When neither of these moves is likely to work—without costing you more than it would gain—then you must deal with the waves head on. As the first one starts to lift your bow, poke the nose of your boat more into the wind, so that you are heading straight over the top of the wave with quite a bit of luff in the sails. Up on the top of a big wave, there will be more apparent wind, and the boat will be lifted partly out of the water so that it has less stability. These are good reasons to poke the bow into the wind as you go up a wave. Perhaps the best reason is that up there in the peak of a big wave there is a circular movement of water that wants to drive you backwards. By aiming over the top of the wave at right angles you get out of this backwards-setting water more quickly than if you angled over the peak.

As you start down the other side of the wave lay the boat off a bit. All the reverse factors now are working for you: you are down in a gully where the wind is less, your boat is well planted in the water, thus developing stability, and the water particles in the troughs are moving to windward—the direction in which you are trying valiantly to go.

If this is a group of two or three waves you must steer quickly—almost violently if the waves are close together—to point back up to windward, above close hauled, as you climb the next peak. Then you must fall off again to regain speed as you drive through the next trough.

There is yet another good reason for handling seas in this way. Under such conditions—with waves coming in sequence—it is physically impossible to drive a sailboat faster than a set speed. No matter how many trapezes you put on your boat to give it drive, no matter how much you may lay off and ease the sails to go fast, a set of closely-spaced steep waves will prevent the hull from going any faster. Therefore—knowing that you cannot accelerate through steep waves—you should use them to boost you to windward. When you stick the bow up into the wind as you rise over a wave you are gaining a foot or two to windward, and because the waves would keep you from going any faster no matter what you did, you are not losing headway. After two or three well-manipulated waves you should end up about half a boat width to windward and about even with where you would be if you tried to crash headlong through the seas.

Of course, there are pitfalls. You must be sure not to poke the boat up into the wind so far and so long that you stop moving ahead, or that you get caught aback and accidentally come about or get into irons. It must be a quick up-and-off motion. When the waves are too close together as they sometimes are in shallow water or close to shore, it will be impossible to change direction fast enough to make such technique work. Then you must make the best of it, trying to dodge the bigger waves and trying to gain speed in the flat spots.

Although you must not ignore a major windshift no matter how strong the wind, you should avoid unnecessary tacks. Like tacking in extremely light air, a tack in very strong winds will cost a lot of distance. The same is true of covering other boats. You should apply a loose cover on the boat nearest you in a series, or the one that is threatening you in that race if the one place is important to your series score. In a match race, or when only one other boat is in contention, a close cover can be tried because close covering usually means the boat you sit on will tack as often as you do, so you will both lose together.

(Continued on Page 16)



## Buddy Hobie and The Big Flat Sea

*The sailing talent, the race program and the facilities were planned to a "T", yet the big intangible "weather" came up light for the first ocean crossing by the Hobie gang. Between the Bahamas and Fort Lauderdale, it was . . .*

by Mag Bigoney

Hobie Cat sailors had a big weekend of it, May 11-13 at Fort Lauderdale. Hobie Alter and Buddy Ebsen and a lot more West coast and Hawaiian sailing talent came East to lend glamor and attention to what added up to a lot of hours aboard catamarans.

Le Club International, Hobie Alter and Buddy Ebsen were all involved arranging an offshore Hobie Regatta with some of the world's best Hobie sailors racing from Gun Cay in the Bahamas (just North of Cat Cay) to Fort Lauderdale—or thereabouts. With virtually no breeze, flat seas, and the Gulf Stream current to outguess, the various landfalls weren't all "right on" Fort Lauderdale. For safety's sake there was a fleet of power boats in attendance to offer food, liquid libations, and navigational hints to the Hobie skippers (and to salvage them if any storms came along).

The catamaran fleet was towed across the stream by a variety of power boats including the 110' "Reverie" out of Le Club on Friday, May 11. The crews and some of the working press slept all over the "Reverie" and even on some of the cats that night.

After a later than scheduled start Sunday morning, they headed for the mainland. Close to eight and a half hours later Wayne Shafer discovered America's shores. The celebrity of the Regatta, Buddy Ebsen, made the other thirteen skippers look good by being fourteenth to finish after something close to nine hours out there.

Hobie Alter, one of the most enthusiastic sailors around, was first to admit that one "shouldn't get out of sight of land" with the little cats—but thought having the escort boats along made it all okay. It did under the glassy conditions this year. But one wonders how the sailors and the boats would come through one of the real rousing Norther's the SORC sailors complain about. Let's hope they never find out.

In second place behind the World Champion, Wayne Shafer of San Juan Capistrano, California, was Fort Lauderdale's Chris Christensen, followed by Herb Andreason of Hawaii. Hobie Alter was in fourth place.

While all that was going on—Friday before the fourteen Hobie 16's were towed across the Stream there were a bunch of other Hobie races at Fort Lauderdale. Some were "fun" type go's around the marks, and others were regular Fleet 44 series races.

The Pro-Celebrity race was won by Frank Snedeker of Fort Lauderdale and Jose Reyes of Puerto Rico. Bernie McCormick and Hobie Alter were second and Johnny Wilson, Outdoors Editor of The Fort Lauderdale News, and Tom Wickenhauser were third.

The Powder Puff event, which caused some active girl watching from the beach onlookers, was won by Suzanne Clark of Fort Lauderdale, sailing with Jeff Canepa of California. Toni Crabtree and Wayne Shafer were second, with Trudy Saxon of Boca Raton and Jose Reyes third.

Those races had a modified Le Mans start, with the participants running up the beach, launching the cats, jumping aboard and sailing the course. That is most of them did—one sports editor gave his boat a mighty shove, fell flat on his face in the water while his cat sailed off by itself.

The Fleet 44 races were five in number on Saturday and Sunday; while the celebrities were drifting around in the Gulf Stream, being baked to a crisp by our beautiful Florida sunshine, trying to figure out how Columbus ever did it.

At the awards presentation Sunday evening at Le Club, Hobie Alter was his usual enthusiastic self, despite the long trip across. And expressed hope that next year would see the Second Annual Bahamas Race.

The expression "Have a Happy Hobie Day" really takes on meaning watching the catamaran sailors. They do have more fun—and win or lose, they smile a lot.

## WINEBAGO MOTOR HOMES FOR NATIONALS

Our good friends of Clear Lake, Iowa, The Hansens of the Winebago Motor Home Co., are working on the possibility of being able to pick up a Motor home in Los Angeles or Las Vegas and driving to Lake Havasu for the 14' Nationals. If the plans can be formulated, the particulars will be in the next Hotline.

## Qualifying Information for The Division, Area and National Championship

This year Coast Catamaran and the Hobie Cat Class Association are revising the method for qualifying for the Nationals. We will place the emphasis on the Division championship and area championship. The areas are outlined on the map accompanying this article. The Division championship will qualify the top skipper in the 14 and top skipper in the 16 to sail in the Nationals. Each Area Championship will qualify six Skippers. This will leave 9 spots open for last minute qualifying at the Nationals. The Total Fleet of Qualified A Fleet skippers will be 50 boats, the remaining 50 will go into a B or a C Fleet depending on the attendance at each National. The area championship will be held in a location central to each area and will be organized similar to small scale Nationals. Coast Catamaran will actively sponsor each area championship and will try to make it one of the most fun regattas of the year for that area.

The reason for the shift in our planning is two-fold. First, we are trying to eliminate the day of fleet breakdown sailing for the Nationals; we are going back to the system where a skipper qualifies directly into A fleet. Secondly, we want to have at least one Coast Cat sponsored major regatta convenient to almost everyone in the country at least once in the year. We feel by having the championships like this we can put a major Coast Catamaran sponsored regatta within 300 miles of almost everyone.

Boats will be furnished at the Nationals to the following contestants at no charge.

1st Place Winners 14 & 16 A Fleets—Division Championships

1st Place Winners 14 & 16 A Fleets—Area Championships

Defending 14 & 16 A Fleet Champions

Boat reservations for the 14' and 16' Nationals for all non-qualified contestants will be on a first-come-first-serve basis. A non-refundable deposit of \$25 will now be accepted with the \$75 balance due on Sept. 1st. A. Following is a qualifying breakdown by area and division.

- 1) The top skipper A Fleets from each division championship on the continental United States automatically qualifies.
  - 2) The top six A Fleets from each of the four area championships qualify.
  - 3) Hawaii qualifies three, Division 13 qualifies two.
  - 4) Nine spots are held open for last minute qualifying at the Nationals—total fleet equals fifty.
  - 5) See chart for complete diagram of areas and divisions.
- B. Timing for each event is being moved up.
- 1) Division championships to be held by August 20th, 1973.
  - 2) Area championships must be held by the end of August, 1973.
  - 3) Nationals to be held early & mid-October, 1973.

The following are the major regatta locations and dates as they stand currently. Any suggestions or recommendations should be relayed to the Class Association as soon as possible.

## NATIONALS

14' Nationals—Lake Havasu, Oct. 3-7, 1973

16' Nationals—Key Biscayne, Florida Oct. 17-21, 1973

## AREA CHAMPIONSHIPS

East	Wildwood, New Jersey	Sept. 15 & 16
South	Pensacola, Florida	Sept. 7, 8 & 9
Midwest	Evanston, Illinois	Aug. 11 & 12
West	Lake Comanche, Calif.	Sept. 7 & 8

## DIVISION CHAMPIONSHIPS

Division 1	Hawaii 14	Aug. 25-26
	Hawaii 16	Aug. 18-19
Division 2	The Queen Mary, Long Beach	August 11-12
Division 3	Alameda State Beach,	July 28-29
Division 4	Seattle, Washington	July 28-29
Division 5	Dillon Reservoir, Colorado	Aug. 18-19
Division 6	Lake Charles, Louisiana	Aug. 10, 11 & 12
Division 7	Clear Lake, Iowa	July 14-15
Division 8	Cocoa Beach, Florida	Aug. 4-5
Division 9	Lake Lanier Atlanta, Georgia	Sept. 1-2



# **{Regattas We Would All Like to Make}**

**THIS DROPPED OUT OF THE MAIL BAG.  
WE LIKE IT: SEND US MORE!**

"WORLD OPEN" to be held once again in the Tampa Bay Area !!! Yes, by popular demand (7 for and 312 letters against having it) but, we are still going to present the Internationally recognized "3rd Annual Florida Fence World Open".

So set aside July 15, 1973 as one of the biggest happenings in Hobie Cat History . . .

## **Hobie 14's**

Dennis—Number 1—Wilcox will be there to defend his title as World Open Champ. However, it is rumored that Cape Canaveral's own dynamic duo of Barry and Dave, and the Eustis—I hope the wind blows 50 knots—Flash Steve Shafer will be here to try and "port tack" the title from Dennis. Just to show you the prestige that is associated with the sailing in the "World Open", Charlie Hayward of Adventure Yachts of St. Pete is coming out of retirement—?—to defend his position . . . By the way Charlie, what is your position? Also John Hamilton of Adventure Yachts of Tampa has a new boat on order and we know it was ordered special for the "World Open".

## **Hobie 16's**

The talk among the 16 skippers has it that Howard Hardee Whittington is coming out of temporary retirement—perhaps even with the feared "OLD GREEN". Some skippers have threatened to boycott the race if this should happen. However, we have it from a very reliable source that Howard is going to race a "12", if the twelve is not just a rumor started by Hobie dealers. As Charlie says, "What 12?" Duane Hubbard is expected to arrive and be the "dark horse" to pull the upset of the Hobie Cat Season.

Bulletin Number 2 will follow shortly with more details. Plan to attend this event as the Florida Fence World Open will go down in history along with "WATERGATE" as one of the most infamous events of 1973.

KEN KEANE, NICK MILLER

## **CHANGE IN NOSTALGIA REGATTA SCHEDULE**

Notice was made in the June Hotline with regard to including the 16' Hobie together with the original 14' model in the first nostalgia regatta planned by Belmont Shores Yacht Club July 14 & 15 and to include any Hobieite interested in this fun event.

To enable skippers to move their trailers to Dana Point, the final destination of the regatta, boats may be left at Bay Sailing for the week prior to the regatta.

The "Gold" is still for real; winners of H-14s and H-16s will each receive \$100 savings bonds, a \$75 bond to second place, a \$50 bond to third and fourth place and a \$25 bond to fifth and sixth place. There will be only one fleet of each class (no A, B or C fleets).

Starting line for Saturday's race will be somewhere between the south jetty of Alamitos Bay and the Seal Beach pier.

Saturday's race will begin from the Long Beach Harbor and finish at the Balboa Pier. Sunday's start will be at Balboa Pier and finish off the entrance to Dana Point Sunday.

An entry fee of \$5.00 for both 14s and 16s will be collected at signup beginning 8:00 a.m. Saturday, July 14. Skippers meeting will be at 10:00 a.m. on the Bay Sailing Assn. Beach, Appian Way at Bayshore Avenue, Long Beach (next to Marine Stadium).

Food and beer will accompany the trophy presentation following Sunday's race at Doheny Beach State Park Picnic Grounds.

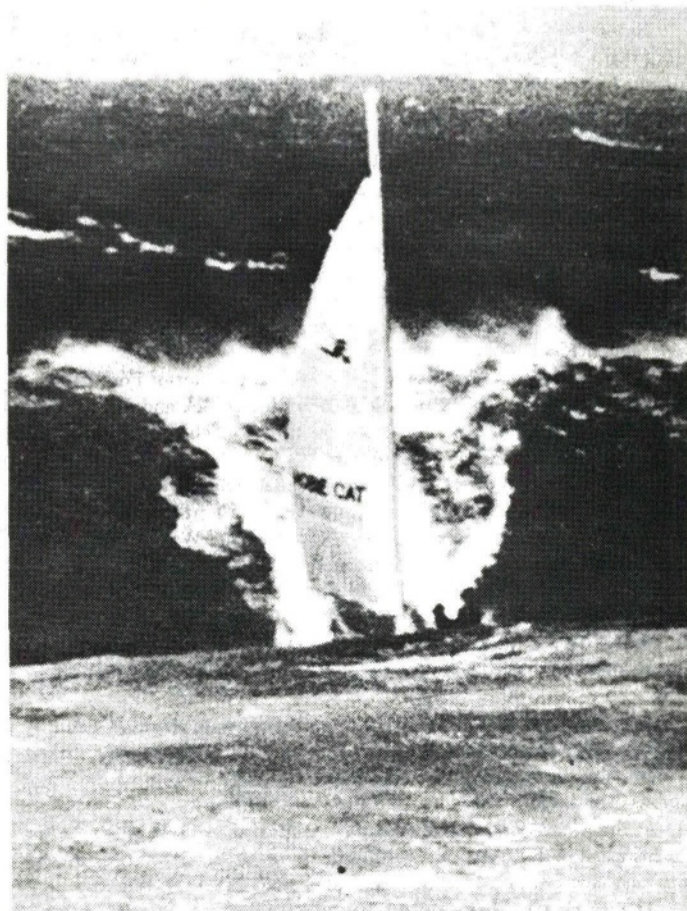
Contact: Bill Butler  
714/496-2756



The top West Coast 14' skippers to watch this year, waiting for a smooth spot to launch in between sets. (Left to Right): John Ross-Duggan, Jr.; Richard Loufek, World's Champion; Randy Hatfield; Phil Berman.

## **A New Hobie Cat Poster**

*"Phil Edwards and Mickey Munoz at Sunset"*



Phil Edwards and Mickey Munoz Mix in with the big stuff at Sunset Beach Hawaii. These two Champion surfers successfully completed a project to do it in the water with a Hobie 16 and all three came through champions again. Capture and keep this sweaty palms Hobie Action on a 28"x36" personally autographed, Photographic blow up of the above photo for only \$7.50, plus \$1.50 insurance and postage and handling. Orders filled on a first received basis.

Order from: Coast Catamaran  
2026 McGaw Ave.  
Irvine, Calif. 92664



# Regatta Results

## La Jolla Invitational May 12 & 13, Hobie Cat 14— A Fleet

POS- TION	NAME	SAIL#	1	2	3	4	TOTAL POINTS
1.	Randy Hatfield	378	3/4	3/4	3/4	3/4	2 1/4
2.	Phillip Berman	71	2	3	4	2	7
3.	John Ross-Duggan	4520	3	2	5	5	8
4.	Pat Benedict	1539	4	4	3	4	11
5.	John Cockrell	406	6	5	2	10	13
6.	Don Dally	2433	10	6	5	8	19
7.	Ian Wallace	2787	9	7	7	5	19
8.	Bob Buck	3221	5	8	8	9	19
9.	Jerry Haake	3556	7	9	10	10	26
10.	Jim Black	8096	8	10	10	10	28

## B Fleet

POS- TION	NAME	SAIL#	1	2	3	4	TOTAL POINTS
1.	Jerry Stowell	778	3	2	3/4	3/4	3 1/4
2.	Jerry Kernode	4888	4	3/4	2	2	4 3/4
3.	Chris Sebelius	2696	2	3	3	5	8
4.	Burt Sherriff	383	3/4	5	5	5	10 3/4
5.	Gail Millhouse	3459	5	4	5	5	14

## C Fleet

POS- TION	NAME	SAIL#	1	2	3	4	TOTAL POINTS
1.	Andy Lapy	3571	5	3/4	3	3/4	4 1/2
2.	Harry Thaele	450	3/4	2	2	2	4 3/4
3.	Mitch Berman	830	2	4	3/4	3	5 3/4
4.	Herman Froeb	248	3	3	4	5	10
5.	Bob Richards	8708	5	5	5	5	15

## Hobie Cat 16— A Fleet

POS- TION	NAME	SAIL#	1	2	3	4	TOTAL POINTS
1.	Nick Steele	2414	3	4	3/4	3	6 3/4
2.	Steve Grishaw	144	5	3/4	3	4	7 3/4
3.	Ken Karnes	4756	3/4	3	8	5	8 3/4
4.	Jerry King	2414	4	5	2	8	11
5.	Joe Eichblatt	1655	15	2	4	5	13
6.	Al Robertson	542	2	8	11	7	17
7.	Dick Hatfield	66	9	12	7	2	18
8.	Don Ottmans	1819	11	6	5	10	21
9.	Jerry Wetliar	2166	6	11	6	9	21
10.	Mike Staut	2805	13	9	9	6	24
11.	Ed Attlesley	167	8	15	10	12	30
12.	Rick Jeffries	1892	7	10	14	15	31
13.	Alan Walti	60	12	13	13	11	36
14.	Alfred Egan	1833	14	15	12	13	39
15.	Stephen Murray	2068	15	12	15	15	42

## B Fleet

POS- TION	NAME	SAIL#	1	2	3	4	TOTAL POINTS
1.	Kirk Sturm	1972	3/4	2	2	2	4 3/4
2.	Dave Churchill	5081	3	6	4	3/4	7 3/4
3.	Richard Haezy	2015	4	7	3/4	3	7 3/4
4.	Jeff Nelson	5788	2	3/4	6	8	8 3/4
5.	Byron Watson	4238	7	5	3	4	12
6.	John Hansen	4328	6	4	5	5	14
7.	Phillip Hernandez	1832	5	3	7	7	15

## C Fleet

POS- TION	NAME	SAIL#	1	2	3	4	TOTAL POINTS
1.	Alan Johnson	4380	9	3/4	3/4	3/4	2 1/4
2.	Dean Wickstrom	1809	5/4	3	4	6	7 3/4
3.	Jack McGraw	2755	2	6	2	4	8
4.	Todd Donahue	277	4	2	3	14	9
5.	Rett Summerville	2824	3	8	5	3	12
6.	Noble Narvaez	1981	5	5	7	2	12
7.	Paul Hart	3650	6	4	6	7	16
8.	Richard Ball	3071	8	11	8	5	21
9.	Maurice Kendall	1862	12	10	9	8	27
10.	John Straub	816	11	7	11	14	29
11.	Dave McHair	1952	7	12	14	14	33
12.	Barney Arbellio	3900	10	9	14	14	33
13.	Ken Lewis	1087	14	14	10	14	38
14.	George Hedley	4731	14	13	14	14	41

## May 12 & 13 Ft. Lauderdale, Fla. Hobie Cat 14

## A Fleet—

POS- TION	NAME	TOTAL POINTS
1.	J. Sammons	4 1/4
2.	S. Shafer	9
3.	M. McCrowe	9
4.	D.L. Rood	13
5.	B. Sammons	19
6.	B. Hodges	29

## B Fleet

POS- TION	NAME	TOTAL POINTS
1.	K. Keene	4 1/4
2.	N. Miller	6 3/4
3.	W.E. Jollay	11
4.	B. Campbell	15
5.	J. Lukas	17
6.	O. Hope	17
7.	J. Greene	18
8.	A. Kossowsky	23
9.	J. Halbery	38
10.	T. Bolender	44
11.	P. Pollard	44

## Hobie Cat 16 A Fleet

POS- TION	NAME	TOTAL POINTS
1.	R. Tilton	3
2.	J. Stewarding	11
3.	R. Chambers	12
4.	J. Stegenga	14
5.	E. Orrell	16
6.	J. Kuehner	20
7.	R. Palmer	26
8.	R. Besley	30

## B Fleet

POS- TION	NAME	TOTAL POINTS
1.	J. Freund	11 1/2
2.	G. Gates	13 3/4
3.	M. Whit	15 3/4
4.	C. Koch	17
5.	B. Reed	18
6.	B. Ciani	20
7.	K. Bolender	23
8.	D. Anderson	33
9.	T.H. Meekins	36
10.	G. Reed	42
11.	D. Powless	42
12.	W. Schofield	47
13.	S. Christensen	49
14.	B. Carrigan	51
15.	C. Mount	51
16.	T. Partridge	52
17.	B. Connolly	62
18.	J. Moore	70
19.	P. Pancoast	70
20.	G. Chandler	70
21.	D. Rafter	73
22.	J. Halberg	84
23.	R. Bowles	42

## Surf Banger June 9 & 10, Wildwood, New Jersey Hobie Cat 14

## A Fleet

POS- TION	NAME	SAIL#	TOTAL POINTS
1.	Salmon	5847	8 1/2
2.	Cole	2549	11 3/4
3.	Mairs	255	14 3/4
4.	Shoemaker	1552	15 3/4
5.	Shoemaker	1704	22 3/4
6.	Newman	10155	29
7.	Irving	1302	30
8.	Morrison	7788	36
9.	Brandolini	8714	37
10.	Johnson	1147	43
11.	Conlin	3605	46
12.	Francis	10011	52

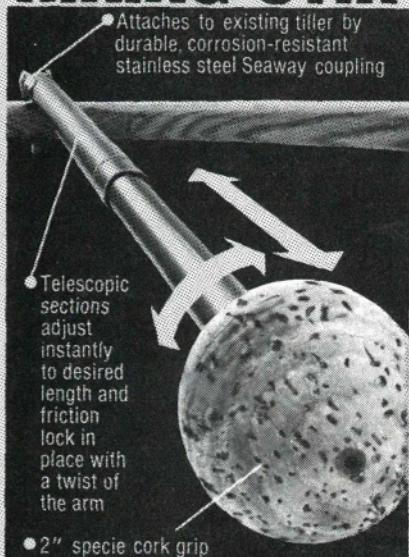
## B Fleet

POS- TION	NAME	SAIL#	TOTAL POINTS
1.	Dodson	2394	11 1/4
2.	Colson	2980	13
3.	Unknown		
4.	Hasson	8573	21
5.	Cohen	8467	31
6.	Fretz	8929	33
7.	Batzer	1309	35
8.	Gehman	10191	37
9.	Page	10203	37
10.	Unknown		
11.	Dembowicz	2551	38 3/4
12.	Rothschild	8478	39
13.	Beyerl	10599	41
14.	Weiss	5076	45
15.	Rosenberg	9579	49

## Hobie Cat 16 A Fleet

POS- TION	NAME	SAIL#	TOTAL POINTS
1.	Francis/Morrison	6239	14 1/2
2.	Johnson/Fowler	5230	17
3.	Dockery/Dockery	5554	21 1/4
4.	Friedenberg/Flanigan	1776	22
5.	Doeblig/Smith	5449	31
6.	Flanigan/Owens	1200	34 3/4
7.	Sterling/Stone	3998	46
8.	Switlek/Owens	4322	50
9.	Linde/Montagna	199	50
10.	Dowd/Dowd	6298	51
11.	Fleming/Fleming	7027	53
12.	Ruck/Ruck	1996	57

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(Continued on Page 22)



# Regatta Schedule July, August & September

Date	Event	Division-Location	Sponsor	Date	Event	Division-Location	Sponsor
<b>July</b>							
1	Hampton Yacht Club Regatta	11 Unknown	Joey Sparks 703/488-1852	7-8	Second Annual Thunder Bay Hobie Cat Regatta	10 Alpena Michigan	Fleet 60 Dale Van Acker 517/354-4313 or 517/595-6797
1	Second Annual Hobie Warm Up Regatta	8 W. Palm Beach Florida	Fleet 34 Ken Starrat 305/461-2781	7-8	Malibu Yacht Club Invitational	2 Malibu, Ca.	Fleet 24 & Malibu Yacht Club - contact Mitch Donahugh 213/275-4101
1	Summer Sailing	8 Tavernier, Fla.	Upper Keys Sailing Club Steve Gibbs 305/451-1621	8	Summer Race Series #2	8 Ft. Lauderdale, Port Tack Fla.	523-0888
1	Leech Lake Regatta III	7 Walker Minnesota	Sports Craft, Inc. Gary Trimble 218/547-1727	8	Walden Regatta	6 Lake Conroe, Texas	Stephen Clarke 713/626-7560
1	Governor's Cup Open Regatta	6 Austin Texas	Austin Yacht Club Larry Smith 512/266-1336	8	Summer Sailing	8 Tavernier	Steve Gibbs 305/451-1621
1	Mayors Cup Regatta	10 Eagle Creek Reservoir Indianapolis, Ind.	E.C.S.C. - contact Wade A. Roth 317/545-8581 or 255-4211	8	Summer Series	8 Jacksonville Florida	Fleet 59 John L. Holmes 904/246-4086
1	Fleet 15 Series II	2 Oxnard California	Fleet 15 Dave Churchill 805/252-6841	10	Summer Series #2	3 Folsom Lake, Ca.	Fleet 17 - contact Doug Lent 428-9402
1	CRAM Regatta	10 St. Clair Michigan	CRAM Pete Begle 313/779-2145	12	Thurs. Nite Series #2	2 Del Rey Harbor, Ca.	Fleet 57 - contact Tressie Crocker 213/645-9857
1	Firecracker Regatta	10 Port Huron Michigan	The Boat Place Ed Shumaker 313/385-5811	13	Friday Nite Race	3 Lexington, Ca.	Fleet 20 Ed Mabie 408/289-3119
4	Harbor Days at Port Hueneme	2 Hueneme California	Fleet 15 Dave Churchill 805/252-6841	13-15	Fleet 12 Hobie Cat Open	9 Lake Lanier Georgia	Fleet 12 Stan Sunderland 404/945-6266
4	Wed. Nite Race & Fireworks	3 Unknown	Fleet 20 Ed Mabie 408/289-3119	13-15	GLMA Annual Championships	10 Chicago Illinois	GLMA Paul Power Great Lake Multi-hull Association
4-8	Vallecito Reservoir Regatta	5 Lake Vallecito New Mexico	Fleet 48 Leroy Willson 505/255-2478	14-15	Nostalgia Regatta	2 Long Beach California	Bay Sailing Association Bill Butler 714/496-2756
5	Thurs. Nite Series #2	2 Del Rey Harbor, Ca.	Fleet 57 - contact Tressie Crocker 213/645-9857	14-15	Div. #7 Championships	7 Clear Lake Iowa	Fleet 10 Paul Hanson 515/582-3535
6	Friday Night Race	3 Lexington, Ca.	Fleet 20 Ed Mabie 408/289-3119	14-15	Annual One Design Regatta	12 Falmouth Foreside, Me.	Goodhue Enterprises Joe Goodhue 617/537-0991
7	Hawaii Yacht Club	1 Walkiki, Hi.	Fleet 6 - contact Larry MacArthur 262-4035	14-15	CRAM Regatta	10 Tawas Michigan	CRAM Pete Begle 313/779-2145
7	Fleet 3 Regatta	2 Long Beach California	Fleet 3 Bill Butler 714/496-2756	14-15	Fleet 38 & Avalon Yacht Club Regatta	11 Avalon New Jersey	Fleet 38 & Avalon Yacht Club Michael Gratch 609/967-3649
7-8	Malibu Yacht Club Invitational	2 Malibu, Ca.	Malibu Y.C. Dick Donahugh 213/275-4101	14-15	Fleet 52 and Upper Chesapeake Hobie Cat	11 Lewis Delaware	Fleet 52 Jim Glanden 302/368-9514
7-8	GLMA Annual Championships	10 Chicago, Ill.	Paul Power 237 E. Delaware Pl. Chicago, Ill. 60611	14-15	Pasquotank River Yacht Club Regatta	11 Elizabeth City North Carolina	Joey Sparks 703/488-1852
7-8	Third Annual Oakwood Lake Sails Pine Mountain Regatta	3 Pine Mountain Lake California	Oakwood Lake Sails Budge Brown 209/982-4618	14-15	Bemus Point Hobie Cat Regatta	12 Bemus Point New York	Chautauqua Sailcraft Ron Berg 716/386-3337
7-8	Pineview Lake Regatta	5 Pineview Lake Utah	Fleet 67 Paul MacKenzie P O Box 22A Roy, Utah	15	Summer Series #4	3 Unknown	Fleet 17 Doug Lent 428-9402
7-8	Pine Mt. Lake Regatta	3 Pine Mt. Lake	Oakwood Lake Sails - Contact Grig Turley 209/823-7765	15	Show Up & Cruise	3 San Francisco Bay	Ed Mabie Fleet 20 408/289-3119
7-8	Grand Lake Regatta	5 Grand Lake Colorado	Grand Lake Yacht Club Canton O'Donnell 303/533-4994	20	Friday Nite Race	3 Lexington, Ca.	Fleet 20 Ed Mabie 408/289-3119
				19-21	NAMSA North American Open Regatta	11 Spray Beach New Jersey	NAMSA Box 974 Darien, CT 06820



# Regatta Schedule Continued

Date	Event	Division-Location	Sponsor	Date	Event	Division-Location	Sponsor
19	Thurs. Nite Series #2	2 Del Rey Harbor, Ca.	Fleet 57 - contact Tressie Crocker 213/645-9857	29	Fleet 12 Regatta	9 Lake Lanier Georgia	Fleet 12 Stan Sunderland 404/945-6266 OR 404/945-4816
21-22	Vail Lake Regatta	2 Temecula, Ca.		29	H.H.C.A.	1 Kailua, Hi.	Fleet 6 - contact Larry MacArthur 262-4035
21-22	Shorebird Hobie Cat Regatta	3 Half Moon Bay California	Fleet 20 Ed Mabie 408/289-3119	29	Fleet 4 Summer Series	2 San Diego California	Fleet 4 Rich Jeffries 714/582-9146
21-22	Kokoahi Sailing Club	1 Kaneohe, Hi.	Fleet 6 - contact Larry MacArthur 262-4035	29	CRAM Regatta	10 Mt. Clemens Michigan	CRAM Pete Begle 313/779-2145
21-22	Fleet 15 Regatta	2 Oxnard California	Fleet 15 Dave Churchill 805/252-6841 805/259-0000	7	MSA Summer Series	6 Galveston Bay Texas	MSA John Gonnerman 713/526-0545
22	Summer Race Series #3	8 Ft. Lauderdale Fla.	Port Tack 523-0888	<b>August</b>			
21-22	Fleet 67 & Salt Lake Sailboats, Inc. Regatta	5 Bear Lake Utah	Fleet 67 & Salt Lake Sailboats, Inc. Burg Berger 801/363-1306	2	Thurs. Nite Series #3	2 Del Rey Harbor, Ca.	Fleet 57 - contact Tressie Crocker 213/645-9857
21-22	Diamond Lake Open Regatta	10 Cassopolis Michigan	Borough Sailboats 219/232-0801	4-5	Multihull Regatta	6 Lake Travis	Unknown
21-22	Hobie Divisional	12 Hyannis, Ma.	Hyannis, Ma - contact Joe Goodhue 617/537-0991	4-5	Willard Bay Regatta	5 Willard Bay, Utah	Fleet 67 - contact Pam Harvey 801/266-6706
22	Summer Series	8 Jacksonville Florida	Fleet 59 John L. Holmes 904/246-4086	4-5	Dillon Open Regatta	5 Lake Dillon, Colo.	Dillon Corinthian Yacht Club - contact John McGann 303/355-4643
22	Summer Sailing	8 Largo Sound, Fla.	Steve Gibbs 305/451-1621	4-5	Long Beach Sea Festival Senior Olympics	2 Long Beach Harbor	Long Beach Hobie Cat - contact Frank Versluis 213/597-0335
26	Thurs. Nite Series #2	2 Del Rey Harbor, Ca.	Fleet 57 - contact Tressie Crocker 213/645-9857	4-5	Annual Five Flag Regatta	8 Pensacola, Fla.	contact Ben Miller 318/322-3785
26-30	Marblehead Race Week	12 Marblehead Massachusetts	Joe Goodhue 617/537-0991	4-5	Div. #9 Championships	9 Atlanta, Ga.	
27	Sailing Class & Barbeque	3 Vasona, Ca.	Fleet 20 Ed Mabie 408/289-3119	4-5	Multihull Regatta	6 Lake Travis near Austin, Tx.	Lewis Thompson 512/452-0434
28	ORYA Regatta	10 St. Clair Michigan	Pete Begle 313/779-2145	5	Summer Series	8 Jacksonville, Fla.	Fleet 59 - contact John L. Holmes, Jr. 904/246-4086
28	Emilio's Ski & Surf Shop Regatta	12 Long Island New York	Emilio's Ski & Surf Shop Winifried Breuer 516/796-1565	5	Summer Sailing	8 Largo Sound Fla.	G & M Sailboats Steve Gibbs 305/451-1621
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	9	Thurs. Nite Series #3	2 Del Rey Harbor, Ca.	Fleet 57 - contact Tressie Crocker 213/645-9857
28-29	Summer Series #5	3 Lake Edson Ca.	Fleet 17 - contact Doug Lent 428-9402	11	Fleet 12 Regatta	9 Lake Lanier, Ga.	Fleet 12 - contact Stan Sunderland 404/945-6266 or 945-4816
28-29	Div. #3 Championships	3 Alameda State Beach, Ca.		11-12	5th Annual Bay Sailing Regatta DIV. 2 CHAMPIONSHIP REGATTA	2 Long Beach Harbor Calif.	Fleet 3, Belmont Shores YC, Long Beach Hobie Store Coast Catamaran contact - F. Versluis 213/597-0335 or Kevin Sumrell 714/979-2880
28-29	Division #8 Championships	8 Cocoa Bch, Fla.	Rogers Wind & Surf 618 Cocoa Isles Blvd. Cocoa Bch, Fla.	11-12	Midwest Championships	10 Evanston Illinois	
28-29	Seafair Regatta	4 Seattle, Wash.	Olympia Beer & City of Seattle - contact Paul Ulibarri 206/772-2622	11-12	5th Annual Bay Sailing Regatta	2 Long Beach Harbor	Belmont Shore Yacht Club - contact Frank Versluis 213/597-0335
28-29	Pineview Lake Regatta	5 Pineview Lake Utah	Fleet 67 Paul MacKenzie P O Box 22A Roy, Utah	11-12	Fishing Bay Yacht Club Regatta	11 Deitaville, Va.	contact - Joey Sparks 703/488-1852
28-29	Fleet 23 Regatta	6 Lake Grapevine Texas	Fleet 23 Larry Moore 817/267-1436 Upper Keys Sailing Club Steve Gibbs 305/451-1621	11-12	Hobie Regatta	12 Lake Winnepesaukee, Gilford, N.H.	Goodhue Enterprises contact - Joe Goodhue 617/537-0991
29	Summer Sailing	8 Tavernier, Fla.		12	Fleet 15 Series II	2 Channel Island Harbor, Oxnard, Ca.	Fleet 15 - contact Dave Churchill 805/259-0000 or 252-6841
				12	Fleet 21 Regatta	3 Woodward Lake, Ca.	Fleet 21 - contact Gail Qualle 209/883-4104
				12	The Boat Place Hobie Cat Regatta	10 Lakeport State Pk., Ill.	The Boat Place - contact Ed Shumaker 313/385-5811

(Continued on Page 15)



Lily Bowl Regatta  
Ocean Springs Miss.  
Easter Weekend

# "Hobie Cat's New Crew Equipment"

Now available for smart sailors everywhere.

NEWEST HOBBIE CAT STOP WATCH. Pull down in face. Can start it by whistling. Leaves hands free for start of race

HEAVY WEATHER periscope exceedingly Beneficial for deep dives.

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SUCTION CUPS

CORNINGWARE SKIPPER DEFLECTORS

also comes in longer lengths for BROAD REACHES. ceases indentations made from tiller extension while standing on the rudder.

KNEE PADS: 6" foam rubber. Doubles as pillow for weekend regattas.

SUCTION CUPS to grab hull when dumped on BAD STARTS.

HOBBIE SUPER gripper shoes. GRABS anything available.

5. Rashka Note 3088

Hey! 'Dog Al's Port Shroud! Shall we wait until HE rounds the mark OR put him in shock now?

THE NEWEST ADDITION TO THE CREWS lists of MUSTS will BE THE 'SHROUD HOOKS'. These neat little dudes hook on the knee pads AND automatically catch the shrouds. Cuts crews abandonment of ship in half. Allows him more sailing time. These won't be available till mid summer. Sorry!

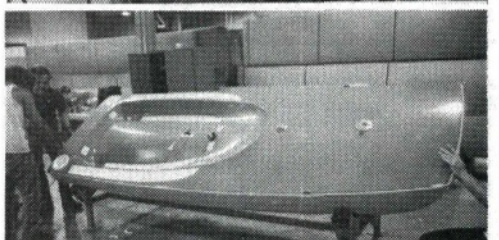
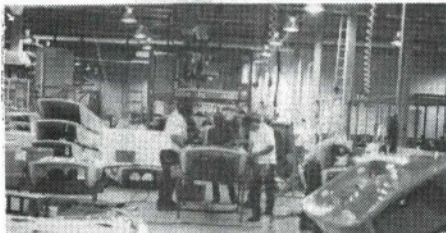
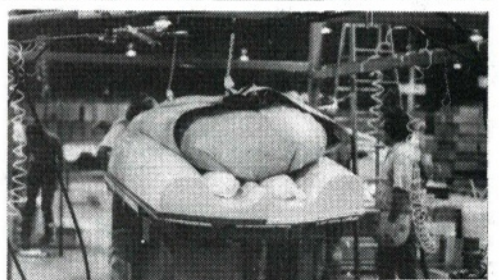
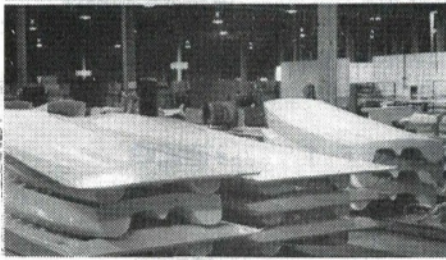
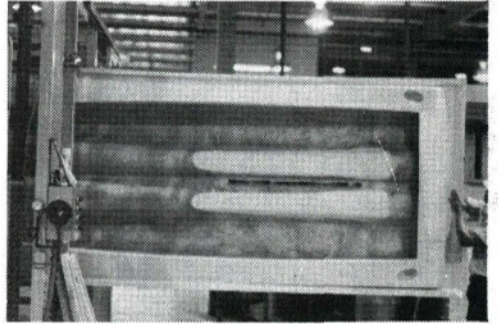
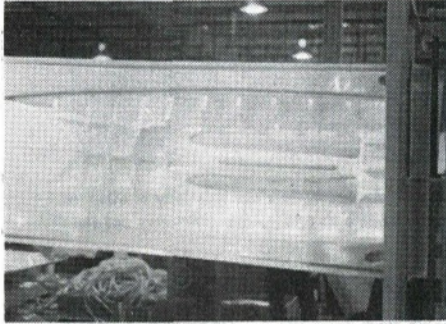
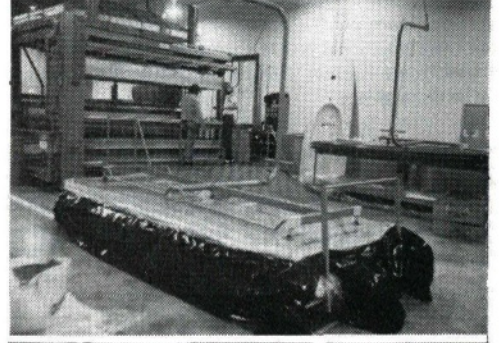
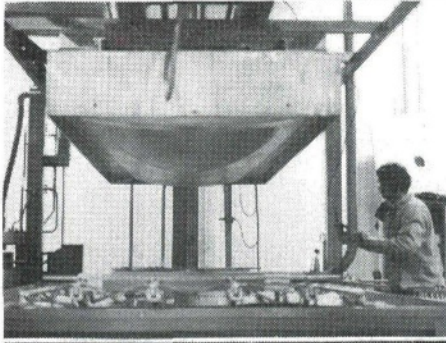
We do have however the super DUPER STOP WATCH. For \$998.00 it WATCHES THE COMMITTEE BOAT signals FOR YOU. THE REASON IT COSTS SO MUCH - IT SEES THROUGH SAILS.

## Reflections of a Hobie 16 Crew After a Small-Craft-Warning Type Regatta.

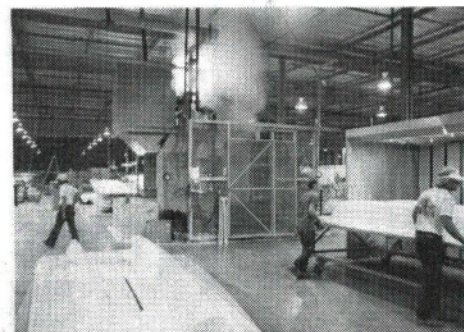
Susan Rashka of Ocean Springs, Mississippi, has made a number of contributions to the Hotline. This one deserves the location we have given it, top spot. Needless to say, husband, Attorney Bob Rashka and all 11 Little Rashkas are stoked on the Hobie Way of Life. A \$25.00 gift certificate as a small token of the Hotline staff's appreciation. Join in the fun and profit. What is your Hobie talent?



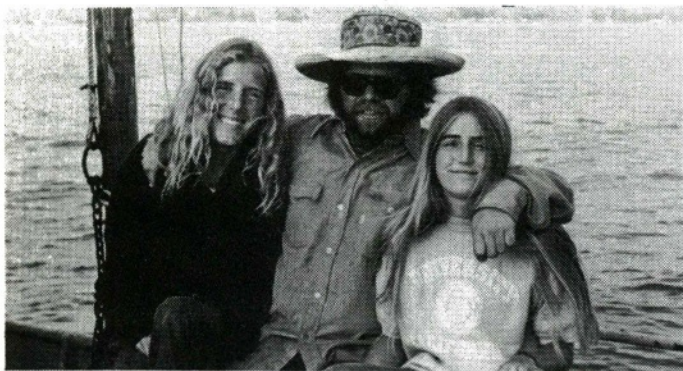
# The Hobie 12' "Works"



The new step by step process that forms 2 sheets of plastic A.B.S. into a Hobie 12'. Center top: Hulls come out the left production line and decks on the right. Left column: The press and injection mold that fills the hulls with foam beads under pressure and heat; the deck forming die is applied to a hot sheet of A.B.S.; Hulls coming out of foam press; Ready for trim; Hardware and assembly. Center: Hull and deck come together after an application of glue; metal shop where all hardware is fabricated; foam injection press at work. Right top: Finished hull, showing injection die; View of deck forming press; Hull going into forming press; Ton of water seals and sets the adhesive while deck and rub rail is riveted; Deck and hull together with hardware attached; Complete Hobie 12', ready for shipment. Upper center: Hottest little boat in the industry, the first production model of the Hobie 12'.







Bob "Carpy" Carpenter is a professional, successful West Coast commercial fisherman. Shown here with two scorers at a recent West Coast Regatta. "Carpy" volunteered his 50' steel Diesel powered vessel, between Mexican fishing trips, to serve as a committee boat for the regatta.



Great fun! This is not the place for such display in the close proximity of other vessels. Enjoy this great hull flying fun a good distance from other boats, swimmers and the shore.

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

☐ 12      ☐ 14      ☐ 16

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☐ 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.

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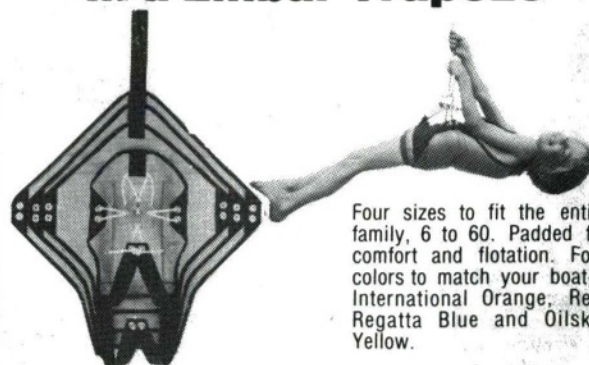
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# Schedule Continued

(Continued from Page 11)

Date	Event	Division-Location	Sponsor
<b>August</b>			
15-19	Quincy Bay Race Week	12 Wessagussett Yacht Club, Mass.	Quincy Bay Race Week Assn. contact - Art Milmore 617/479-0437
16	Thurs. Nite Series #3	2 Del Rey Harbor, Ca.	Fleet 57 - contact Tressie Crocker 213/645-9857
18-19	Div. #1-16' Championships	1 Hawaii	Larry MacArthur 839-4511
18-19	The La Jolla Beach Hobie Classic	2 Baja, Ca.	Fleet 4 - contact Rich Jeffries 714/582-9146
18-19	PMA-CBYC Regatta	2 San Pedro, Ca.	PMA/CBYC - contact Tom Nosek 213/375-5119
18-19	Santa Barbara Invitational	2 Santa Barbara Harbor, Ca.	Seacoast Yacht Doug Riddell 805/962-8195
18-19	Summer Series #6	3 Unknown	Fleet 17 - contact Doug Lent 428-9402
18-19	Ocean Shores Hobie Cat Regatta	4 Ocean Shores, Wa.	J.T. Quigg - Olympia Beer - contact J.T. Quigg 206/532-5311
18-19	Rockport Reservoir Regatta	5 Wanship, Utah	Fleet 67 - contact Pam Harvey 801/266-6706
18-19	Southwest Yacht & Rocky Mt. Marine Regatta	5 Lake Dillon, Colo.	Southwest Yacht & Rocky Mt. Marine contact - Rocky Mt. Marine 303/355-9479
18-19	Fleet 63 Regatta	6 Norman, Okla.	Fleet 63 - contact Warren Pierce 504/364-1823
18-19	Nags Head Multihull Invitational	11 Nags Head, N.C.	contact - Joey Sparks 703/488-1852
19	Summer Sailing	8 Largo Sound Fla.	G & M Sailboats Steve Gibbs 305/451-1621
19	Summer Series	8 Jacksonville, Fla.	Fleet 59 - contact John L. Holmes, Jr. 904/246-4086
23	Thurs. Nite Series #3	2 Del Rey Harbor, Ca.	Fleet 57 - contact Tressie Crocker 213/645-9857
25-26	Fleet 15 Series II	2 Oxnard, Ca.	Fleet 15 - contact Dave Churchill 805/252-6841
25-26	Bemus Point Regatta	12 Bemus Point, NY	Chautugua Sailcraft contact - Ron Berg 716/386-3337
25-26	Div. #1-14' Championships	1 Hawaii	Larry MacArthur 839-4511
25-26	San Luis Regatta	2 San Luis Reservoir, Ca.	Coast Catamaran Kevin Summerell 979-2880
26	Summer Sailing	8 Tavernier Fla.	Upper Keys Sailing Club Steve Gibbs 305/451-1621
26	Fleet 4 Summer Series	2 Santa Clara Point, San Diego, Ca.	Fleet 4 - contact Rich Jeffries 714/582-9146
26	Whitehead Series	9 Lake Lanier, Ga.	Fleet 12 - contact Stan Sunderland 404/945-6266 or 945-4816
30	Thurs. Nite Series #3	2 Del Rey Harbor, Ca.	Fleet 57 - contact Tressie Crocker 213/645-9857
7	MSA Summer Series	6 Galveston Bay, Tx.	MSA - contact John Gonnerman 713/526-0545
<b>CANCELLATION</b>			
11-12	Pineview Lake Regatta	5 Pineview Lake, Utah	Fleet 67 - contact Paul MacKenzie, P.O. Box 22A, Roy, Utah

Date	Event	Division-Location	Sponsor
<b>September</b>			
1-2	Fleet 72 Regatta	4 Portland, Or.	Fleet 72 Jim Severs 503/774-0691
1-2	Norfolk Yacht & Country Club Regatta	11 Norfolk, Va.	Norfolk YC Joey Sparks 703/488-1852
1,2,3	Fleet 67 & Burkhard Berger Regatta	5 Bear Lake Utah	Fleet 67 & Burkhard Berger Burk Berger 801/363-1306
1-3	Labor Day Regatta	7 Lake McConaughy, NB	Ogallala YC 303/284-3948
1-3	Fleet 60 Fall Regatta	10 Unknown	Fleet 60 Dale Van Acker 517/354-4313
2	Divisionals warm-up Regatta	8 Ft. Lauderdale Fla.	Port Tack 523-0888
2	Summer Sailing	8 Largo Sound Fla.	G & M Sailboats Steve Gibbs 305/451-1621
2	Labor Day Regatta	8 Jacksonville Fla.	Fleet 59 J. Holmes, Jr. 904/246-4086
7-8	Roton Point Sailing Ass'n Regatta	12 Rowayton, Ct.	Roton Pt. Sailing Association Dick Blanchard 914/698-6158
7-8	South Area Championships	Pensacola, Fla.	
7-8	West Area Championships	Lake Comanche, Calif.	
15	Fleet 3 Regatta	2 Long Beach, Ca.	Fleet 3 Bill Butler 714/496-2756
15	Fleet 12 Regatta	9 Lake Lanier, Ga.	Fleet 12 Stan Sunderland 404/945-6266
15-16	East Area Championships	Wildwood, New Jersey	
16	Fleet 21 Regatta	3 Lake Woodward Calif.	Fleet 21 Gail Qualle 209/883-4104
16	Fun Races & Bar-B-Q	8 Ft. Lauderdale Fla.	Port Tack 523-0888
22-23	Ancient Mariner	2 Newport Bch, Calif.	Hobie Newport 645-2062 Kevin Summerell 979-2880
23	Disneyworld Regatta	8 Orlando, Fla.	Jim McCann 305/241-2481
?	MSA Summer Series	6 MSA	John Gonnerman 713/526-0545

## International

### July

7-8	Donau/Ingolstadt, Germany	Segel Und Tennis Club Ingolstadt
21-22	Royan, France	Ste Des Regates Royan Marine Services Nautic Ocean, Nantes
28-29	Pornic France	A.V.A./Punto Mare 870-546
28-29	Lac Maggiore	Vela Sport Anguillara - 00061 Roma - (06) 90-28-275
29	Lake Bracciano	

### August

14-15	Dstee/Fehmarn Germany	Schubert/German Assoc.
14-15	Rockanje Holland	Dutch Assoc. Schuitemaas Catamaran 051-09 17 54
11-12	Loctudy France	Carn
11-12	Le Coq Sur Mer, Belgium	West-Diep/Dutch Assn. 058/240-61
13-14-15	Porto Taverna Italy	Cat Yachting Tischbeinstr. 45 35 Kassel (0561) 22394
18-19	Spiez, Thun-ersee	SCA/Vogel 051/98 17 54
25-26	Biarritz France	Cazayous (94) 65-41-72



# To Race or To Survive . . .

(Continued from Page 6)

On the other hand, if you are being close covered in hard winds by someone you must beat, you should come to a quick decision: determine whether your upwind steering is appreciably better than the other fellow's. If it is, take long tacks and grind him down. If it is not, you may still have an advantage when it is most convenient to you and try to make that time coincide with conditions that are least convenient to him.

For example: you can tack when the water is relatively flat, knowing that you will be able to come about and get moving fairly easily. Chances are he will not have a flat spot where he is at exactly the same time, so he will either tack in big waves or not tack until later, in which case, you have broken his tight cover. Similarly, you can watch to see when he is in a particularly rough piece of water and then tack, even if you are in fairly rough water. Your tack should be better than his, if indeed he chances a tack in those conditions.

Having arrived at the weather mark upright and in contention you must use all your cunning to stay there. Capsizes are far more common on the downwind legs than on the beats, for it is here that the boat is traveling very fast, steering is quick and tricky, balance is far more difficult because there is not the same strong side pressure on the sails which can be counterbalanced by hiking and feathering the boat into the wind.

Again, both survival and speed are in the hands of the helmsman. And the broader the reach the tougher the task. It is always possible to get down the reaches. You can let the sails away out, then lay the boat off until just the batten area of the main and a bit of the jib are filling and proceed downwind without allowing the boat to pick up much speed. In such an attitude the waves will be passing harmlessly under the boat from weather quarter to lee bow.

But if the idea is to go fast — to catch someone or to keep ahead of him — then you must race, not just survive.

Aim the boat down onto the course for the next mark and sheet in until your speed has brought you to the hairy edge of disaster. From there you must work sheet and tiller together to keep the boat going at breakneck speed without losing control. Keep all the weight aft over the corner casting, crew out on the trapeze straddling the skipper. The helmsman's job is to keep the lee hull from pearling. The crew should be well-braced for any change in speed that would throw him forward around the forestay and pull the boat over with his weight. The roach of the main should be "played" to keep the lee hull from diving. By easing the mainsheet on the wind puffs, the head of the sail will twist off spilling heavy air, only to be sheeted in again when the puff passes. If the skipper prefers to stay to leeward of the rumb line (the imaginary straight line drawn between the two marks) he may bear off on lighter air and round up the strong gusts, being careful not to work too far to windward and end up with a slow downwind run to make the mark.

Any tendency for the boat to round up in spite of rudder force trying to prevent it, must be met by easing the mainsheet and, if you are not already flat out, hiking back to bring the boat plumb upright. The danger here is that if you do either or both of these acts too violently you will start the boat veering off to leeward, with the mast coming over to windward in a typical death roll.

If the boat starts to come over to windward and lay off, the helmsman must sheet in the main quickly and jam the tiller hard down. If done fast enough this will save the day. The windward roll is usually caused by having the main line too far out and/or not having the vang down hard enough. If the vang is allowing the sail to twist there will come a time as you ease the main out that the top part of the sail is actually driving the mast over to windward. So keep the vang down hard under extreme conditions off the wind in order to keep twist out of the sail. Then, at least, the whole sail is working in the same direction, which has to simplify matters.

Meanwhile you are getting on down the leg rather quickly and soon must face up to the fact that the jibe mark is approaching. Try not to think about it too soon or you might lose control before you get there. As you approach the mark be sure to arrange to do your jibe as far from other boats as possible. Often it will pay in heavy air to slow down a bit if you are in a cluster of screaming competitors so that when one or two of them dump on the jibe, they will not fall on top of you or immediately in front of you.

The trick to heavy air jibing is in getting the boom to come across at precisely the right time. You should sheet in as far as you can consistent with maintaining steering control. In very heavy air this will not be far.

Then you must lay the boat off until you feel the boom can be swung across. Either helmsman or crew may grab the boom or all parts of the sheet to give it a start.

As the boom crosses the centerline, the helmsman must stop turning the boat and head it straight downwind. This little helm correction is very important if you want to come out of the jibe going fast and more or less on course. It prevents the rig from developing centrifugal force which might capsize the boat if you kept on turning it as the sail slammed across.

That is the heavy weather racing jibe. The heavy weather survival jibe is different. Here you leave the sail straight as the jibe begins. You keep laying the boat off until you are well by the lee and finally the wind catches on the other side of the sail and throws the boom over violently. As the boom comes across you keep turning the boat fast so that by the time it fetches up on the other side the sail will be luffing. Then you gather your wits and get back down onto course.

A common mistake in hard air jibing is waiting until the boat slows down before going into your act. The boat should be jibed when it is going full tilt. The faster it is going for a given wind velocity, the lower will be the apparent wind. You should try to avoid jibing when the boat is accelerating, because this is an indication that an extra blast of air is at hand and it will be next to impossible to get the boom across. Avoid jibing when the boat is slowing down on the back of a wave, because again this is an indication that the apparent wind will be strong. But don't hesitate to jibe when you are surging down the front of a wave because your acceleration will reduce the apparent wind and make jibing easier.

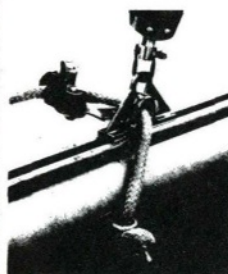
There are two other ways to get around the jibe mark in very heavy air. One is to sail past the mark and come about. This costs many lengths but can be a worthwhile tactic if you are a long way ahead of the boat or boats you have to beat. You will have to be prepared to be called "chicken" at the bar, but perhaps it is better to be a wise chicken than a wet rooster, especially if you have a trophy in your hand.

The other oddball way around is the tactical capsize. If you are screaming into a jibe mark with a group and it is reasonably obvious that some or all of you will go swimming, do your best to get the boom across

(Continued on Page 17)

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# To Race or To Survive . . .

(Continued from Page 16)

and the boat aiming down the next leg before you capsize. Then you can bring your boat upright and be off in the right direction while the opposition is still faced with having to jibe after getting upright.

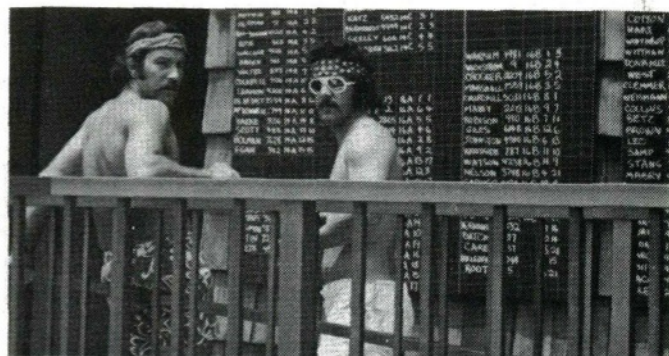
With any type of heavy weather jibe the crew's job is chiefly to balance the boat. He should face aft so he can concentrate solely on keeping the boat upright no matter what damn fool stunt his helmsman may pull.

When you've mastered beating and reaching there remains the most arduous leg of them all, and that's the dead run. The problem here is that the course to the next mark is straight downwind, and that route is fraught with danger. The more square downwind you try to sail in a blow the greater are the chances of that glorious combination of jibe-broach-capsize.

Such a capsizes, which is one of the more spectacular ways to cease yachting, usually is preceded by wild oscillating from side to side. As soon as this starts you must sheet in on the main and head up slightly. This will stop the rolling and steady the boat down, but will also take you high off your course. So you must try to work down again.

This time do not let the sail out so far. You will find that the boat stays surprisingly steady. Take her off the wind until you know you are slightly by the lee and keep her there. It sounds like a hairy way to sail straight downwind in a blow but it will work surprisingly well if you steer very carefully to keep just by the lee, but still not too close to the jibe.

The alternative to it in the Hairy Screemers is to sail high enough to avoid oscillation and then jibe (or take the long way around and come about) and sail at a similar angle on the other tack. This means sailing a longer course and risking the jibe, or taking the time to make a tack. Development of the "slightly by the lee" technique takes time and practice but results in fast sailing on a straight course to the mark. (By the lee means that the wind is coming off the stern quarter having the boom.) The Hobie 16 does well tacking downwind in winds up to a certain velocity, this being determined by the amount of apparent wind on the back of your



Bob Mardian, owner of the beautiful Wind & Sea restaurant, Dana Point, sponsor of an annual Hobie regatta, discusses Saturday's scores posted on the new score board with Jim Pfeifer, local Hobie salesman.

neck when running straight downwind wing and wing (mainsail out on one side and jib out from the opposite side). If on this run from the last mark you can detect a strong steady wind on your back, you cannot do better tacking. Instead, take the rumb line to the next mark avoiding numerous wild jibes. Concentrate on weight distribution, sail trim and a steady helm. At this point, a word should be said about pulling the weather rudder up, both in a broad reach and in running. The obvious advantage is dispensing with the additional drag especially at high speed. However, there are other advantages. A single rudder at top speed gives ample steerageway and reduces the excessive drag created by over steering with two rudders. In areas of seaweed or jellyfish, this is one less rudder to worry about kicking up.

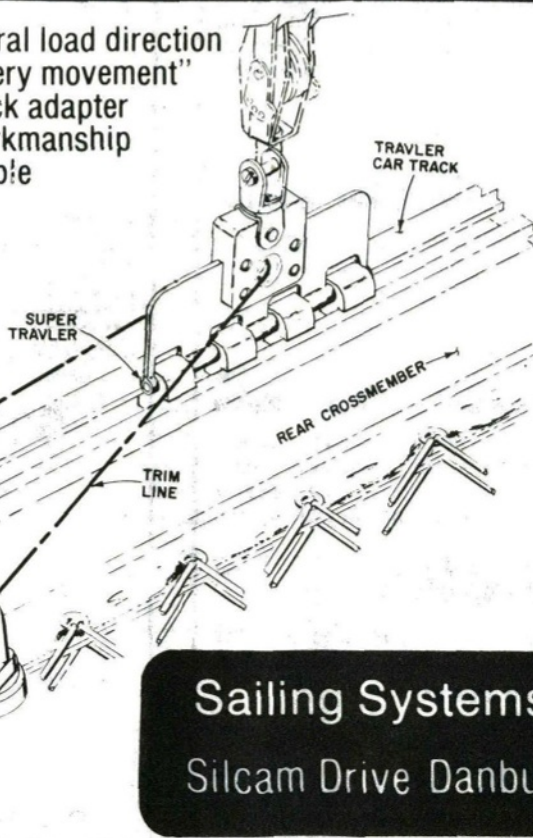
Like a "drifting match" the "survival contest" is not much fun if you simply tolerate it; but if you practice in heavy air enough to feel at home in it, if you use tactics and make it work for you and against your opponents, it will become another one of the growing lists of racing problems you have mastered and sailing in heavy air will become a joy rather than a soggy nightmare.

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## This Is Your Hobie Hotline

Following is just a sample of the many comments we get regarding the official Class Association publication "The Hobie Hotline". To date the favorable comments are running 20 to 1 over complaints, with 90% of the complaints dealing with mail delivery. This problem will soon be corrected by our new computer controlled mailing list maintenance system.

Thanks for your honest comments on your publication of The Hobie Hotline. Keep them coming. This way we know you are alive and sailing out there.

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Make an extra effort to honor your Hotline Advertisers whether by direct mail order or by asking for it by name at your local Hobie Dealer. Please let them know you "saw it in the Hotline"; it makes our job easier.

The June issue of the "Hotline", it's great! (Hobie 14 is too)

Dick Newton

Easthampton, Mass.

Just received your very fine June edition of the Hotline, the new format is really great.

Wes Golemon

Oxnard, Calif.

I think the new Hotline is a lot better than the old one. The main thing is the advertising, just for Hobie people, items that you just couldn't get anywhere else.

David Tingle

Newport News, Va.

Just what I have always needed, some contact for good Hobie accessories without traveling 250 miles to the nearest Marine Hardware.

Jim Hansen

Eau Claire, Wisc.

The Hobie Hotline is fabulous! I like the Sail Control Series.

Ron Smith

Miami, Fla.

#### Advertisement

## RED ROPE BLUE ROPE GOLD AND WHITE ROPE

Marlow colored sheets and halyards for fast identification. In split seconds the mass of lines in the cockpit is quickly identified, red—foreguy, blue—jib, white—main, gold—staysail. Available in 8 and 16 plait polyester braid. Another winning idea from Marlow Ropes.



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Marlow 16 plait—for bigger boats using powerful winches where strength and non-stretch is essential. A unique polyester construction of plaited cover over a core consisting of 15 strands in parallel assures less stretch and freer running than any other line.

## MARLOW ROPES

Marlow also makes the only Pre-stretched polyester rope for halyards, the non-stretch characteristics of wire with the comfort and safety of dacron.

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or

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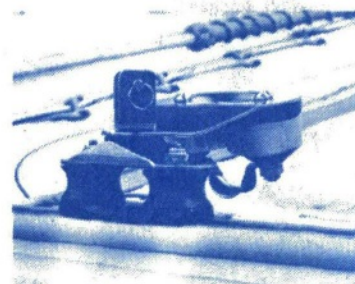
#### Advertisement

## CATS CLAW the slide that wins

Single Hand Operation  
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Compact One Piece Design  
Fully adjustable mainsheet traveler rig  
Easy movement with large Delrin slide  
— even under sail load  
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Large aluminum Cam Cleat handles 1/2" line  
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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  
Slide and all other parts are available  
Price \$27.95 FOB Jupiter, Florida



**\$27.95**



See your Hobie dealer or address inquiries to:

P.O. BOX 1065 JUPITER FLORIDA 33458





# What Is a Hobie Skipper Made of?



We wish to thank all responding skippers for your reply to last month's request for the information asked for in the following form. We think it was great, but our computer refused to accept it. When asked why, the printout stated that this was not sufficient sampling of the total list to arrive at a clear picture of the composite Hobie Skipper.

So, if you have not filled out this form, please do so. Return promptly to:

Hobie Cat Class Association, Box 10278,  
Santa Ana, Calif. 92711

In the process of putting your name together with our total mailing list on computer, we have the opportunity to enter some data into the computer that will give us a composite picture of a Hobie Cat Skipper and at the same time bring our records up to date. We need average age, how many race their Hobie, what previous sailing or racing experience, if any, how far do you travel to sail your Hobie, plus much more.

You can help us by filling out the enclosed questionnaire completely, including your sail and hull numbers. Before you return it to us, please have any Hobie owners that have not registered their Hobies fill out the blanks on page 17 and include this with your questionnaire. Then we can mail him the Hobie Hot Line.

**NOTE:** Please fill out this questionnaire. The information which you supply us with will be most helpful in planning our regatta and racing programs to provide you with the maximum enjoyment from your Hobie Cat. Upon receipt of this questionnaire we will be happy to send you a Hobie Cat bumper sticker, a brochure of the new 12 ft Hobie Mono-Cat, and the location of your nearest Hobie Cat Fleet.

NAME \_\_\_\_\_ WIFE'S NAME \_\_\_\_\_  
Last Middle Initial First

CHILDREN'S AGES \_\_\_\_\_

ADDRESS \_\_\_\_\_  
Street City State Zip

PROFESSION \_\_\_\_\_

TELEPHONE \_\_\_\_\_ AGE: Under 21 \_\_\_\_\_ 21-35 \_\_\_\_\_ Over 35 \_\_\_\_\_ Over 50 \_\_\_\_\_  
Area Code Number

HULL NO. \_\_\_\_\_ SAIL NO. \_\_\_\_\_ MODEL: 12' \_\_\_\_\_ 14' \_\_\_\_\_ 16' \_\_\_\_\_ BOUGHT: New \_\_\_\_\_ Used \_\_\_\_\_

DATE PURCHASED \_\_\_\_\_  
Date Month Year

1. Are you a member of a Hobie Cat Fleet? \_\_\_\_\_ If so, what number \_\_\_\_\_ If not, are you interested in joining? \_\_\_\_\_
2. Do you intend to participate in the Hobie Cat Regatta and Racing Program? Frequently \_\_\_\_\_; Occasionally \_\_\_\_\_; Do not plan to participate \_\_\_\_\_
3. What is your sailing experience? Beginner/Novice \_\_\_\_\_; Intermediate \_\_\_\_\_; Expert \_\_\_\_\_ If Expert, what kind of boat sailed? \_\_\_\_\_
4. Have you raced before? Never raced \_\_\_\_\_; Occasionally \_\_\_\_\_; Active racer \_\_\_\_\_ If actively raced, what classes? \_\_\_\_\_
5. How did you first become aware of the Hobie Cat? Through a friend \_\_\_\_\_; magazine article \_\_\_\_\_; advertisement \_\_\_\_\_; newspaper \_\_\_\_\_; boating publication \_\_\_\_\_; boat show \_\_\_\_\_; local dealer \_\_\_\_\_; regatta event \_\_\_\_\_
6. How close is the nearest Hobie Cat dealer? Within 25 miles \_\_\_\_\_; within 50 miles \_\_\_\_\_; within 100 miles \_\_\_\_\_; over 100 miles \_\_\_\_\_; Don't know \_\_\_\_\_ (Dealer name \_\_\_\_\_)
7. How close are you to the nearest suitable sailing area? Within 25 miles \_\_\_\_\_; within 50 miles \_\_\_\_\_; over 100 miles \_\_\_\_\_

Name three areas you sail your Hobie in, in order of preference, giving a description of support facilities, motel names, camp grounds, marinas, etc.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



# Harbor Racing Rules . . .

(Continued from Page 2)

- I. General rules of the road rules governing Marina del Rey shall apply. In addition, NAYRU racing rules shall apply to all boats racing in the harbor or anywhere on the race course. These rules shall apply from the time of the first preparatory signal and continue until sunset. These rules shall apply except where the following rules take precedence.

ALL Hobie Cats shall forfeit ALL rights of way to all other vessels in the harbor. When another vessel is encountered there are three courses of action:

- a) Take immediate action to stay clear.
- b) Hail the vessel to "hold their course", and thereafter sail SAFELY in front of, or to stern of, that vessel.
- c) REQUEST other vessel to alter course slightly, as governed by Rule IV.

II. Interpretation can include or exclude other boats that are racing.)

In all three cases the burden is still placed upon the Hobie Cat to stay clear and take a safe course of action. Failure to comply with this rule is cause for immediate disqualification. In addition, any incident with another vessel is grounds for disqualification from ALL future Thursday night racing. It is the object of this rule to either avoid encounters with other vessels, or if there is an encounter, that the encountered vessel is clearly aware of your intentions to assume the responsibility to keep clear. Thus it places no burden on the other vessel to maneuver to avoid incidence, but allows the other vessel to offer room by choice.

- III. When tacking out the channel all boats shall remain inside the center section of the channel bound by the "NO SAIL" buoys. Flagrant violation of this rule is subject to disqualification at any time. Flagrant shall be defined as sailing in such a manner that the boat ends up entirely outside an imaginary line between buoys. One Hobie Cat may be protested by another Hobie Cat whenever any part of the first Hobie Cat's hull crosses this imaginary line. The protesting Hobie Cat shall provide proof of this violation. Proof consists of verification by another Hobie Cat skipper. Subject to 360 rule.

- IV. While racing all boats shall adhere to all rules of good sportsmanship. Especially applicable is the yelling of such phrases as "get out of my way, I'm racing," and the tone of voice of such phrases. Such action is subject to disqualification. These actions will usually be followed by violation of Rule II.

- V. There will be no sailing after sunset without proper lights. Boats cited for this violation by the harbor patrol will also received a disqualification score for that evening's race.

The above rules are not intended to place hardships on Hobie Cats and in practice do not. They are written to govern activity in the harbor in order to help us cooperate with other vessels, which is in the spirit of our activities. I encourage everyone to follow these rules all of the time, even when not racing. Most people will find that once another vessel knows your intentions, they will usually offer any assistance possible.

Good luck and happy racing,  
The Vice-Commodore Fleet 57

Don would like to have pro and con comments from interested fleets.

Write: Don Oltmans  
20 Outrigger St.  
Marina del Rey, Calif. 90291

## NEW HOBIE SAILING GLOVE

Guards against rope burn and blisters.

Designed and proven by Hobie Sailors. Made of top grade cowhide. Lycra and Velcro tabs on back for perfect fit. Send \$7.50 per pair plus 25 cents postage & handling. S, M, Lg, Xlg. LONGFINN LTD., 1906 E. Edinger, Santa Ana, Ca. 92705, Dept. H-7. California residents add 5% tax.

— Advertisement —

# Sail Control . . .

(Continued from Page 4)

## 4. DEAD DOWNWIND

On this point of sail the SAIL-TAILS on the jib unfortunately tell you practically nothing. There are however a couple of SAIL-TAIL tricks you may find useful downwind.

- A. A SAIL-TAIL on the backstay will give a very sensitive indication of the relative wind direction and its shifts in even the lightest of airs. Assemble the SAIL-TAIL as in Step 3 of the installation instructions and tape it around the back stay about 6 feet above the deck. If it tends to "ride" up or down, a tightly knotted piece of whipping cord or a rubber band around the stay above and below the SAIL-TAIL will keep it in place.

## 5. OTHER APPLICATIONS OF SAIL-TAILS

- A. Mainsail applications. "Research" into the use of SAIL-TAIL has not been extensively conducted. You have a chance to pioneer this area! One use that you can experiment with is determining the optimum setting of your mainsheet traveler in reducing the leach drag on the mainsail. A pair of SAIL-TAILS about a third of the way up the leach of the main, set in 8 to 12 inches should stream smoothly if the traveler (plus down haul, main sheet and a dozen other things) and boom vang are set properly.

- B. Air flow investigations. Another area of "Research" is the more general study of air flow around and about the sails. The equipment is simple. You need a SAIL-TAIL and a light rod. Take the line and reel off, and put the SAIL-TAIL at the light end. Merely put the SAIL-TAIL where you want to see what the air is doing—right behind the mast on its leeward, in the "slot", under the boom, along the leeward (and windward) of the main and jib, etc., etc., etc., The conclusions you reach may confuse you—but we guarantee you will be amazed and impressed at the strange things that a "simple" air flow is doing and SAIL-TAIL is the sensitive indicator to do it with! (A note of caution—try this last application far from your fellow sailing man. He may call the little white boat with the little crew in white to haul you off to a power boat squadron!)

## 6. USING SAIL-TAILS ON A SINGLE-SAIL OR CAT-RIGGED BOAT

The previous sections have been generally concerned with the use of SAIL-TAILS on sloop-rigged sailboats: those with mainsail and a jib or foresail. Considering a boat rigged with a single sail very much the same general principles apply. The whole purpose of the SAIL-TAIL is to enable the helmsman or trimmer to optimize the flow of the air across both windward and leeward sides of the sail at once.

To work most efficiently any sail requires a maximum pressure differential between the windward and leeward side of the sail. The low pressure side should always be that side which is most forward with respect to the boat. Thus the boat is dragged forward by the suction on the leeward side. It is hard for anyone but a scientist to believe, but the higher the velocity (or speed) of the air, the lower its pressure becomes and hence the greater the suction. The curved shape or camber of the sail causes the air on the forward leeward side to move slightly faster than the air on the windward side setting up the pressure differential (lift, or suction).

At the same time however, the air must move smoothly onto both sail surfaces, smoothly across them and smoothly off the leach. If the set of the sail, its shape or irregularities on its surface cause the air to eddy or swirl or become turbulent this represents lost energy to the suction system. Lost energy means lost drive in the sail. Thus on any sail — and in particular the sail of single rig boats — SAIL-TAILS can be used to indicate smooth air flow on both windward and leeward sides of the sail. In attaching the SAIL-TAILS to the single sail we recommend that they be placed about at the central point of the sail — about halfway up and halfway in. If the whole foot of the sail is attached to the boom we suggest the SAIL-TAILS be placed a little forward of the midpoint. For a free-footed sail, which is generally "fuller" or has more "belly" the central point halfway up and half-way in seems to be better.

From hereonin, the same general rules apply as in the case of the jib. Going to windward the sail should be trimmed in and the boat steered to cause the SAIL-TAILS on both windward and leeward to stream smoothly aft. If the windward SAIL-TAIL is fluttering excessively the boat is being pinched and the helmsman should fall-off. On the other hand, if the leeward SAIL-TAIL is curling and fluttering upward and





Lake Havasu beach scene. This is the location of the Hobie 14' Nationals scheduled for October 3-7, Lake Havasu City, Arizona, the location of the historic London Bridge, will be a real fun location for this great event.



(Continued from Page 20)

## Sail Control/Sailtails

forward the boat is being stalled and the helmsman may either come up further into the wind or free off the sail until both SAIL-TAILS stream smoothly.

In reaching the forward (or leeward) SAIL-TAIL is the more important since most of us tend to trim the sail too tightly. On a reach the leeward SAIL-TAIL should never be allowed to curl or flutter forward — the sail is stalling and allowing turbulence and eddies to occur where there should be a great suction. The helmsman again may either bring the boat closer onto the wind by coming up or ease the sheet of the sail off until the leeward (or forward) SAIL-TAIL streams smoothly. In the meanwhile the windward (or aft) SAIL-TAIL is telling you only a little.

If it is fluttering forward and curling excessively the sail is probably eased off too much. In general though we recommend the old adage "If in doubt, ease it out" as having the greatest chance of giving the boat more speed.

Sailing, thank goodness, is not an exact science and we may be in for some argument here but . . . it seems to us . . . that on a single sail rig going dead downwind the SAIL-TAILS are much more useful than on a main-and-jib rig. The reason seems to be that the absence of standing rigging and stays allows the boom to be eased forward of the beam to set up smoother flow on both sides of the sail. In this case the SAIL-TAILS will stream more smoothly and give a better indication of sail trim. However generally the sail is eased as far as it can be and further increases in speed will come rather more from other adjustment to the rig, fitting and weight distribution than to the sails.

### HOW TO INSTALL SAIL-TAILS

Even though it may seem like an awkward procedure we suggest that you install the SAIL-TAILS on your jib with the sail hoisted. At the very least it will insure that they wind up on the luff, rather than the foot or leach where they do very little good. It also helps to position them properly. Alternatively, when the sail is hoisted mark the locations lightly with a pencil and put on the SAIL-TAILS.

1. And VERY IMPORTANT: make sure the sail is quite dry and free of salt or dust; rub installation area vigorously with paper towel or dry cloth.
2. Pick a spot on the jib luff on the port side, about 1/3 of jib luff height from the tack and about 6 inches aft of the luff; if the SAIL-TAIL is too low there will be some interference effects; if too high, you will probably have a very sore neck after a couple of hours of sailing. Also, if the SAIL-TAIL is too close to the luff (too far forward) it will tend to curl around the forestay.
3. Next peel the paper backing off the assembled SAIL-TAIL with the light colored patch. (Put the paper in your pocket and keep our waterways clean!) Place the SAIL-TAIL on the port side of the jib as shown in the illustration.
4. Peel paper backing off the assembled SAIL-TAIL with the dark colored patch (and put this paper in your pocket too) and place this SAIL-TAIL on the starboard side of the jib about three inches higher than the first one.

**COMMENT:** *there is nothing aerodynamically miraculous in putting the light patch on port; as you sail later though you can remember "lighter-lower-left (port)" and not be confused between SAIL-TAILS.*

5. Rub the adhesive patches vigorously to get a good bond between patch and sail. This installation should last from four to six months with normal frequent sail usage, hoisting, folding, etc. If the SAIL-TAIL does not adhere well, chances are that the sail was damp or salty.

No matter what else you do, get out and SAIL!  
Remember: sailboats make no smog!

## TWIN TAILS

**WIND INDICATORS For the shrouds**

TWIN-TAILS Wind Indicators. A new unique design, the TWIN-TAIL is a super-sensitive indicator in even the lightest whisper of wind. TWIN-TAILS are self-clearing, non-fading, durable and most easy to install.

**\$1.00 Three-in-a-Pack**

## Twin Tails

**INSTRUCTIONS**

**STEP 1**  
Open the pack at bottom to remove TWIN-TAIL. Spread one TWIN-TAIL open and peel the protective backing from the adhesive strip.

**STEP 2**  
Hold the TWIN-TAIL open and center the adhesive strip around starboard shroud at a height easily visible from your later position.

**STEP 3**  
With Tails pointing aft, secure to shroud by pressing both sides of adhesive strip together. Secure second TWIN-TAIL to portside shroud in the same manner. This second TWIN-TAIL may be attached to backstay or waft as a spare.

## WIN TAILS

**SAILING INDICATORS**

WIN-TAILS Sailing Indicators clearly indicate the optimum pointing angle for your boat when sailing to weather and your most efficient sail-trim setting for reaching and running. A great little aid for racing and cruising!

**\$1.00 Six-in-a-Pack**

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**HOW TO USE YOUR WIN-TAILS:**

**Sailing to WEATHER:**  
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Sailing TOO HIGH TOO LOW CORRECT

**REACHING and RUNNING:**  
SAILS TRIMMED.

TOO TIGHT TOO SLACK CORRECT



# Regatta Results . . .

(Continued from Page 9)

## Surf Banger Hobie Cat 16 A Fleet (Cont.)

POS- TION	NAME	SAIL#	1	2	3	4	TOTAL POINTS
13.	Hunt/Lord	1368	60				
14.	Holmes/Holmes	590	61				
15.	Jordan/Jordan	2400	64				
16.	Rancon/Trissie	2866	66				
17.	Titus/Kellor	203	70				
18.	Clark/Clark	78	73				
19.	Pratt/White	3002	75				
20.	Popp/Gould	731	79				
21.	Tessmer/Tomlinson	4515	84				
22.	Porta/Tessmer	3952	89				
23.	Flanigan/Flanigan	3007	90				
24.	Topping/Hall	4235	98				
25.	Davnis/Fickenschner	2829	99				
26.	Lister/Lister	636	107				
27.	Glanden/Clements	335	109				
28.	Allan/Bergeron	3396	111				
29.	Wilcox/Wilcox	3037	117				

## B Fleet

POS- TION	NAME	SAIL#	1	2	3	4	TOTAL POINTS
1.	Moore/Thorman	5179	10	1/2			
2.	Imperato/Imperato	3554	21	3/4			
3.	Thorman/Holmes	24	3/4				
4.	Gignoux/Tonnard	592	27				
5.	Lewis/Hernicks	2773	28				
6.	Kimbal/Nichols	6018	31	3/4			
7.	Morris/Larrick	3928	35				
8.	Tursi/Tursi	12000	36				
9.	Kepron/Heinz	562	40				
10.	Teickmann/Kling	2781	48				
11.	Thomas/Thomas	1316	58				
12.	Blake/Suster	4067	58				
13.	Rumiewicz/Rumiewicz	3394	59				
14.	Conlin/Gehning	7060	60				
15.	Grassi/Goldman	5836	60				
16.	Holgate/Holgate	778	61				
17.	Dutton/Witekko	6893	63				
18.	Platt/Banbury	552	68				
19.	Meany/Meany	7242	75				
20.	Frey/Thorpe	5732	83				
21.	Eatough/Eatough	6021	84				
22.	Diesch/Diesch	3329	91				

## Wind and Sea June 2 & 3, Dana Point, Calif. Hobie Cat 14 A Fleet

POS- TION	NAME	SAIL#	1	2	3	4	TOTAL POINTS
1.	Randy Hatfield	378	3/4	3/4	3/4	6	8 1/2
2.	John Ross-Duggan	4520	4	2	3	3/4	9 3/4
3.	Ben Rose	868	3	5	2	3	13
4.	Lon Walcker	3573	5	6	4	2	17
5.	Gunter Hagen	561	9	4	11	4	28
6.	Phil Berman	71	2	3	9	15	29
7.	Dennis Lhamon	4200	6	13	8	5	32
8.	John Vultee	837	7	7	6	12	32
9.	Pat Benedict	1539	8	12	5	8	33
10.	John Cockrell	406	10	9	7	7	33
11.	Tom McDonnell	1749	11	11	10	10	42
12.	Terry Haake	3556	14	8	12	9	43
13.	Burt Scott	4118	13	10	13	11	47
14.	Michael Bolman	7678	12	15	15	15	57
15.	Alfred Egan	342	15	15	15	15	60

## B Fleet

POS- TION	NAME	SAIL#	1	2	3	4	TOTAL POINTS
1.	Paul Hinkle	2691	3/4	3/4	3/4	2	9 1/2
2.	Burt Sherriff	383	5	2	2	3/4	9 3/4
3.	Gail Milhouse	3459	2	3	6	3	14
4.	Rich Martin	7279	3	6	4	4	17
5.	Harry Thaele	450	6	5	3	5	19
6.	Wes Goleman	3853	4	4	5	6	19

## C Fleet

POS- TION	NAME	SAIL#	1	2	3	4	TOTAL POINTS
1.	Susan Henderson	3311	3/4	2	3/4	3/4	4 1/2
2.	Jerry Katz	5432	3	3/4	2	2	7 1/2
3.	Joe Bernhart	9999	2	3	3	5	13
4.	Tony Seeley	606	4	4	4	3	15
5.	Jim Blackburn	3162	5	5	5	5	20

## Hobie Cat 16 A fleet

POS- TION	NAME	SAIL#	1	2	3	4	TOTAL POINTS
1.	Bob Seaman	13	3/4	3/4	3/4	3/4	3
2.	Dick Beauchamp	2	6	4	2	7	19
3.	Jerry King	2414	4	6	4	5	19
4.	Mike Stuart	2805	5	5	6	6	22
5.	Bob Beauchamp	1400	2	8	3	9	22
6.	Wayne Schaefer	315	12	5	5	3	23
7.	Kirk Stum	1972	7	9	7	4	27
8.	Joe Eichblatt	1655	3	12	12	11	38
9.	Doug Mihoky	2453	11	7	14	8	40
10.	Rick Biddle	330	10	14	11	10	45
11.	Steele Matthews	20	8	11	9	20	48
12.	Richard Jefferies	1902	17	20	8	12	57

14.	Al Robertson	7091	14	10	13	20	57
15.	Everett Baggs	1685	20	16	15	13	64
16.	Jim Pfeifer	6969	18	15	16	20	69
17.	Don Oltmans	1819	16	17	17	20	70
18.	A. Walz	60	19	13	20	20	72
19.	Jim Black	1461	13	20	20	20	73
20.	Jerry Metzler	2166	15	20	20	20	75

## B Fleet

POS- TION	NAME	SAIL#	1	2	3	4	TOTAL POINTS
1.	Dean Wickstrom	9	2	4	3/4	3/4	7 1/2
2.	Noble Warrum	1981	3/4	3	5	3	11 3/4
3.	Jeff Nelson	3788	4	5	2	2	13
4.	David Churchill	5081	8	3/4	3	5	16 3/4
5.	Dave Crocker	2279	5	2	9	10	26
6.	Richard Maxey	2013	9	8	7	4	28
7.	Paul Collins	374	10	16	4	9	39
8.	Alan Johnson	4380	6	14	14	6	40
9.	Mayfield Marshall	1559	3	6	12	21	42
10.	Philip Hernandez	1832	17	17	6	7	47
11.	Bill Giles	6148	12	7	15	12	46
12.	Ralph Sarver	4138	18	9	13	8	48
13.	John Houser	4308	8	11	4	48	
14.	Frank Robison	990	7	12	21	13	53
15.	Byron Watson	4238	14	13	11	15	53
16.	Jim Foster	3514	15	17	10	14	56
17.	R.R. Woodside	787	11	11	17	21	60
18.	Hal Root	15	16	21	16	21	74
19.	Wm. Carey	637	13	21	21	21	76
20.	Greg Butcher	107	20	15	21	21	77
21.	J.W. Hillebrecht	3744	21	21	21	21	84

## C Fleet

POS- TION	NAME	SAIL#	1	2	3	4	TOTAL POINTS
1.	Dave Lind	4571	3/4	2	5	3/4	8 1/2
2.	Jock McGraw	2755	2	3	3/4	3	8 3/4
3.	James Cotton	540	5	3/4	6	2	13 3/4
4.	Randy Witman	4106	9	9	15	5	38
5.	Snokey West	2364	5	17	7	11	38
6.	Steve Leo	1099	12	20	3	4	39
7.	Todd Donahue	277	11	7	12	10	40
8.	Ray Weismann	486	15	12	8	8	43
9.	Paul Clemmer	1914	14	10	18	14	56
10.	Paul Hart, Jr.	1650	4	6	27	21	58
11.	Mike Marquand	4293	7	26	10	27	63
12.	Daniel Brown	4510	17	13	17	18	65
13.	Richard Walt	4459	20	19	22	9	70
14.	Marc Winthrop	1360	10	8	11	46	75
15.	Si Cheinithes	4107	27	21	20	12	80
16.	Les Betz	1725	24	5	28	23	80
17.	Alan Dwan	4553	29	16	19	19	83
18.	Rett Summerville	2824	46	32	2	6	86
19.	Jerry Herndon	4392	34	25	14	15	88
20.	Mike Stang	3161	22	11	9	46	88
21.	Ralph Chester	2911	30	27	21	13	91
22.	Narty Vanheeroot	8408	26	14	34	17	91
23.	Maurice Kendall	1862	23	23	32	20	98
24.	Cathy Collins	3867	13	15	26	46	100
25.	Tom Eckles	3300	28	28	24	22	102
26.	Terry Miller	2209	21	31	25	25	102
27.	John Mabry	4701	6	29	46	24	105
28.	Gregory Sump	3255	8	24	29	46	107
29.	Lance Consaul	3906	18	18	30	46	112
30.	George Hedley	4731	46	46	16	7	115
31.	Paul Parizeau	4809	46	46	13	16	121
32.	Henry Brooks	3919	19	46	35	26	126
33.	Lester Waddell	4246	31	4	46	46	127
34.	Dick Hare	4971	33	46	31	28	138
35.	R.A. Pearce	4281	25	22	46	46	139
36.	Richard Soth	256	46	46	4	46	142
37.	Tom Gould	4489	46	30	23	46	145
38.	Mike Pond	50	16	46	46	46	154
39.	Don Feddersen	4017	32	46	46	46	170
40.	John Kumer	2295	46	46	33	46	171
41.	Bill Mohler	4962	46	33	46	46	171
42.	Matt Place	4296	46	46	36	46	174
43.	Frank Bullard	3623	46	46	46	46	184
44.	Mike Mundo	5914	46	46	46	46	184
45.	Grage Bowman	2206	46	46	46	46	184
46.	Dick Hobson	34	46	46	46	46	184

## Sheraton Bel-Aire Regatta May 19 & 20, St. Petersburg, Fla. Hobie Cat 14

POS- TION	NAME	SAIL#	1	2	3	4	5	6	TOTAL POINTS
1.	D. Wilcox	3615	(7)	4	4	2	3/4	3/4	11 1/2
2.	S. Shafer	4947	(DNF)	2	2	4	3	2	13
3.	D. Wentworth	3816	(DNF)	3	3/4	3	7	3	16 3/4
4.	B. Olton	267	(DNF)	3/4	3	10	2	5	20 3/4
5.	C. Smith	8730	3	8	(12)	3/4	6	10	27 3/4
6.	J. Knight	8437	2	5	9	5	(10)	8	29
7.	M. Swan	4550	4	10	(11)	7	4	4	29
8.	M. Miller	6018	3/4	9	6	6	12	(13)	34 3/4
9.	K. Keene	5988	6	12	(13)	8	8	6	40
10.	H. Hamilton	10166	11	(11)	6	9	11	7	44
11.	H. Noble	35	9	7	10	(DNS)	DNF	9	51
12.	D. Rodgers	35	9	7	10	(DNS)	DNF	9	51
13.	P. Thompson	10048	12	(14)	DSQ	13	9	12	55
14.	G. Ewell	4774	10	13	12	DNF	(DNS)	60	
15.	J. Campbell	5001	13	15	(DSQ)	DNF	13	14	71
16.	R. Glimmer	1072	14	(DNS)	DNS	DNS	DNF	DNS	78

## Hobie Cat 16

POS- TION	NAME	SAIL#	1	2	3	4	5	6	TOTAL POINTS
1.	B. Eddie	2172	3	(9)	2	3	5	2	13
2.	J. Lista	1805	(7)	4	3	3/4	5	3/4	13 1/2
3.	R. Tardif	2081	2	3/4	(7)	4	2	6	14 3/4
4.	K. Dickson	1015	3/4	8	4	2	4	(12)	18 3/4
5.	D. Kimbrough	3413	6	5	3/4	(10)	7	4	22 3/4
6.	L. Kiernan	143	(10)	6	10	6	3/4	3	



# Lethal Combination . . .

(Continued from Page 2)

result of a sail boat striking a low hanging power line that spanned a little used inlet near Parker Dam, Arizona.

We cannot assume therefore, that clearance is "automatically" calculated for our mast height by utility agencies when making installations. I am sure that there is not a Hobie skipper afloat that has not given concern to his mast clearance when sailing under a bridge. This situation offers an optical illusion, automatic clearance should never be taken for granted when sailing under any object especially electrical cables. "The gamble is not worth it."

On essentially the same subject, a situation exists at every gathering of Hobies when preparing to sail and preparing to put the boat away.

Hobie masts have been seen to fall on occasions having slipped out of the mast step hook or out of control for a number of reasons.

Following are some safety precautions to take when stepping or unstepping masts.

1. Make sure all shrouds and stays are clear and ready to raise, mast chip in place and forestay bridle and chain plate ready for the hookup.
2. Hail everyone in mast length distance "mast up" or "mast down."
3. Recruit help from near skippers, one to hold mast base firm and in place, one to pick up mast and clear rigging, and to make forestay hook-up, and a third to assist from the trampoline with the raising or lowering of the mast if the skipper does not have to power to do the job.
4. Fleets should instruct their members in the proper procedure for this effort at least once a season and indoctrinate new skippers during the season.

Take care that your negligence and a falling mast is not the cause of a serious injury or possibly fatal blow to an innocent bystander.

—EDITOR



## SAFE BOATING IS NO ACCIDENT

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SAIL TAILS will tell you what the wind is doing ON your sails to help you get the maximum drive

Kit of 8 aerodynamic trim indicators with sailing No. 100 Sail Tails instructions.

**\$175**

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### NEWPORT TELL-TALE

3 SIZES AVAILABLE:

NEWPORT TELL-TALES attach to the rigging and give you instant information on the wind's direction relative to the boat. While always useful NEWPORT TELL-TALES are most effective "off the wind" — broad reaching or downwind.

Size A: for 1/8 inch rigging — dinghies, catamarans and centreboards

**\$150  
PAIR**



**SAIL-AID**

Instant sail repair for small rips and tears. 18 tough vinyl patches, adhesive backed, assorted sizes.

No. 101 Sail-Aids \$1.00 pack

**\$100  
PER PKG.**

### SPRING-LOCK PIN

Spring-Lock Pins make rigging trailerable boats much easier and faster. They replace clevis pins and eliminate cotter pins, wire rings, safety pins and broken finger nails. Safe and dependable, the electro-polished solid stainless steel pins have high shear strength and good corrosion resistance. Simple locking mechanism designed to prevent slipping or jamming in marine environments. Long pull ring makes removal easy; takes up little space; lends itself to lanyard attachment. Specify diameter and grip length.

No. 602	Diam. 1/8"	Grip Length: 3/4", 8", 1", 1 1/4", 1 1/2"	\$1.05 each
No. 603	Diam. 1/4"	Grip Length: 3/4", 8", 1", 1 1/4", 1 1/2", 2"	1.10 each
No. 604	Diam. 3/8"	Grip Length: 3/4", 8", 1", 1 1/4", 1 1/2", 2"	1.15 each

**New!**



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Costa Mesa, Ca. 92626  
DEPT. H-7

## Hobie Catters 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 shackle. **\* \$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, 10 x stronger than Delrin. **\* 11.00**  
**\* Plus dealer installation charges.**
- 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. Available only with Harness.
- D. **TRAPEZE/LIFE JACKET** — Super flotation, Coast Guard approval pending. Same sizes as regular harness. Yellow, blue. Price pending C.G. approval. **\$49.50**
- E. **HANDHOLD** — a quick and easy hook-up for hiking out on your trapeze. **1—\$6.75, 2—\$13.25, 4—\$26.00**
- 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. **\$22.50**  
Water Proof Material  
Same colors plus Light Blue and Orange **\$25.00**
- 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**  
**Hobie 14 12.50**  
**Hobie 16 14.00**

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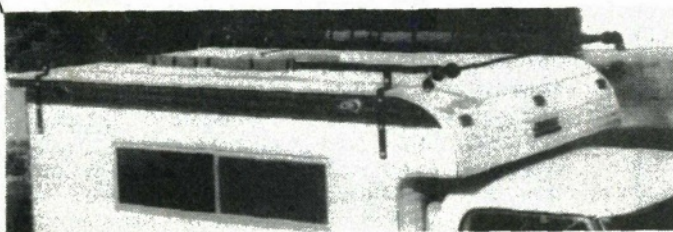


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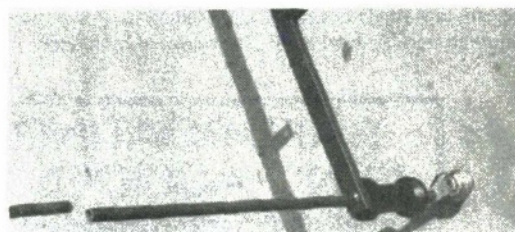


## Dave's Back Pack "CAT RACK"

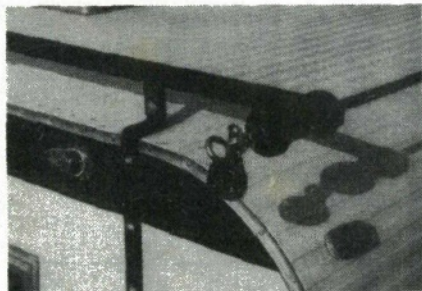
Necessity being the mother of invention, resulted in the birth of the unit pictured below, left. After searching for a camper, motor home or trailer top boat rack without success, it was decided that "Do it yourself" was the only answer.



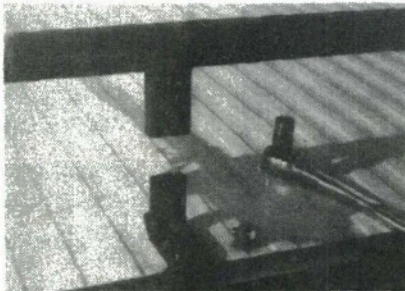
"CAT RACK" can be left "Up" or easily removed. Does not "Whistle", even at highway speeds.



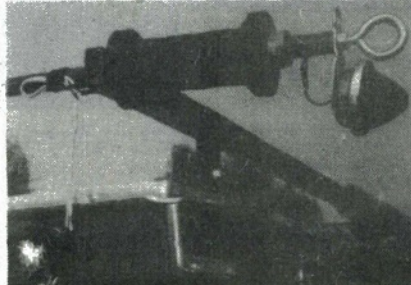
Entire frame width is adjustable via telescoping halves. Use  $\frac{1}{2}$ " rod and  $\frac{3}{4}$ " tubing for adequate strength.



Clearance lights satisfy Vehicle Code for wide loads. Eye hook provides tie-down point.



4,  $\frac{3}{4}$ " bolts hold "CAT RACK" to "Z" bracket and facilitate easy removal.



Roller position adjustable utilizing shaft collars. (Clearance lights powered through polarized connector.)

An inexpensive do-it-yourself motor home, camper or camp trailer top rack for your Hobie 14' or 16'. Several conditions had to be met to satisfy overall usefulness.

1. Light weight
2. Adjustable width
  - a. In the event of changing campers
  - b. To accommodate either Hobie 14' or 16'
3. Easy to remove (including electrical)
4. Minimal wind resistance
5. Neat appearance

The design met all requirements and can be made from materials

available at local hardware and boating supply stores. Construction time required between eight and ten hours. The unit hauls Hobies at 65mph (without trampoline) as though they weren't even there.

If you have a camper or trailer and are searching for an answer to your Cat hauling problems, the "Cat Rack" could be your answer.

A construction sketch is available for this Handy Rack for those feeling the need of additional help. Send \$1.00 to cover printing, postage, handling to:

**Dave Currey**  
2035 Jeffrey Cr.  
Placentia, Calif. 92670  
714/528-5445

**Credit:** We wish to thank Dave Currey, an engineer by profession, for this great idea. The Hotline has donated this space and awarded a \$25.00 gift certificate as a gesture of our appreciation.

Why not join in the fun and profit. Let's see what you have to offer.