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**Hot Line**

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## DISREGARDING THE RULES

Dear Editor:

In Paul Ridgeway's "Sailing Hints from Australia" (Hot Line, November/December 1977, page 12), a method is shown whereby extra purchase may be gained on the mainsail outhaul. Such an arrangement used during a class race would be illegal as stated in the Hobie Class Association Rules.

Although some ideas such as this may be great for just "cattin' around," a racer could be disqualified if even a loop were placed in the outhaul line as that would imply intent and capability to use the illegal modification. If we are going to race our boats, Ridgeway's advice on page 13 should be followed: "...learn the rules."

Sincerely yours,

R. Dale Caldwell  
Mesquite, Texas

## Excerpted from a letter sent in by Fleet 28 of Massachusetts:

"...the fleet voted to allow the adding of criss-crossing support wires to the boats at our fleet regattas and signed a letter to the Class Association asking that the wires be made legal..."

**ED NOTE:** In response to the above two letters, Sandy Banks, Director of the Hobie Class Association has issued the following statement:

"When a skipper, as well as a fleet, chooses to disregard the Hobie Class Association rules in a sanctioned points regatta, they are subject to disqualification (DSQ). If the rules are ignored by the host or sponsoring body, the sanctioning of that regatta could be withdrawn. No allocation of points would be allowed to the skippers who race, legally or not."

## DANGER

**Extreme caution must be observed when launching and sailing near overhead wires. A mast near a wire could be fatal!**

## BACKPACKING AT THE NATIONALS

Dear Ed:

Let me suggest that the 1977 Club Cocktail Hobie 16 Nationals at Fort Lauderdale was nothing less than a prime time, killer classic example of the good Hobielife, from the first white flag on the water to the last strings on the beach. Nothing was missing. A delighting variety of body beautiful types enjoying each other, the free beer, food, Club Cocktails, live bands, superb race committee, wide beach and clear ocean, long and square starting lines, daily press and television coverage, parties and banquets, highly visible marks, courses long and true, the specially stamped hats, T-shirts, and beach bags, plus cubic yards of trophies.

The ultimate nirvana of any one-design racing class is the dutiful replication of exactly identical equipment so that all competitors work with the same tools. Given the competitive individual's tendency to purchase a Hobie Cat and then make as many changes as the class rules allow, one often feels that the local hot shots are merely better tuning mechanics than sailors. At the 16 Nationals, the game is brought back to center on individual sailing skill, exactly where it belongs. All competitors are required to use only identically rigged factory-supplied boats, which are rotated through the skippers, so no one ever sails the same boat twice. My finish positions were far behind the leaders but I do know that they "flat-out" represent my actual level of sailing skill. Not one of those turkeys had any devices, just smarts.

Jerry and I had expressly teamed up to put the good moves on an unsuspecting fleet. We diligently practiced, honed and primed; ready to kick transoms, take numbers, and let them eat surf. Fame, trophies, and adulation would have been received with modest and complete cool... instead, we were forced to assume a mantle of quiet respect. We made the cut and sailed in the Nationals, but damn near everyone else was measurably smarter and faster. Such a situation, like gulping an entire jalapeno pepper, is not terminal for the individual, but forces one to recognize immediate truths. Basically, we were shocked by not being able to handle the situation

but are now somewhat proud of having survived. So let's go backpacking and review some of the action from the back of the pack.

Those who prequalified through their local racing circuits missed the Zoo City thrill of starting on the same line with seventy-seven other hopeful qualifiers. (Is it possible that the influence of Anita Bryant, just a few miles to the south, was making the predominantly all male combinations uneasy?) Over the next three days of Nationals competition we were taken to school by about everyone who did not withdraw. Without the presence of those specially recut sails, the hydraulic 22:1 mainsheet block systems, and the graphite-coated-internally-rigged-titanium-trapeze-wires playing absolutely no part in determining the outcome of the races, I was without viable excuses. The responsibility to go fast and influence people rested squarely on the skills of each individual skipper. Drat.

There were two areas of positive concern for us in every single race: the start and the windward legs. It is probable that we are the 1977 Hobie 16 National Quarter-Mile Drag Regatta champions. Had the races finished at the first weather mark, I could retire to my brother's apple orchard in Minnesota and die of frostbite happily. Our aggressive starting tactics were paying great dividends of clear air and good position. Even pulled off the old surging adrenalin, screaming port-reach-down-the-line-into-the-very-bridle-wires-of-about-thirty-starboard-cats-crossing-all-their-bows-just-at-the-gun trick, giggling "Hold your curses!" When starting on starboard, knowledge of the racing rules gave us the windward pin position whenever desired. The race committee was using a "barging buoy" tied off their stern on 15 feet of thin line. USYRU defines this barging buoy as only an obstacle, not as part of the race committee boat. Thus we would reach into the gap between the race committee boat and the barging buoy, sailing over the barging buoy line or the buoy itself. After kicking the rudders up and down as needed to clear any drag, we would take the starting gun, cross the start line with free air and pin position, while the rest of the fleet was busy bumping and grinding about nine feet to leeward. Patent pending. Note well that the

race committee can elect to include the barging buoy as part of the race committee boat if so published in the racing instructions or its written amendments.

The second area of enjoyment was sailing the windward legs. During our practice on Galveston Bay, Jerry proved that we attained superior boat speed when he handled the mainsheet while we were both on the wire. Using both hands he would pump the sheet in the gusts, allowing us to drive through, rather than either feathering up with the rudders or dumping off the main and slowly taking it back in. No patent on this one, it only requires practice to acquire confidence. In general, we went to windward with the speed of a dual Olds-powered Bertram offshore racer.

As well as we drove to weather, our off-wind performance suffered at an inverse geometric ratio. And it is the single most important part of the course where the greatest relative speed differentials between cats is attained. With the same amount of native skill and cunning that it takes to drop a cat going to windward, one can lose precisely 17 $\frac{2}{3}$  cats when going from B to C or A to C. Never did figure out how to go faster, but did manage to make it more palatable. By deploying opposite-tack flyers I could resolutely drive the cat to its maximum slowness, alone except for the noisy grinding of Jerry's molars. With improved sternsight, the best plan would be that of staying with the best winds then fighting off the pack using boat position, smoke screens, or attack orcas as required. In any case, Saint Impeded of the After Guy never did respond to my fervent injunctions for special winds which, to the exclusion of all other competitors, would return us to the front of the pack, just before C mark. Going to windward we already had an in with Saint Biscaph of the Aerodynamic Forces, he who helps those who help themselves with both hands on the mainsheet.

There were other specific leaden moments apart from the hours of off-wind agony. In one race we nearly pulled a backflip (with a reverse half-gainer, tuck position) while tacking halfway to the first weather mark. After counting the numbers of hulls, sails, and rudders on our cat, I continued down my detailed fine-tuning emergency

continued on page 24

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# FREE HOBIE GOODIES!!



In exchange for a few minutes of your time, we'll send you two free gifts. Please complete this short survey and mail in an envelope to us. Enclose one of your Hot Line mailing labels and we'll add **two free issues to your subscription!** Also, if you include two of your business cards, we will laminate them into **special luggage tags complete with the four color Hobie logo** (see above) and mail them back to you—**FREE!** By the way, your returned surveys will be opened in the mail room and your mailing label and business cards removed from the envelope so that your survey responses remain confidential—you need not sign the

survey, and your identification will not be attached to the survey.

Surveys can be a pain in the aft, but this one is short and your input is valuable to us. We can best serve you by knowing what you want. The free goodies offered (the luggage tags are really classy!) are an incentive to help you set aside five minutes to help us. Please participate!

We apologize that you have to invest in a 13¢ stamp, but postage regulations will not allow us to use our permit since you will be enclosing items with the survey.

## HOBIE CAT SURVEY

Age \_\_\_\_\_ Sex M ☐ F ☐ Marital Status \_\_\_\_\_ Yearly Income \_\_\_\_\_

☐ Please check if figure is combined husband/wife income.

City \_\_\_\_\_ State \_\_\_\_\_ Occupation(s) \_\_\_\_\_

What size Hobie Cat do you now own? \_\_\_\_\_ How many Hobie Cats have you owned? \_\_\_\_\_

Do you expect to buy a larger Hobie Cat? ☐ YES ☐ NO

Do you expect to purchase a newer model Hobie Cat in the future? ☐ YES ☐ NO

How did you hear about Hobie Cats? \_\_\_\_\_

Did you comparison shop with other catamarans before buying a Hobie Cat? ☐ YES ☐ NO

What is your main purpose for owning a Hobie Cat? ☐ Daysailing ☐ Racing

Are you a fleet member? ☐ YES ☐ NO Fleet # \_\_\_\_\_

How many times a year do you visit your Hobie Cat dealer? \_\_\_\_\_

How many items per year do you purchase through advertisements in the Hot Line? \_\_\_\_\_

What activity do you prefer at Hobie Cat regattas?

☐ Competitive racing ☐ Fun races and events ☐ Combination of both

Do you feel there is a sufficient number of points regattas? ☐ YES ☐ TOO MANY ☐ NOT ENOUGH

Do you wish solid color sails were available for Hobie Cats? ☐ YES ☐ NO

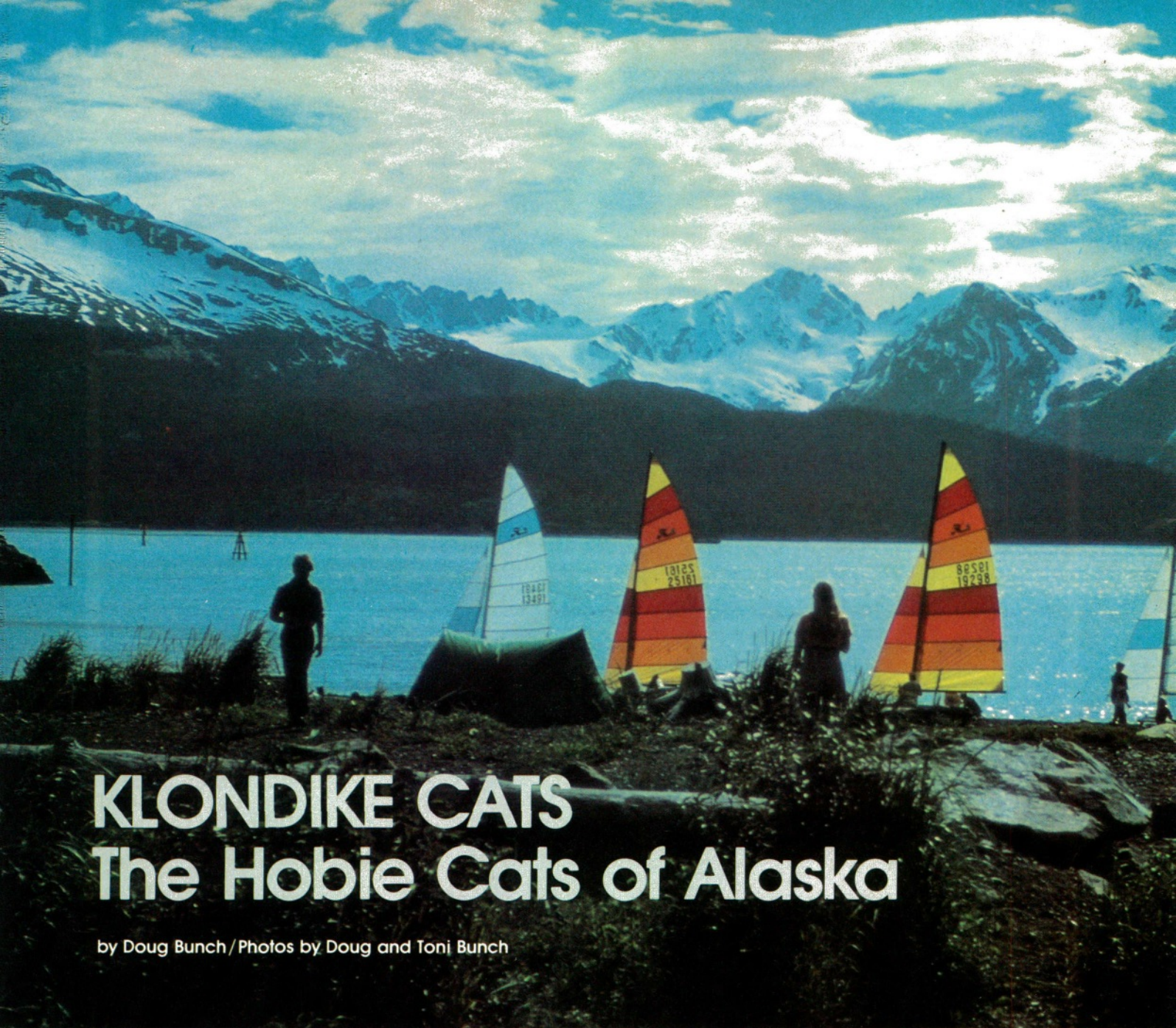
Would you like to see Hobie Cat manufacture a "traditional" monohull? ☐ YES ☐ NO

Additional comments... get it off your chest! \_\_\_\_\_

Please mail to: SURVEY, P.O. Box C-19509, Irvine, CA 92713

DON'T FORGET TO INCLUDE your Hot Line mailing label (we'll extend your subscription with two additional free issues) and two of your business cards (we'll laminate them in special Hobie Cat luggage tags) for your FREE GIFTS!





# KLONDIKE CATS

## The Hobie Cats of Alaska

by Doug Bunch/Photos by Doug and Toni Bunch

*Seward Harbor, Alaska—truly picturesque sailing.*

The Hobie Catters of Alaska have drawn together a collection of experienced skippers and brash novices to form Fleet 226.

Pat Rafter, our commodore, has done an excellent job of putting together a fleet from the bare necessities—a handful of Hobies, skippers, and able-bodied crews. This past summer has been an experience not soon to be forgotten by many. Learning and sharing together, the fleet has grown with a strong bond of friendship and we hope it is the beginning of a bigger and better fleet in the future.

Although the size of our fleet is small, that doesn't hamper the amount of fun or competitive racing. The fleet is well organized, with meetings each month at a different member's house and outings every weekend. Our Hobielife takes up the better part of the summer months.

Sailing in Alaska is a bit different than most might expect. You couldn't find a more picturesque area for sailing. The snow covered mountains that reach to the water's edge make a backdrop that can't be beat anywhere. There is never a lack of wind or water, but towing over 200 miles every weekend makes for many road hours. We're not talking about four-lane highways either!!

The lakes and bays we sail in are extremely cold (34-36°), so full wetsuits are part of every sailing event. (We still hope to find a chapter in a sailing book on Iceberg Maneuvering and Glacier Currents.)

After a few outings with a local sailing club, we held our first official regatta of the season over the 4th of July weekend in Seward, Alaska, a small harbor town 125 miles from Anchorage.

It was a gala three-day affair with serious racing during the day and roaring campfires during the night. We were greeted the first day with winds not exceeding 3-5 knots and light air tactics were the story for the race. Late that afternoon the winds increased so the next day we put off the start until the afternoon. Our wait was awarded with 15-20 knot winds and three foot seas in Resurrection Bay. As to be expected, the wind played an important part in the outcome of the second day's racing. Everywhere you looked there seemed to be a capsized Hobie. Still, all the skippers and crews said they had a great time. That night the talk around the fire was filled with laughter and "tall stories" relating to the day's sailing.

Before we knew it, the final day of racing was upon us and the first place





*Fleet 226 tuning up for Klondike competition.*

trophy was still up for grabs with four boats within striking distance. Once again we were greeted with good winds and clear skies. Although all were in joyful moods, there was an air of tension among the skippers. Skippers and crews were off alone, talking of upcoming race strategy.

At the flag we had 10-15 knot winds but they soon died down to 5 knots. That didn't hamper the racing spirit; there were still positions to be won or lost. By the end of the day all were exhausted but still managed to pull their tired bodies to

*continued on page 34*

*Kenai Lake, Alaska and a  
"Flamer" Hobie to keep warm.*





# Coming Up — Ice Breaker '78

While the ice is two feet thick and covered with fishing shanties, snowmobiles, cars, and an occasional iceboat, Clark Lake Fleet 58 is busy finalizing details that will make their May 13 and 14 Ice Breaker Points Regatta THE Division Ten regatta to attend in 1978. Being a loosely organized inland party fleet of 16's that always has 20 plus Hobies on the starting line from early May through mid-September is an indication of their interest in the best of competition. What is not obvious is their family participation and friendly efforts to improve each other's skills and knowledge and their promotion of sailing in the area.



*"World Famous" for his Hobie skills, Wayne Schafer will provide a seminar and critique at the Ice Breaker '78 points regatta, Clark Lake, Michigan.*

Prompting the decision to go all-out with the '78 Ice Breaker were our outstanding results in the Hobie 16 Divisionals at Traverse City, Michigan, where Fleet 58 took six of the first eleven A Fleet places and second place in B Fleet. Attendance at the Divisionals was an organized party effort that saw 17 Hobie 16's and over 60 members migrate for three and four days of partying and family fun as well as testing of their sailing skills.

Under the guidance of veteran regatta participants and newly elected officers, the 44 active skippers plus families and crews reviewed their assets to determine just what they had to offer in promoting a really great regatta—one that included family fun, the best in competition and ideal facilities and conditions. The analysis amazed us at just how great things really are here at Clark Lake, Michigan. The problem would be in getting the word out to all division skippers and the need for a super attraction, like Wayne Schafer to provide talks and participate—something every mid-west Hobie sailor would really want to hear and see.

With the help of the local Hobie dealer and Coast Catamaran, Wayne was contacted and has agreed to be at the Ice Breaker. He will give a seminar Friday evening and a critique Saturday evening as well as competing in the races. This is the man who is always near the top in national and international competition and is noted for his helpful assistance to friend and foe at regatta sites—a really top-notch person. Maybe he will be able to tell us just how the West Coast boys do it so consistently.

Our own unrealized assets include an ideal location, ten miles south of Jackson, Michigan, connected in all directions by interstate highways that make lower Michigan, Ohio, Indiana, and much of Illinois an easy and pleasant drive. Hotels and motels including the Sheraton, Quality, and Holiday are plentiful and our lakeside facilities are super. Skipper Bob Johns owns the Clark Lake Lodge which is a large resort bar/restaurant right on the finish line. We impose on Bob's generous offer to make the Lodge our year round headquarters for meeting, racing, regattas, and social events and maintain a large bulletin board with race



results and other interesting sailing news. With over half of our 44 boat H-16 fleet crewed by families, this facility is really great.

Add crystal clear spring water, little or no boat traffic, normally great winds that provide a challenge to skillful boat handling and tactics, sailing-minded beer distributors who provide trophies, and the unmatched hospitality of the membership, and this '78 Ice Breaker Points Regatta has to be the greatest Hobie sailing event in Division 10.



Mark your calendar now—bring the whole family—send us a note for additional information—but be sure to be there—ICE BREAKER, MAY 13 & 14, 1978. Publicity Chairman: Ernie Boffel, Jr., 1043 South Brown Street, Jackson, Michigan 49203.





This article is a rewritten version of a three-part series that appeared in the Multihull Sailing Association of Texas (MSA) *Tri-cat Tales*, July through September of 1977. The genesis for the article was a seminar on trailer maintenance that Dave pre-

sented to Fleet 8 in Houston, Texas. We appreciate the considerable time and effort he put into preparing his information for Hot Line readers. This myriad of information should be most helpful for all Hobie sailors as they begin the '78 season.

# TRAILERS:

## Some Thoughts on the Structure Underlying Most Catamarans — A Not-So-Technical Article

by David M. Bailey

Finagle's Law reads: "The perversity of the universe tends to the maximum." When applied to trailers, this means that the only time you will experience trouble with your trailer is while traveling to or from your sailing—and it will be in the middle of nowhere, raining, at night, with bumper-to-bumper traffic trying to get around you. If you think a bit about where we Hobie Catters sail (everywhere), you'll realize that many sailors spend almost as much time traveling to and from the water as they spend on it. Consequently, trailers are a very important part of our sailing activity and should be maintained with the same loving care as our boats.

If you have a new trailer, you're ahead of the game—just treat it properly and you'll have years of trouble-free service. If, like most of us, you have a trailer that is several years old, you are going to have to do some repair work and then be on the lookout for more problems. To discuss all the modifications, considerations, corrections and cautions would take more space than our dear editor will allow and you probably wouldn't read it anyway. Therefore, I plan to present some of my philosophy of trailer maintenance and then quickly run through those aspects that you should consider.

Obviously the most crucial parts of the trailer are the wheels, which are also the source of a lot of trailer breakdowns. But as your trailer ages, you will also have to consider the trailer itself, the load it carries, and the lighting system (the cause of more profanity than barging at the start).

### WHEELS

The first question you should ask yourself is whether the trailer wheels and bearings are equal to the task. If you double-deck, have a boat box, or do a lot of high-speed trailering, those 8-inch street tires are not sufficient. Eight-inch beach tires are a marked improvement for any trailer (especially if you launch in soft sand), but if you are going to replace your 8-inch skinnies, go for 12-inch wheels—in the long run they are worth more than the extra money spent. Also, GET THEM NOW, while your existing set of tires works. That way you won't be caught in the middle of nowhere with one good tire and the makings of some rubber-soled sandals. Keep your "old" wheels as emergency spares (a matched set!). You should always have at least one spare wheel—if you don't have one, think seriously about getting one.

Second question: Do you have a wrench that will take the lug nuts off your trailer while leaving the skin on your knuckles? I'll bet you don't. Most auto lug wrenches are too big and an adjustable open-end wrench will destroy the lug nuts as well as your knuckles. Also: How do you jack up your trailer to change the offending tire? With an American-car bumper jack? Forget it! If you don't have a hydraulic axle jack or a

scissors jack (available with many foreign cars), you may have to step the mast and "capsize" the whole rig (have fun).

Third question: Are your tires properly inflated? Believe it when the instructions say "35 lbs. psi., cold." Underinflated tires heat up faster and wear out faster. Those 8-inch skinnies have to run almost twice as fast as your car tires to keep up (another reason for 12" wheels—the wheel bearings have to work less). Unequally inflated tires are almost as bad—they cause the trailer to pull to one side, which causes the car to pull to the other. This means that driving is more difficult and stopping fast is more dangerous. If after traveling awhile, you find that your tires are unequally inflated, add air to the lesser tire—don't bleed air from the more inflated tire. Check periodically to see if the tires have balanced out once the air in them heats up.

I understand that many new trailers are now being sold with sealed pressure grease caps such as Bearing Buddies. These are a very nice thing to have, especially if you don't want to replace wheel bearings in out-of-the-way places. They too must be checked periodically to see if there is still grease in the cap. When the tires heat up, the grease starts to liquify and it leaks out. Most experts recommend repacking wheel bearings at least once a year, more often if you launch into salt water (probably not as often with Bearing Buddies but still check periodically).

Hot wheels create a potential problem that fortunately not many Hobie Cat sailors experience. When a trailer with hot wheels is backed into the water, the metal cools rapidly and contracts. Something has to occupy the vacuum created by the contracting metal bearings—more often than not, it's the water. This is not good (particularly in salt water). Since Hobie Cat sailors generally rig their boats before launching them, the trailer probably has set long enough for the wheels to cool. One way to make certain that no water gets onto the bearings is to never immerse the wheels when you launch. Back the trailer to the waterline and launch from there. This means that you may have to use more muscle to get your boat on and off the trailer than you have in the past, but like the man says, "You can pay for it now, or you can pay for it later."

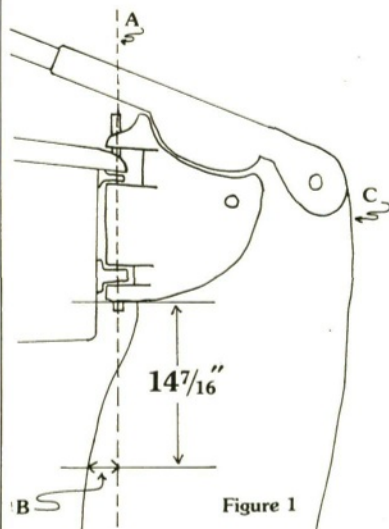
There are several extra benefits you gain by not immersing your trailer: the electrical system will not corrode as quickly; nor will the taillights be ruined (water has a remarkable tendency to leak into the lamps, but not out of the lamps); and the trailer axle will not rust as quickly. I don't understand why, but "galvanized trailer" rarely means the axle is also galvanized, and salt just loves anything that is not so protected. Periodically over the lifetime of your trailer you will have to derust your trailer axle and paint it or replace it. Don't give corrosion the upper hand by submerging your trailer.



# WE BLEW IT!

## Rudder Hassle Correction

The measurements listed in the September/October '77 Hot Line on pages 26-27 for redrilling your rudders were incorrect. New research indicates that you should measure "distance B" at the point noted  $14\frac{7}{16}$ " below the bottom edge of the lower rudder housing (NOT 12" as previously indicated).



Distance B (the suggested amount of blade forward of the axis of rotation) on both Hobie 14s and Hobie 16s should be  $1\frac{1}{8}$ " (NOT  $1\frac{1}{4}$ " and  $1\frac{3}{8}$ " as previously indicated).

We apologize for the error and any inconvenience caused. The figures listed in the September/October issue no longer represent optimum performance specifications.

Figure 1

## Hobie Sailors have more Fun Trailex Anodized Aluminum Trailers for Hobies assure that Fun

- LIGHTWEIGHT - for Beach Launch - Compact Towing
- NO RUST - Maintenance Free
- STRONG - Heat treated Special Extrusions

3 YEAR GUARANTEE



TRAILEX aluminum trailers are also available for EXPORT. Shipped knocked down and packaged in strong export cartons. Dealers write for information.

OUR 15TH YEAR

TRAILEX is now manufacturing a lightweight (145 lbs.) aluminum trailer for the new Hobie Cat 18.

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Phone (216) 533-6814

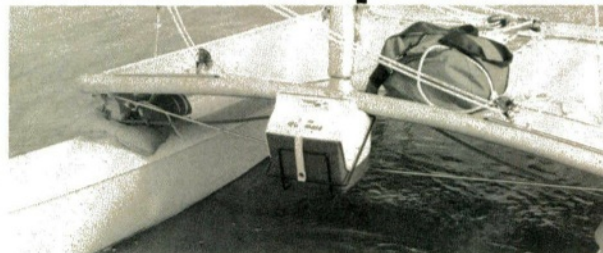
## TRAILERS:

### LOAD

To proceed further in our discourse on how Finagle's Law applies to trailers, let us consider the effects of the load—your boat and all the extra stuff you carry—on your trailer. To begin, the sole purpose of a trailer is to get something from here to there (that's obvious). What's not so obvious is that trailers are built for the load they are expected to carry and many trailer manufacturers are not Hobie Cat sailors. It is very surprising to learn how quickly weight mounts up when all the attendant gear and accumulated stuff "necessary" for sailing is added to the trailer. Most trailer manufacturers don't realize this and neither do most people when they first purchase their Hobie Cat. Trailer manufacturers want to make money and Hobie Cat owners want to save money. Consequently most boat owners spend as little as possible on their trailer. This practice will often "get you in the end."

Most trailers used with Hobie Cats are designed for a 600-pound capacity. When loading trailers, you should keep an unused reserve capacity of 100 pounds and since most of our boats weigh in the vicinity of 350 pounds, that only leaves 150 pounds of load that can be added. If you carry more than the rated capacity on a trailer it will not immediately fall apart. However, there are limits to what you can do and when you exceed them, things start happening that are not in anybody's sales pitch. Any heavier load than the rated capacity will prevent the springs from working. When an overweight trailer goes over a bump, the springs do not depress properly (they're already depressed), and the trailer goes bump. When the trailer goes bump, the boat goes bump. This does funny things to the boat: like causing it to bounce off the trailer supports and get gouged (and panic the people in the car next to you), or like deforming the hull (what hap-

## Perfect Companions...



COOL RAK designed to hold the popular PLAYMATE and LITTLE PLAYMATE beverage coolers by IGLOO.

- Fits Hobie 16' & 18', and other catamarans.
- No snaps or zippers—just an easy to use push button lock with swing-down top.
- Mounts low on the centerline.
- All stainless steel mounting hardware.
- Will not foul lines, rides secure 360 degrees.
- Rubber insulators, no metal to metal contact.
- Black vinyl coated for corrosion protection.
- Easy on and off.

Your IGLOO cooler is rugged high impact plastic. A tough hide that will not chip, rust or corrode. Inside is a pure white liner that is odor and stain resistant and easy to clean. Comes with a 3-year guarantee.



### "THE LITTLE PLAYMATE"

complete with rak ..... \$29.95

Holds 9 cans (10 3/4" x 7" x 10 3/4")

Red, Blue, Yellow OR Rak only .... \$21.95

### "THE PLAYMATE" complete with rak .. \$37.95

Holds 18 cans (14 1/2" x 13 7/8" x 11")

Red, Blue, Yellow OR Rak only .... \$23.95

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## CAT-RAK DESIGNS

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pens when 300-plus pounds come down on four supports no larger than the width of your wrist a million times in the course of a trip?). If you want to carry extra gear on your trailer, I recommend that you consider structural reinforcement and extra spring capacity in your modification—if the springs don't give, something else has to.

What are the consequences of an overloaded trailer? Besides worn or blown tires and fried wheelbearings, that is. Check the trailer wheels, and if they look as if they are imitating an overloaded VW Bug, you can be assured they are not acting—the axle is overloaded. (Very few trailers have independent suspension, which does come on VW's.) This means that the axle is bent and the squat is permanent. It also means that you need a new axle, spindles, bearings, and wheels—or else a new trailer with a higher rated capacity.

## BALANCE

Another important consideration is how the load is balanced on the trailer. Improper balance affects how easily the trailer can be towed, how long the trailer lasts and in many cases, the condition of the boat over several seasons of trailering.

If the weight of the load is too far back on the trailer, the trailer has a tendency to weave behind the car. You constantly have to correct your steering to compensate for the trailer's changing direction. Have you ever followed a weaving trailer on a two-lane road and tried to pass it? No fun, right? Trying to stop with an unbalanced trailer is even less fun. Keep in mind that it is more likely for a trailer to come off the hitch if the load is too far back.

While we're on this topic, let me say a short word about safety chains: USE 'EM. Some of my best friends refuse to use safety chains because of the damage a loose trailer might do to their car. According to Finagle's Law, however,

that errant trailer will not brake to a safe stop and get off the road of its own accord. If anything, it will either pitchpole into oncoming traffic or else capsize in front of another car. Better to pay for the damage to the stern of your car than being liable for an instant junk yard on the freeway.

If the weight of the load is too far forward on the trailer, too much weight is put on the car's trailer hitch. This causes the car's rear tires to become grossly overloaded (you've also got stuff in the trunk!). Besides screwing up your car and the trailer hitch, too much weight on the trailer tongue will cause it to flex more than it should. This is not good for your boat or your trailer. I could give you technical arguments proving that a flexible Hobie Cat is not as fast as a stiff one, but that is not the purpose of this article. To keep your cat stiff, you need a stiff trailer (also a trailer that is square and level, but that is a topic we must defer for reasons of space).

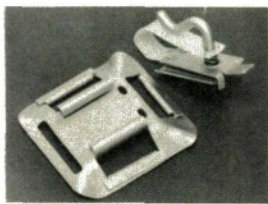
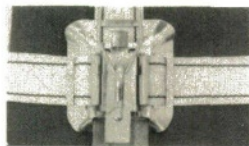
True, considering how much Hobie Cats weigh, these problems are not obviously crucial nor very immediate. Remember though, I'm talking about problems that are long-term and subtle. If your trailer is unbalanced, I'm not saying it will cave in the next time you encounter a pothole; however, your trailer will be more tiring to tow, it will wear out sooner than it should, and your boat will also age faster than it should—especially if you also have a loaded boat box.

Okay, how do you check the balance of the trailer and its load? With a bathroom scale and some brick or timber. Load your trailer with everything you normally carry in its proper place (fill the ice chest if that goes on the trailer also). Put the bricks or 2x4s under the scale and the trailer tongue on the scale so that it will be at the same height as your trailer hitch. This reading is the tongue weight. Most experts recommend that the tongue weight be between 7 and 10 percent of the total trailer load weight. If you want, you can

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## TRAILERS:

calculate the exact weight, but 40-60 pounds is a ballpark figure tongue weight for a **properly loaded** 600-pound-rated trailer. If you have a loaded boat box or a double-decked trailer, you may have to calculate your total weight to derive a proper tongue weight.

If your bathroom scale tongue weight is not in the 7-10 percent range, start shifting your load around until the scale reads in the proper range. You may even have to shift the boat back or forward on the trailer. Incidentally, if you intend to put a boat box or sail tube on the trailer, check the trailer balance **before** you bolt down the box (shifting the entire box is easier than rearranging the load, and it will save a lot of trouble later on).

## TRAILER

What are those horrible things that can go wrong and make your trailer drop its vitals in interestingly out-of-the-way places on our nation's highway system? Basically, Finagle's Law applies to anything that is bolted, welded, screwed, or glued on. I will present some illustrative problems that have occurred in the past and discuss the solutions that were reached. Bear in mind that some of these problems were the result of design faults that have been corrected on newer trailers (those old ones are still around, however). If you are aware of the old problems, hopefully you will be able to spot new ones before they occur.

Most trailers are put together with welds (which crack) or with bolts (which unbolt). One of the more common trailer designs has the cross members held **undemeath** the trailer chassis with U-bolts or through-bolts. If these bolts ever came undone, the crossmember would drop and drag on the street, taking a hull with it. If you have one of these trailers and are the worrying type, you might rebolt the crossmembers on

top of the chassis and periodically check to see that they're tight. If you're not the worrying type, just check the size nut on the bolts, carry a couple of spares, and keep your insurance paid up (you'll need it).

One of the reasons that trailers have a tendency to come undone is because they have a tendency to flex. (Usually this is because the trailer is either overloaded or out of balance and the trailer tongue is not stiff enough for the load. It may seem obscure at first, but the cause of your problems is a **flexing trailer tongue**. Some early trailer designs ("early" here means more than four years ago) provide good examples of what can happen if the trailer tongue flexes too much. One trailer design used 2-inch galvanized pipe for the tongue and also had a mast support of 1½-inch pipe with a winch right at chest level. The design fault was in using a trailer tongue that wagged like a gossip-monger, but it was the mast support that broke. Of course, this always happened on the freeway. The sound of the mast bouncing off the roof of the car or coming through the rear window was startling, to say the least. What happened? Many people used the winch rope to tie down the front of their boat (many people still do, and wonder why they have repair problems). The common and improper method is to unreel the rope from the winch (without getting banged by the winch handle), pass it over the front crossbar of the boat, around the front crossmember of the trailer, hook it back on the winch rope, and tighten down with the winch. As the trailer tongue flexes, the winch rope becomes slack, then tight, very quickly. Winch rope does not stretch; the mast support flexes—for awhile. Usually the mast support cracks near the base and falls off. By now almost all of the galvanized pipe trailers in my area (Houston, Texas) have a weld somewhere low on the mast support—or else they have a new one.

What about cranking the winch even tighter so the rope is always tight, you say? That little hand-crank jobbie that always catches you in the armpit packs a lot of power. Some people tried just that and found that they bent the front trailer crossmember. Better there than the front crossbar on the boat, I suppose.

Okay, so you use tie-down straps on both the front and rear stanchions and retire the winch. That still does not solve the problem: a tightly strapped mast will also cause the mast support to flex (Finagle's Law, remember?). What is the solution, short of buying a new trailer with the heavier, stiffer box-beam tongue and slanted, reinforced mast support? Hobie Cat 16 sailor Tommy Gayle of Lake Charles, Louisiana, solved the problem by having a truss of steel rod welded onto the trailer tongue. He used ¼" or ⅝" steel rod (not reinforcing bar) and his friendly shadetree mechanic. The truss looks like a dolphin striker, and it serves the same purpose as the one on your Hobie Cat.

Whatever kind of trailer you own, I suggest you periodically check all the connectors (welds, bolts, baling wire, etc.) around the tongue-chassis-front crossmember area; this is the area that will show wear soonest. Even on the heavier-duty trailers, there is some flexing of the trailer tongue and the effects show up here.

## LIGHTS

The one place on a boat trailer where Finagle's Law is most ably demonstrated is in the lighting system. Here is a system that has no moving parts (unless you're a physicist or an electrical engineer, whereupon I refuse to argue with you) yet manages to break down in the most bizarre places imaginable. Everything I've talked about so far is concerned with ways you can protect the condition of your trailer and boat while traveling. A properly operating lighting system will help you protect yourself and your boat from the depredations of fellow travelers (no guarantees, however).

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The lighting system on a trailer serves two purposes: to tell people where you are and what you're doing. If you've ever followed a large trailer at night on a crowded freeway, you know how much you depend on those taillights immediately in front of you. Let me put it another way: If you're like me, you've got a noticeable portion of your income tied up in your Hobie Cat. You prefer sailing your Hobie to repairing it. Letting other folks on the road know exactly what's happening adds to your safety and the life of your boat. Properly placed and operating taillights and side marker lights should make it obvious to others when they can get away with barging at 55 mph. Fortunately, the task of maintaining an existing lighting system is not a mystery.

There are some legal requirements for trailer lighting which new, stock trailers meet. These are: amber side marker lights in front, red side marker lights in the rear, taillights, brake lights, turn indicator lights, and license plate light, with reflectors all the way around (minimum lighting requirements may vary from state to state, so if you're crossing state lines, better check before you travel). Most of these lights can be incorporated into one unit (check the prices... seven-function trailer light units are cheaper than seven separate units). Unfortunately, these lights have a habit of not working, usually (a) at night, (b) on a crowded road, (c) in the middle of nowhere, (d) in the rain, or (e) all of the above. And, of course, these are the times you need good lighting. Over a period of time, bulbs burn out, light units self-destruct, wires chafe, connections corrode, etc.

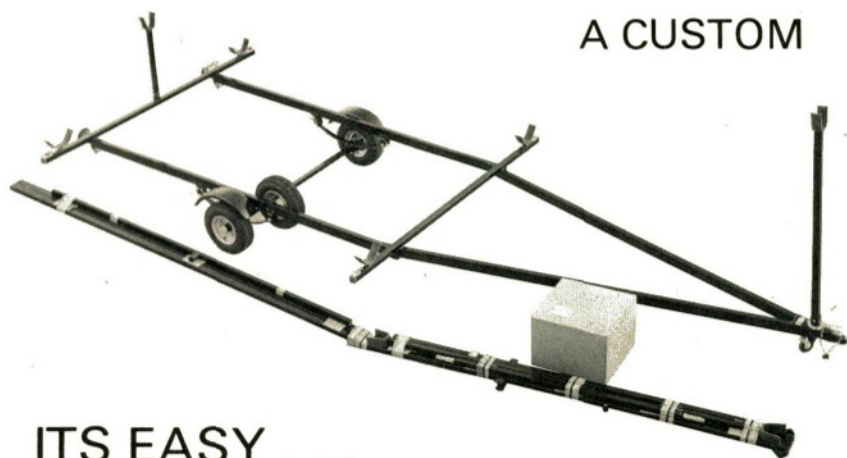
What should you do to keep the lights you have in some semblance of working order? Start with the car-trailer connection. Probably half of the problems with recalcitrant trailer lights can be traced to a crimp or chafe caused by leading the trailer wires over the trunk and slamming the trunk lid

one time too many. The best method of protecting your trailer wires from the jaws of your trunk is to drill a hole through the floor of the trunk (out of the way of the gas tank and all the assorted junk you store there) and lead the wires to a permanent mount next to the trailer hitch. Tie a knot in the wire on both sides of the hole so that the wire can't be pulled either way accidentally. Another possible place to exit the trunk is behind the license plate; this way the hole will not be obvious. Keep your pigtail short—it's surprising how many connectors are destroyed because they thrash around and get in the way when not in use.

While we're considering the electrical setup in the car, take a look at your turn signal indicators while the trailer lights are connected to the car. Most turn signal flashers are not heavy enough to carry the extra load of the trailer lights. If your turn signals work overtime whenever you're pulling your trailer, you need to replace the flasher with a heavy-duty turn signal flasher. These little devices are found at any auto supply store—just ask for the heaviest they've got. It will take you longer to buy it than it will take to put in your car.

Now look at the tail lamps on your trailer. Most catamaran trailers use the combination running/stop/directional/license plate/side marker lights with integral reflectors. These units are cheap, compact, efficient, and on a catamaran trailer—they do a lousy job. Let me explain: These combination units are located about two feet off the center line of the trailer next to the chassis. Most of our Hobie Cats are eight feet wide and the trailers are eight feet wide, but the taillight units are mounted only four feet apart. There are some advantages to this location: the units are mounted out of the way so you don't hit them while loading or unloading the boat and they don't get destroyed everytime you cut too close to a curb.

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## TRAILERS:


The disadvantages must be considered, however: the units are directly behind the trailer wheels and catch all the water, mud, sand, etc., thrown up by the tires; the lamps are not near enough to the edge of the trailer for the side marker lights to be visible; and this location does not reveal to others in the dark where the edges of the boat/trailer are.

After considerable fiddling, location changing, and replacing of broken units, I feel that the stop/directional units should remain where they are. The units can be protected from road dirt with a liberal application of petroleum jelly or sealant around the wire connection points and the lens (don't use epoxy or glue—you'll still have to replace light bulbs). If you're ambitious, you can make a deflector plate to cover the back of the lamp (aluminum pie plates work well). Whatever you do to keep water and dirt out of the units will be paid back in decreased problems. While you're at it, replace all the screws with stainless steel self-tapping screws—the stock screws rust too easily and strip their heads just when you need to replace the bulb.

Rather than move the stop-directional units out to the extreme edges of the trailer (and have them destroyed by the first curb encounter), several manufacturers have added side marker lights to the rear corners of the trailer that can be seen from behind as well as from the side. This is a wonderful idea and the projecting angle brackets serve the purpose of marking the corners of the trailer very well. You should always repair the side marker lights every time you break them. A better idea is to split the job between two marker lights for each side—one facing the side and the other facing back. Mount these lights on the crossmember out of the way of knees and boats and they should last longer. If your trailer doesn't have these side markers, I recommend you install them.

With separate side marker lights, you can also solve the problem of the license plate mount that lasts only long enough to lose your license plate. Most license plate holders are a nice idea, but they do not work when slung under a catamaran trailer. Usually they get eaten by corrosion, bent out of shape by curbs, etc., and when they do, the license plate goes with them. Take the license plate off this mounting and bolt the plate directly to the rear crossmember directly above the rear taillight. The license plate is now securely affixed to the trailer out of the way of curbs, rocks, and other things that eat cat tags. Take the taillight off the trailer and remove the license plate holder. Throw away said license plate holder (or sell it to someone who hasn't read this article). Remount the taillight **upside down**. Now the license plate is illuminated the way the legal beagles like it to be. Separate license plate lamps are available and cheap if you want to locate your plate on a boat box, sail tube, light bar, etc.

As you can see, proper care and maintenance of your trailer is not a simple one-time proposition. Besides the points I've mentioned here, there are any number of things you can do to improve the durability of your trailer, such as light bars to get the taillights away from the water, external wiring to make repairs easier, moving the wheels and spring unit to improve the balance of the trailer. If you consistently trailer your boat, you should frequently check the condition of your car: tires and tire pressure, cooling system, battery, brakes, clutch and transmission fluid, oil, etc. Also, do it before you leave, rather than on the roadside halfway from anywhere.

If you start thinking of your trailer and its purpose in life in the same way you think of your Hobie Cat, the importance of maintaining your trailer becomes obvious. Instead of spending money to make your boat go faster, spend some money to make your trailer go better—you may not win more races, but you'll be present for more races! 



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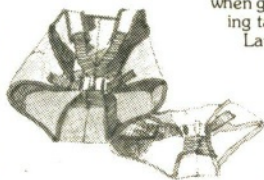
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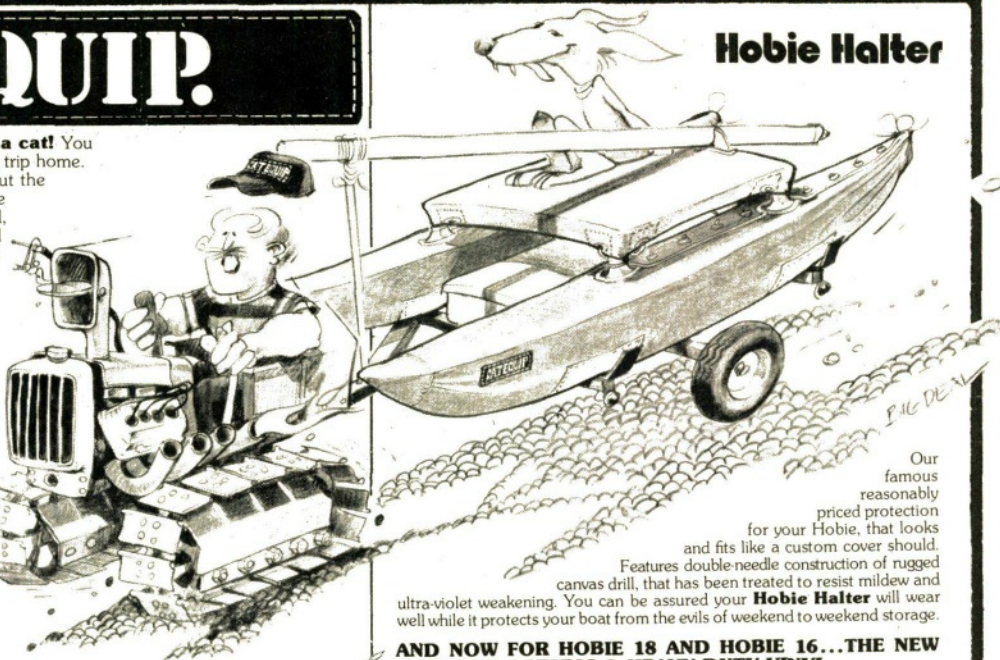
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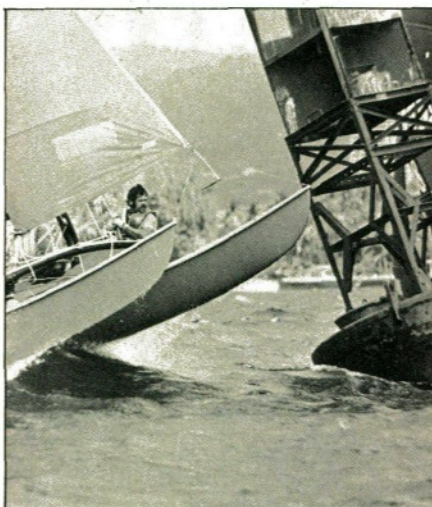
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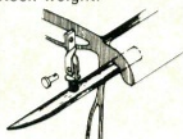


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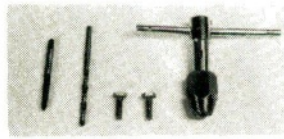
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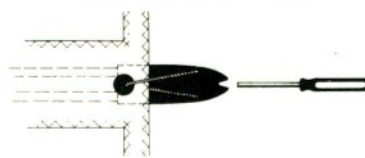
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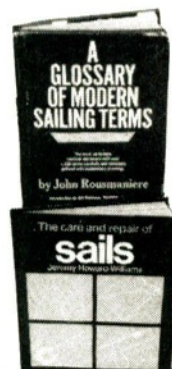
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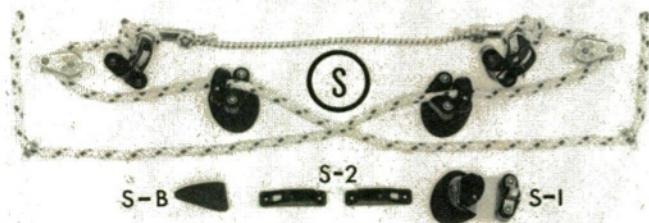
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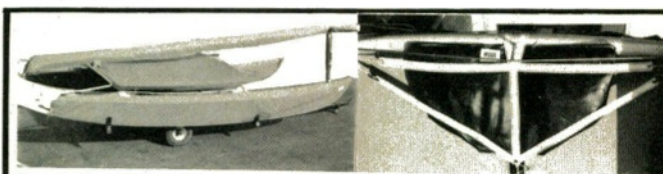
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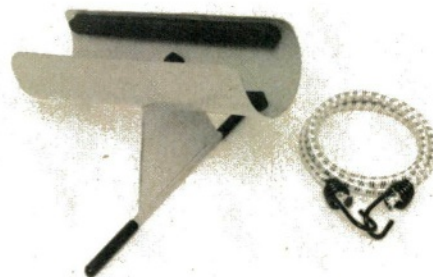
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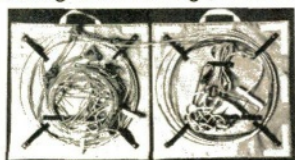
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# REDNOSE RACING MANIA

by DeDe Oxley, Fleet 23, Dallas, Texas

Like everything else in Texas, winter-time racing is done in a big way in the Dallas Hobie Fleet. Fleet 23 this year scheduled a Rednose Racing Series for the third year in a row. A real, honest-to-goodness series of twelve races on the icy waters of Lake Lewisville. And they expect a good turnout, with an average of 72% of the racers actually completing the series. Optimistic? Perhaps. But past experience has shown that winter Hobie racers are among the most rabid fans of all. Maybe Fleet 23'ers are tougher or more masochistic than most—or maybe, just maybe, there's some special mystique about winter racing that especially endears it to the hearts of its enthusiasts. Let's examine the facts.

Texas winters are notoriously capricious, both from year to year, and even week to week. One weekend may feature balmy 70-degree weather; the next may offer vicious 40 mile-per-hour winds, sleet, or impending tornados. So it's probably not the consistency which attracts the **papparazzi** of Texas sailing. What is pretty dependable about sailing in January through April in Texas is wind—the fantastic kind of wind—whether it is stinging the nostrils with its sharpness and purity, or bearing a few tons of red-gold sand from out El Paso way. It is the wind that figures prominently in the dreams of anyone who truly loves to put a sailboat and himself directly on that line between ecstasy and disaster.

Wind must be the key to the insatiable winter sailing mania. The winds may hover precariously on the borderline between "race" and "cancel", but woe to the less adventurous soul who stays home in the mistaken belief that the chill factor is too low or the wind too high, for his compatriots at the lake will cheer should the race committee dub conditions acceptable for racing. Heavy air is the ultimate test of equipment, determination, and actual courage on the part of skipper and crew, and when these sports fans set up their boats in winter, that kind of test is what they're after.

And yet, there are certain merciful aspects to this cruel sport. Lake temperatures in the North East Texas area rarely drop dangerously low. Falling in, while not a pleasant or particularly desirable thing to do, is not even remotely as serious as it is in the colder regions to the east and north. A wetsuit compensates admirably for a reasonable percentage of lost body heat, and Lake Lewisville, Fleet 23's home lake, simply does not develop the heavy, rolling chop that characterizes winter sailing on more exposed and larger lakes, rivers, and ocean areas. So, what the Texans have going for them is racing that is fast, slick, and not uncomfortably wet, unless they are unfortunate enough to ditch or pitch. And a merry sort of camaraderie develops from watching out for each other's safety, just for good measure.

Of course, there are adventurous, even courageous crews and skippers who prefer to sit on shore with the self-proclaimed chickens and cluck to themselves while the madmen and women of the Fleet risk life and limb to race under these preposterous conditions. They will not sport the reddened cheeks and brilliant smiles of those steely-nerved competitors. They will not spin hair-raising tales of high adventure around the campfire in the frosty night. And they probably

continued...



# FLEET NEWS

HOBIE CLASS ASSOCIATION

MARCH/APRIL 1978

## FLEET 3

### Fountain Valley, California

Here's a few perceptive words by Rick Schultheis, Commodore and skipper; it was refreshing to find this well-placed praise in the fleet's newsletter.

I recently had my first real experience sailing single-handed in competition. Up until that day, I had never realized the true value of that extra weight I have always carried on my boat. I had always taken for granted the simple tasks of trimming the jib, watching for starboard boats, lee side boats, retrieving the main sheet, and determining where to tack for the lay line. The one thing I really noticed most was there was no one to yell at when I was in second place at the last mark, blew my tack, and ended up in 18th.

Have you ever noticed how the skipper takes all the credit when he wins, yet in a non-win situation the crew receives much of the credit, which may be shared with "those crummy sails." I know, I've been there myself many times. During the single-handed, I learned just how important that extra weight is. I had the perfect weight, perfect sail shape, great boat speed, but the rest was up to me. I have really learned to appreciate my crew, and I'm sure many who sailed that day feel as I do. This weekend, show your appreciation and take your crew to dinner!

## FLEET 6

### Kailua, Hawaii

New Year's Day in Hawaii and before noon, Hobies were being lined up on beautiful Kailua Beach on Oahu's windward shore. On this day it's now traditional for Hobie Catters to don their trunks, bikinis, or whatever and trail their boats to Kailua for the annual Pacific Beer Regatta. It's listed as a fun day. All boats, both 14s and 16s, are required to carry a two-person crew, one member of which must be female. In the event of a shortage of female sailors, a reasonable facsimile is allowed! This is where the fun begins as prizes are

offered for the best female impersonators. Thirty-one boats braved rainy, unsettled weather to race, drink, and participate in the day-long activities. Festivities started with a parade of beauties—"Miss" Alvin Lemquist; "Miss" Larry MacArthur, and many others, all of whom were competing for the title of "Wonder Woman" to serve as Queen of the event.

Racing was not only competitive but hazardous. Kegs of beer spotted along the three-mile beach served as course marks rather than buoys at sea. A crew member (not the boat) was required to circle the keg, but only after downing a mug of beer. Needless to say, there was conflict getting on and off the beach as well as erratic sailing; however, no protests were filed.

First place in the 16 division went to Rick and Carol Naish. Sindri and Dean Froome of world class Hobie fame placed second. The 14 division was won by a brother and sister team—Mike and Robin Lung. Jim and Diane Fairchild came in from behind for a close second. In view of the theme of the event, other special categories were set up with prizes. For executing the best "wipe out" of the day, Dan O'Sullivan; title of Wonder Woman went to Larry MacArthur; and for Last to Finish, Brad Ball. The day marked the beginning



of Fleet 6's 1978 sailing season. A wide variety of races in many locations as well as a planned series of sailing seminars are on the year-long schedule.

Now's your chance to sail in Hawaii! Come and join us in the Don Ho Regatta. It's our big race of the year. Last year we had over 50 boats and this year we expect many more. The Commodore reports that we can expect sailors from as far away as Hong Kong and Florida. This is your personal invitation to join us on May 27, 28, and 29 for a fantastic time. Any skipper outside the state who wishes to participate may contact Commodore Dave Lung, 133 Kailuana Place, Kailua, Hawaii. The Hawaii Hobie Cat Association is most willing to house out-of-state skippers.

## FLEET 70

### Biloxi, Mississippi

We are now part of the new Gulf Coast Division 15! Now we can make it to most of the points regattas without driving halfway across the country. Also, the Division Championships will be less than an hour and a half away. If you have always wanted to go for the BIG TIME, now is your chance.

The fleet is ready for the new year. Our election of officers yielded Bob McClure returning as Commodore; George Zorn, Vice Commodore; and Betty Thorjusen, Secretary-Treasurer. Jim Gates volunteered to honcho the regatta action and Craig Nicholls is editing the Fleet Newsletter and handling public relations.

Our April Fool's Regatta has been approved as a points regatta, so start sharpening your skills. Also, there is talk going around about a weekend cruise to Dauphin Island this spring. As soon as we can shake off this cold weather, we are going to get some boats wet!

## FLEET 74

### Baton Rouge, Louisiana

Troy Taylor has been designated Junior Sailor of the Year by Pontchartrain Yacht Club and awarded the annual trophy. His excellent showing regionally during the past year and his points qualification for the Nationals brought him this honor. Let's hope he does as well in college at L.S.U.!

## FLEET 123

### Highland, Illinois

"Home" to Fleet 123 is Lake Carlyle in southern Illinois. Most of us are members of Carlyle Sailing Association—that's the club that hosted Yachting's One-Of-A-Kind Regatta in '77 and the Champion of Champions in '76. We think we have the best sailing facility and one-design racing program in the Midwest. Each year we have more and more active Hobie racing. Club races are held every Sunday, May through October. We also have social functions monthly (at least). If you would like to join us or just drop by for a Sunday race, drop a line c/o Grant MacLaren, 8 Village Dr., St. Louis, MO 63141 or call (314) 567-1887 evenings.





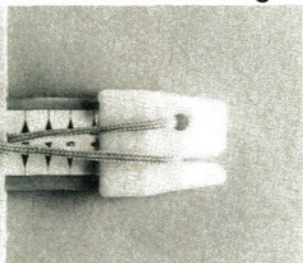
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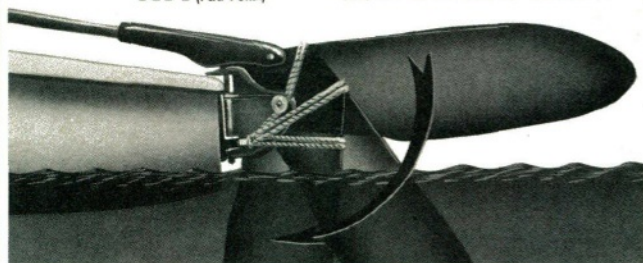
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## ...REDNOSE RACING MANIA

will not miss work on Monday three weeks in a row because of earaches and chillblains. They will sit idly by, applauding politely, as the hardy winter sports collect their Winter Racing trophies (which will be ice sculptures, no doubt). And, until they too squeeze into clammy, smelly wetsuits and force themselves to leap aboard their icy catamarans, they will never know that delightful thrill—the terror and the joy—of letting a Hobie Cat run full tilt before the winter wind. 

## LETTERS TO THE EDITOR ...CONTINUED FROM PG. 4

troubleshooter's checklist only to find the starboard hull drain dangling loosely. We chose to sail on after fixing our error, fighting back from dead last to last place at the finish. Another race found us restarting, having ignored the general recall one minute rule. In three races we sailed the course guessing the marks, having chosen to ignore the course display board. And we had a forced withdraw, following a port-starboard incident which kind of hurt also. Suffice to say that the essential spirit and devotion to backpacking managed to overcome all obstacles and place us near the top 1/3 of the fleet.

However, the joy of open competition with the best U.S. skippers of the largest one-design catamaran in captivity does provide a modicum of satisfaction. A championship trophy from the Wingbat 19 just does not cut it, even though you may well have dominated the other 27 owners. There are some 30,000 Hobie 16 owners. So, at a different time and place, but damn sure with the same great cat, I plan to move up out of the top 1/3 in another full-on cat fight.

With advance warning,

Spence Lycan  
Houston, Texas

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# FLEET NEWS

HOBBIE CLASS ASSOCIATION

MARCH/APRIL 1978

## FLEET 153 Gainesville, Florida

The new sailing season is ready to begin and most everyone seems ready for it. The new officers have gotten together and suggested and debated, suggested and debated, and finally worked out a schedule, and a few other changes, which we hope everyone will like. We have scheduled more sailing days, and implemented a plan for "A" and "B" fleets. The fleet captains and the officers have agreed on a list of "A" Fleet. These people will (for all events) be considered "A" Fleet. "A" Fleet and "B" Fleet will start as one, and race as one. The only difference is clerical. After the races the two fleets will be separated by class and trophies will be awarded for each fleet. This is extremely easy to run and also allows the "B" fleeters to view their progress in relation to their finishes with the "A" fleeters. Those people listed as "A" Fleet will race that way in all local regattas. Those not listed will race as "B" Fleet unless they request the Race Committee to score them as "A". "B" fleeters will be reviewed periodically and if certain skippers have been winning most of the races, and have started beating "A" fleeters consistently they will be moved up to "A" Fleet. Winning one or two "B" Fleet regattas will not necessarily move a skipper up. Non-fleet members and new members will be designated "A" or "B" Fleet by the officers present at the race.

We are also trying a new scoring method for the first series. In the past, each race has counted in the scoring. In this series, each race day will be considered as one race; your overall standing on that day will be counted. One week we may get in one race, another we may get in three. But, we will count each day as one race. For example: Say Hobie Smith goes out the first day and in three races finishes third for the day. He will receive three points for day one. On day two there is only one race and he finished fourth. Thus, he gets four points for day two. There are six weekends scheduled. The best four will be scored for the overall series trophy. This way you can miss two full weekends and still be in trophy contention. Ribbons will be awarded to the top three on each race day, and trophies will go to the overall winners. We're hoping

that these changes will bring a few of you out that we haven't seen for awhile. Last year we had a paid membership of about 60 people, but we rarely saw some of you. Next race or fun day or even the next meeting, it would be great to have everyone attend. Our goal for this year is to get more people involved.

## FLEET 238 Broadalbin, New York

Although we are a new Hobie Cat fleet, we have been a sailing club for many years. As part of the Great Sacandaga Sailing Club, we have a private beach for members and guests, which enables us to offer beaching or mooring for \$10-\$15 per year. We find that many of our members prefer to leave their boats at the lake rather than trailer in every weekend. Our location is excellent for sailing, being at the wide part of the lake (five or six miles across and more than 20 miles long).

Each year we run a summer series of races open to all classes, using the portsmouth handicapping system. This year the first three places were won by Hobie Cat 16s. Alan and Charlotte Justin won first, Harold and Wendy

Bradshaw won second, Fred and Pat Sterner came in a very close third. The word is out that Fred is buying a new boat just to even up the odds—so watch out Fleet 238—Fred's looking for more of those #1 trophies.

Our Manor Cup Invitational Race was also won by Hobie 16s. First place went to Art Kosiba and Richie Andrus, second to Harold and Wendy Bradshaw, third went to Mel and Sue Hebel who came from New Jersey for the race weekend. It was a very close race in light shifty air, and positions changed many times, but we all had fun. That evening we met for dinner and drinks to celebrate with the winners.

We were invited to the Mayfield Yacht Club late last year for their invitational race. Six boats from our club attended the race, with first place going to Alan and Charlotte Justin, and second to Harold and Wendy Bradshaw, both with Hobie 16s. We were all pleased that our club did so well, and we had a very good time as the guests of the M.Y.C.

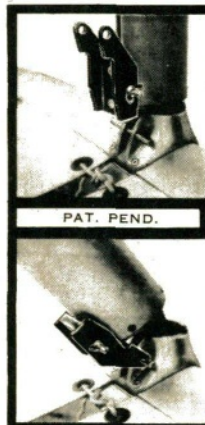
This coming year we hope to run a B Fleet for both the invitational races and the summer series. We have many sailors new to Hobies or new to sailing, improving all the time, thanks to our more experienced sailors and the many new books available. We would like to give them recognition of their ability.

COME JOIN US THIS YEAR. We have a lot of fun racing and partying.

## FLEET 223 Wausau, Wisconsin

A lot of people think OSHA is a small town in Wisconsin. It's not, but Wausau is. The largest attraction here is Employers Insurance of Wausau. They recently made the national spotlight by purchasing their railroad station trademark. Even Prudential Insurance won't one-up that. While that alone doesn't rate a mention in the Hotline, their latest national advertising campaign might. It features a Hobie 16 being sailed on Pewaukee Lake near Milwaukee. The second largest attraction in Wausau is Fleet 223. We are a hardy (average annual temperature 42.3 degrees) and enthused group of sailors who are spreading the Hobie Way Of Life. Though we are small, we are growing. Soon we will send you a copy of our national advertising campaign!!!

**We omitted an important thank-you from our articles on the Hobie Cat 16 and 18 Nationals in Ft. Lauderdale. Florida Sailcraft donated several "Cat Trax", their amazing beach dolly product, for our use during the competition. The hours of labor and strained muscles saved were invaluable. Watch future Hot Lines for their ads and thanks Jim and Kim!**



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# HOBIE CATS SWEEP MULTI HULL REGATTA

by Les Luby of Windy Sails

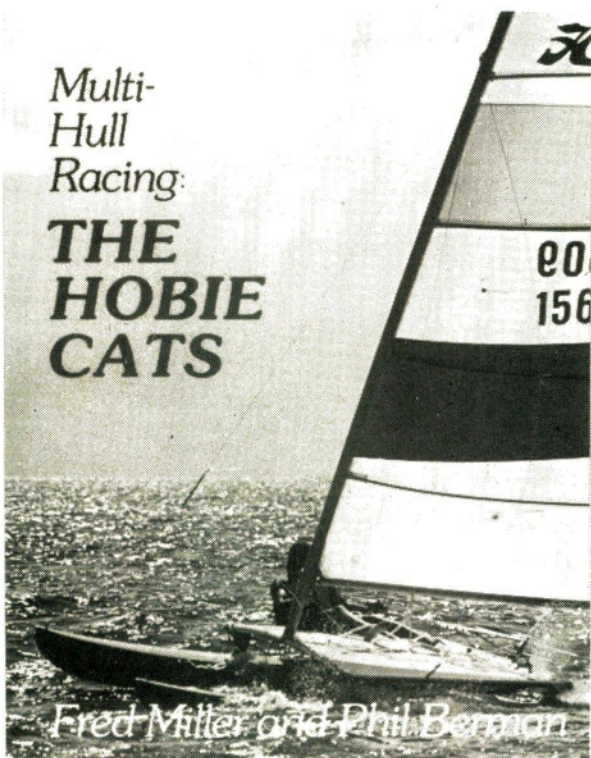
Hobie 16s and 18s won 13 of 20 trophies at the Winter Multi Hull Regatta at Cabrillo Beach, San Pedro, California. 165 Catamarans; Hobies, Prindles, Sol Cats, Darts, Nacra 5.2's, P Cats, 18<sup>2</sup> and Alpha Cat, competed in this unique regatta. Boats were divided into two divisions, based on 1977 NAMSAs Portsmouth numbers. Cats with a rating under .750 (Hobie 18, Alpha 18, Nacra 5.2, 18 sq. Meter, P Cat with spinnaker, Prindle 18) sailed in Division I without benefit of handicap. Boats with a rating of .750 and over (Sol 18, Hobie 16, Prindle 16 and Dart) were additionally divided into fleets based on skipper proficiency, A, B, C Fleets, and competed without handicap. This was the first major gathering of Multi Hulls that did not require Yacht Club membership to compete.

Six races were planned for each of the four starts. The first race Saturday started in light air. As the air picked up, a fog bank moved in that totally engulfed Hurricane Gulch and the 165 boats in the fleet. With the aid of whistles handed out by the regatta committee and a strong siren on the beach all the boats made it in safely. The fog hung in cancelling the

remaining two races. No one minded too much as there was plenty of free beer and great fellowship among the skippers and crews of all the great cats at the regatta.

Sunday started off with light air picking up to double trapeze for the final race. In Division I, a Coyote 18 square beat Wayne Schafer on a Hobie 18; Larry Hartick, a national class Nacra 5.2 skipper took 3rd. One point back in 4th was Jim Black on a Hobie 18. Hobies took the first seven positions in Division II A Fleet. John Hauser, Jim Brooks, Bob Seaman were 1, 2, 3 respectively. In B Fleet Heath, Payne and Materna took 1, 2, 3. Sol Cat 18's took 4 and 5 with Hobies taking 4 of the next 5 spots. The Hobie skippers in C Fleet took six out of 10 spots with Bisbing, Paulding, and lady skipper, Gwen Powell getting 1, 2, 3 respectively. The Winter Multi Hull was acclaimed as a super event. Fun, fellowship, competition. What more could the Multi Hull sailor ask for? Windy Sails, the Hobie dealer in Mission Hills, California along with Hobie Fleet 180, Prindle Fleet 5 and Sol Cat/Nacra Fleet co-sponsored the event. Another is planned for the Winter of '78. See you all there. 

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# REGATTA SCHEDULE

## DIVISION 1

March 11 & 12	Kaneohe Marine Corp. Regatta/Fleet 6 Kaneohe, Hawaii	Dave Lung 808/261-3484
March 18 & 19	Hele On Invitational Race & Beach Party/Fleet 6 Hawaii	Dave Lung 808/261-3484
April 9	Outrigger Canoe Club Invitational/Fleet 6 Waikiki, Hawaii	Dave Lung 808/261-3484
May 6 & 7	Pan Am Regatta/Fleet 6/Pan Am Waikiki, Hawaii	Dave Lung 808/261-3484
May 26-29	Don Ho Regatta/Fleet 6 Lanikai, Hawaii	Dave Lung 808/261-3484
June 9-12	Nanakuli Camp Out & Regatta/Fleet 6 Nanakuli, Hawaii	Dave Lung 808/261-3484
June 25	HHCA Regatta/Fleet 6 Bellows	Dave Lung 808/261-3484
July 7-9	Kokokahi Sailing Club Invitational/Fleet 6 Kaneohe, Hawaii	Dave Lung 808/261-3484
July 21-24	Kuilima Multihull Regatta/Fleet 6 Kuilima, Hawaii	Dave Lung 808/261-3484

## DIVISION 2

March 4	Sail Shape Clinic/Fleet 57 Marina Del Rey, California	Tressie Crocker 213/645-9857
March 5	Winter Series 1/Fleet 3 Long Beach, California	Paul Petti 714/962-7121
March 12	Shamrock Regatta/Fleet 57 Cabrillo Beach, California	Tressie Crocker 213/645-9857
March 12	Snow Bird Series 2/Fleet 66 Bartlett Lake, Arizona	Ron Levettin 602/991-1071
• March 18 & 19	Ides of March/Fleet 66 Lake Mead, Arizona	Ted Lindley 602/991-1065
March 19	What's a Regatta? Regatta/Fleet 57 Lake Castaic, California	Tressie Crocker 213/645-9857
March 19	Spring Series 1/Fleet 3 Long Beach, California	Paul Petti 714/962-7121
March 19	3rd Annual Wojcicki Ratzlaff Memorial Regatta/Fleet 167 Buena Vista, California	Dave Morrison 805/831-4377
April 2	Spring Series 1/Fleet 3 Long Beach, California	Paul Petti 714/962-7121
April 9	April Fool's Regatta/Fleet 57 Lake Castaic, California	Tressie Crocker 213/645-9857
April 15 & 16	IRS Cup/Fleet 167 Avila, California	Dave Morrison 805/831-4377
April 16	Spring Series 1/Fleet 66 Arizona	Ron Levettin 602/991-1071
• April 22 & 23	Fleet 15 Points Regatta Ventura, California	Dave Churchill 805/252-6841
April 23	Spring Series 1/Fleet 3 Long Beach, California	Paul Petti 714/962-7121
May 4	Summer Series Tune Up #1/Fleet 57 Marina Del Rey, California	Tressie Crocker 213/645-9857
May 6 & 7	Regatta at Lake Havasu Lake Havasu, Arizona	Hobie Class Association 714/831-4377
May 6 & 7	Fun Day-One Day/Fleet 167 Buen Vista, California	Dave Morrison 805/831-4377
May 11	Summer Series Tune Up #2/Fleet 57 Marina Del Rey, California	Tressie Crocker 213/645-9857
May 14	Spring Series 1/Fleet 3 Long Beach, California	Paul Petti 714/962-7121
May 18	Summer Series 1/Race 1/Fleet 57 Marina Del Rey, California	Tressie Crocker 213/645-9857
• May 20 & 21	Big Bear Hobie Cup 78/Cooke Marine Big Bear Lake, California	Larry Cooke 714/866-7717
• May 20 & 21	Lake Powell/Lake Powell Boating Club Lake Powell, Arizona	Chuck Stoddard 602/645-9736
May 25	Summer Series 1/Race 2/Fleet 57 Marina Del Rey, California	Tressie Crocker 213/645-9857
May 28	Spring Series 2/Fleet 66 Arizona	Ron Levettin 602/991-1071
May 28	Spring Series 1/Fleet 3 Long Beach, California	Paul Petti 714/962-7121
June 1	Summer Series 1/Fleet 3 Long Beach, California	Paul Petti 714/962-7121
June 1	Summer Series 1/Race 3/Fleet 57 Marina Del Rey, California	Tressie Crocker 213/645-9857
• June 3 & 4	Hurricane Gulch/Fleet 3 Cabrillo Beach, California	Paul Petti 714/962-7121
June 4	Half-Fast/Fleet 167 Lake Isabella, California	Dave Morrison 805/831-4377
June 8	Summer Series 1/Fleet 3 Long Beach, California	Paul Petti 714/962-7121
June 8	Summer Series 1/Race 4/Fleet 57 Marina Del Rey, California	Tressie Crocker 213/645-9857
June 9	Summer Series 1/Race 5/Fleet 57 Marina Del Rey, California	Tressie Crocker 213/645-9857
• June 10 & 11	Fleet 1 Points Regatta Dana Point, California	Betty Price 714/496-9367
June 15	Summer Series 1/Fleet 3 Long Beach, California	Paul Petti 714/962-7121
• June 17 & 18	San Diego Classic/Fleet 4 San Diego, California	Miles Wood 714/488-0689
June 22	Summer Series 1/Fleet 3 Long Beach, California	Paul Petti 714/962-7121
June 22	Summer Series 2/Race 1/Fleet 57 Marina Del Rey, California	Tressie Crocker 213/645-9857

June 25	Spring Series 3/Fleet 66 Arizona	Ron Levettin 602/991-1071
June 29	Summer Series 1/Fleet 3 Long Beach, California	Paul Petti 714/962-7121
June 29	Summer Series 2/Race 2/Fleet 57 Marina Del Rey, California	Tressie Crocker 213/645-9857
July 6	Summer Series 2/Race 3/Fleet 57 Marina Del Rey, California	Tressie Crocker 213/645-9857
July 6	Summer Series 2/Fleet 3 Long Beach, California	Paul Petti 714/962-7121
• July 8 & 9	Del Rey Regatta/Fleet 57 Marina Del Rey, California	Tressie Crocker 213/645-9857
July 13	Summer Series 2/Race 4/Fleet 57 Marina Del Rey, California	Tressie Crocker 213/645-9857
July 13	Summer Series 2/Fleet 3 Long Beach, California	Paul Petti 714/962-7121
July 16	Fall Series/Fleet 66 Arizona	Ron Levettin 602/991-1071
July 20	Summer Series 2/Fleet 3 Long Beach, California	Paul Petti 714/962-7121
July 20	Summer Series 2/Race 5/Fleet 57 Marina Del Rey, California	Tressie Crocker 213/645-9857
July 22 & 23	El Viento De Lopez/Fleet 167 Lopez Lake, California	Dave Morrison 805/831-4377
• July 22 & 23	Todos Santos/Fleet 4 Mexico	Miles Wood 714/488-0689
July 27	Summer Series 2/Fleet 3 Long Beach, California	Paul Petti 714/962-7121
July 27	Summer Series 3/Race 1/Fleet 57 Marina Del Rey, California	Tressie Crocker 213/645-9857
August 3	Summer Series 3/Fleet 3 Long Beach, California	Paul Petti 714/962-7121
August 3	Summer Series 3/Race 2/Fleet 57 Marina Del Rey, California	Tressie Crocker 213/645-9857
August 10	Summer Series 3/Race 3/Fleet 57 Marina Del Rey, California	Tressie Crocker 213/645-9857
August 10	Summer Series 3/Fleet 3 Long Beach, California	Paul Petti 714/962-7121
• August 12 & 13	Division 2 14' & 18' Championships/Fleet 16 Oceanside, California	Mike Staudt 714/687-1395
August 12 & 13	Tehachapi Mt. Festival/Fleet 167 Brite Lake, California	Dave Morrison 805/831-4377
August 17	Summer Series 3/Fleet 3 Long Beach, California	Paul Petti 714/962-7121
August 17	Summer Series 3/Race 4/Fleet 57 Marina Del Rey, California	Tressie Crocker 213/645-9857
• August 19 & 20	Division 2 16' Championships/Fleet 3 Long Beach, California	Paul Petti 714/962-7121
August 24	Summer Series 3/Fleet 3 Long Beach, California	Paul Petti 714/962-7121
August 24	Summer Series 3/Race 5/Fleet 57 Marina Del Rey, California	Tressie Crocker 213/645-9857
August 27	Fall Series/Fleet 66 Arizona	Ron Levettin 602/991-1071
August 31	Summer Series 4/Race 1/Fleet 57 Marina Del Rey, California	Tressie Crocker 213/645-9857
August 31	Summer Series 3/Fleet 3 Long Beach, California	Paul Petti 714/962-7121
September 7	Summer Series 4/Race 2/Fleet 57 Marina Del Rey, California	Tressie Crocker 213/645-9857
September 9 & 10	Sea Cup/Fleet 167 California	Dave Morrison 805/831-4377
September 10	Fall Series 3/Fleet 66 Arizona	Ron Levettin 602/991-1071
September 10	Fall Series 1/Fleet 3 Long Beach, California	Paul Petti 714/962-7121
September 14	Summer Series 4/Race 3/Fleet 57 Marina Del Rey, California	Tressie Crocker 213/645-9857
September 21	Summer Series 4/Race 4/Fleet 57 Marina Del Rey, California	Tressie Crocker 213/645-9857
September 24	Fall Series 1/Fleet 3 Long Beach, California	Paul Petti 714/962-7121
September 28	Summer Series 4/Race 5/Fleet 57 Marina Del Rey, California	Tressie Crocker 213/645-9857
October 1	Fall Series 4/Fleet 66 Arizona	Ron Levettin 602/991-1071
October 8	Great Pumpkin Regatta/Fleet 57 Lake Castaic, California	Tressie Crocker 213/645-9857
October 8	Training Cup/Fleet 167 Lake Woolomes, California	Dave Morrison 805/831-4377
October 8	Fall Series 1/Fleet 3 Long Beach, California	Paul Petti 714/962-7121
October 22	Fall Series 1/Fleet 3 Long Beach, California	Paul Petti 714/962-7121
November 5	Fall Series 2/Fleet 3 Long Beach, California	Paul Petti 714/962-7121
November 19	Fall Series 2/Fleet 3 Long Beach, California	Paul Petti 714/962-7121
December 3	Fall Series 2/Fleet 3 Long Beach, California	Paul Petti 714/962-7121
December 17	Fall Series 2/Fleet 3 Long Beach, California	Paul Petti 714/962-7121

## DIVISION 3

• April 1 & 2	O'Neills Kick-Off/Fleet 240 Santa Cruz, California	Denny Neilson 408/425-0539
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• April 29 & 30	¼ Mile High/Fleet 62 Millerton, California	Richard Hoffman 209/229-3260
• May 20 & 21	Wet and Wild/Fleet 21 Modesto Reservoir, California	Bobbi Allison 209/847-6119
• May 27 & 28	Innisfree/Fleet 17 Lake Tahoe, California	Linda Shaul 916/366-9359
• June 10 & 11	Otter Regatta/Fleet 222 Monterey, California	Michael Kriz 408/624-1322
• June 24 & 25	Round Treasure Island/Fleet 87 Alameda, California	Fred Timms 415/937-8562
★ July 15 & 16	Hobie 14' Regionals/Fleet 20 Alameda, California	Ken Biro 415/961-5362
★ July 29 & 30	Hobie 16' Regionals/Fleets 17 & 62 Alameda, California	Linda Shaul 916/366-9359
• August 19 & 20	Mile High/Fleet 62 Huntington Lake, California	Richard Hoffman 209/299-3260

#### DIVISION 4

March 11 & 12	SKI & SEA/Fleet 95 Lake Sammamish, Washington	Stan Carter 364-4327
March 25	Spring Series 1/Fleet 195 Tri-Cities, Washington	Albin Brandstetter 509/946-7274
April 8	Spring Series 2/Fleet 195 Tri-Cities, Washington	Albin Brandstetter 509/946-7274
April 8	Nut Freezer Series/Race 6/Fleet 195 Mathews Beach, Washington	John Holleran 485-2466
April 22 & 23	Desert Regatta/Fleet 195 Tri-Cities, Washington	Albin Brandstetter 509/946-7274
• April 29 & 30	Sand Point Regatta/Fleet 14/Hobie Cat Northwest Lake Washington, Washington	Paul Ulibarri 206/728-8080
• May 13 & 14	American Lake Regatta/Fleet 95/Bettines Tacoma, Washington	Stan Butchart 206/242-9524
May 13 & 14	Ice Harbor Special/Fleet 195 Tri-Cities, Washington	Albin Brandstetter 509/946-7274
• May 20 & 21	Moses Lake/Fleet 195 Washington	Charley Brown 509/943-8157
June 3	Spring Series/Fleet 195 Tri-Cities, Washington	Albin Brandstetter 509/946-7274
• June 3 & 4	Fleet 22 Points Regatta Edmonton, Alberta, Canada	Fran Brown 11543-95 St.
• June 10 & 11	Jerico Beach/Kitslano Marine/Fleet 214 Vancouver, B.C., Canada	R. Chadwick 604/736-0166
June 17	Spring Series 4/Fleet 195 Tri-Cities, Washington	Albin Brandstetter 509/946-7274
June 24	Spring Series 5/Fleet 195 Tri-Cities, Washington	Albin Brandstetter 509/946-7274
• June 24 & 25	Ocean Shores/Bettines/Fleets 212 & 230 Ocean Shores, Washington	John Tisdell 206/491-1676
July 8	Spring Series 6/Fleet 195 Tri-Cities, Washington	Albin Brandstetter 509/946-7274
• July 8 & 9	Fleet 37 Points Regatta Bellingham, Washington	Craig Bergshaw 206/733-4553
July 22 & 23	Northwest Championships/Fleets 14 & 95/Hobie Cat Northwest Golden Gardens, Washington	Paul Ulibarri 206/728-8080
• July 29 & 30	Captain Cook/Fleet 130/Recreation West Penticton, B.C., Canada	Nigel Limb 604/492-7019
★ August 5 & 6	Division 4 Championships/Windjammers West/Fleet 72/Columbia River Portland, Oregon	Jim Severs 503/282-1144
August 19 & 20	Ocean Shores Regatta/Hobie Cat Northwest Ocean Shores, Washington	Paul Ulibarri 206/728-8080
September 9 & 10	Sucia Island Cruise	Brian Guptil 206/232-4364

#### DIVISION 5

• May 27 & 28	2nd Annual Pikes Peak Bust/Fleet 210 Pueblo Reservoir, Colorado	Deane Drury 303/597-4707
• June 10 & 11	Boyd Lake/Fleet 61 Denver, Colorado	Jerry Bush
• June 17 & 18	Deer Creek/Fleet 67 Deer Creek, Utah	Lana Berg 801/377-3393
• July 1-4	Swan Creek/Fleet 67 Swan Creek, Utah	Lana Berg 801/377-3393
• July 8 & 9	2nd Annual 11 Mile Regatta/Fleet 210 11 Mile Reservoir, Colorado	Deane Drury 303/597-4707
• July 15 & 16	Rocky Mountain Marine Regatta Dillon, Colorado	Rocky Mountain Marine 303/399-2824
• July 22 & 23	Swan Creek/Fleet 67/Bundy's Casper, Wyoming	Bundy's 307/237-2509
• July 29 & 30	Swan Creek/Fleet 67 Swan Creek, Utah	Lana Berg 801/377-3393
★ August 5 & 6	Division 5 Championships/Fleet 61 Dillon, Colorado	Jerry Bush

#### DIVISION 6

March 11	Good Bye Winter Regatta/Fleet 102 S. Padre Island, Texas	Paul Terheggen 512/943-1585
March 15	Sailing Seminar/Fleet 99 Corpus Christi, Texas	Alex Harris 512/584-7209
March 18	Greased Bout/Fleet 99 Lake Corpus Christi, Texas	Alex Harris 512/584-7209
March 18 & 19	Kool Kat Regatta/Fleet 99 Lake Corpus Christi, Texas	Alex Harris 512/584-7209
• March 18 & 19	Deep South/Fleet 9 Lake Charles, Louisiana	Dennis Teddlie 318/477-1698
• April 1 & 2	5th Annual April Fool's/Fleet 33 Lake Jackson, Texas	Wayne Humbird 713/238-7254

April 1	April Fool's Regatta/Fleet 102 S. Padre Island, Texas	Paul Terheggen 512/943-1585
April 8 & 9	Fleet 91 Points Regatta Fort Worth, Texas	Sherridan Miesch 817/244-2559
• April 22 & 23	2nd Hill Country Regatta/Fleet 64 Canyon Lake, Texas	Paul Reinartz 512/282-0339
April 23	In Search of Huevos Regatta/Fleet 102 S. Padre Island, Texas	Paul Terheggen 512/943-1585
April 22 & 23	Bird Island Regatta/Fleet 99 S. Padre Island, Texas	Alex Harris 512/584-7209
April 23	Hull Flying Contest/Fleet 99 S. Padre Island, Texas	Alex Harris 512/584-7209
April 29 & 30	Cajon Classic/Fleet 93 Cypremort Point, Louisiana	Michael Hefner 318/984-7473
May 6	Fleet 102 Regatta S. Padre Island, Texas	Paul Terheggen 512/943-1585
May 7	Novis Seminar & Regatta Powder Puff S. Padre Island, Texas	Alex Harris 512/584-7209
May 21	Fleet 102 Regatta S. Padre Island, Texas	Paul Terheggen 512/943-1585
• May 21 & 22	Olympic Regatta/Fleet 99 Corpus Christi, Texas	Alex Harris 512/584-7209
• June 10 & 11	Wayward Wind/Fleet 102 S. Padre Island, Texas	Paul Terheggen 512/943-1585
• June 24 & 25	Windjammer/Fleet 102 S. Padre Island, Texas	Paul Terheggen 512/943-1585
July 15	Fleet 102 Regatta S. Padre Island, Texas	Paul Terheggen 512/943-1585
• July 22 & 23	Sand Dune Regatta/Fleet 99 Corpus Christi, Texas	Alex Harris 512/584-7209
July 29-31	Mansfield Cruise/Fleet 102 S. Padre Island, Texas	Paul Terheggen 512/943-1585
★ August 5 & 6	Division 6 Championships/Fleet 8 Houston, Texas	Jerry Lancaster 713/641-4028
August 12	Fleet 102 Regatta S. Padre Island, Texas	Paul Terheggen 512/943-1585
August 19	Fleet 102 Regatta S. Padre Island, Texas	Paul Terheggen 512/943-1585
August 19 & 20	4th Annual Rough Riders/Fleet 99 Port Isabel to Corpus Christi	Alex Harris 512/584-7209
September 9	Summers End Regatta/Fleet 102 S. Padre Island, Texas	Paul Terheggen 512/943-1585
September 23 & 24	Saint Joseph Island Regatta/Fleet 99 Port Arkansas Surf, Texas	Alex Harris 512/584-7209
October 21 & 22	Halloween Regatta/Fleet 99 Corpus Christi, Texas	Alex Harris 512/584-7209
October 21 & 22	Charity Distance Sail-a-Thon/Fleet 99 Corpus Christi to Rockport	Alex Harris 512/584-7209
November 18 & 19	Turkey Day Regatta/Fleet 99 Lake Corpus Christi, Texas	Alex Harris 512/584-7209
November 19	Hidden Turkey Squawk/Fleet 99 Lake Corpus Christi, Texas	Alex Harris 512/584-7209

#### DIVISION 7

• May 27 & 28	Fleet 84 Regatta Des Moines, Iowa	Scott Tursi 515/244-7334
• June 10 & 11	Fleet 192 Regatta Lincoln, Nebraska	Carl Kazebeer 423-1246
• June 17 & 18	Midwestern Championships/Fleet 10 Clear Lake, Iowa	Jerry Sedars 515/357-6398
• June 14 & 25	Fleet 49 Regatta Glenwood, New Mexico	Bill King 612/252-3035
★ July 8 & 9	Division 7 Championships/Fleet 52 Lake Peppin, New Mexico	Jim Coomes 612/633-0886
• July 22 & 23	Fleet 84 Regatta Des Moines, Iowa	Scott Tursi 515/244-7334
• July 29 & 30	Fleet 218 Regatta Loup City, Nebraska	Jerry Bergstrom
• August 5 & 6	Fleet 103 Points Regatta Yankton, South Dakota	Mac Hasvold 605/336-8301

#### DIVISION 8

• March 4 & 5	Sea '78/Fleet 36 Miami, Florida	John Thomson, Jr.
March 5	3rd Race/1st Series/Fleet 44 Fort Lauderdale, Florida	John Barnett 305/741-1157
March 5	2nd Annual Winter Haven Recreation Dept. Regatta/Lake Howard Winter Haven, Florida	John Hargroves 813/299-6169
March 19	Spring Series/Fleet 116 Lake Ariana, Auburndale, Florida	John Hargroves 813/299-6169
April 2	Fontaine Invitational/Fleet 116 Lake Parker, Lakeland, Florida	John Hargroves 813/299-6169
April 2	4th Race/1st Series/Fleet 44 Fort Lauderdale, Florida	John Barnett 305/741-1157
• April 7 & 8	Midwinters East/Fleet 111 Jacksonville, Florida	Mike Walsh 904/731-0514
• April 15 & 16	S. West Florida Hobie Championships/Smoot Marine Ft. Myers, Florida	Smoot Marine 813/334-2538
April 16	1st Race/2nd Series/Fleet 44 Fort Lauderdale, Florida	John Barnett 305/741-1157
April 16	Spring Series/Fleet 116 Lake Ariana, Auburndale, Florida	John Hargroves 813/299-6169
• April 29 & 30	Gulf Stream/Fleet 44 Fort Lauderdale, Florida	John Barnett 305/741-1157
April 30	Spring Series/Fleet 116 Lake Ariana, Auburndale, Florida	John Hargroves 813/299-6169



# REGATTA SCHEDULE

• May 13 & 14	Hobie Spring Break '78/Fleet 80/Aloha Marine Daytona Beach, Florida	Jim Rusler 904/255-3300
May 14	2nd Race/2nd Series/Fleet 44 Fort Lauderdale, Florida	John Barnett 305/741-1157
• May 27 & 28	Jetty Park/Fleet 45 Satellite Beach, Florida	Harry Lidkea 305/773-6376
May 28	Fleet Outing on the Gulf Coast/Fleet 116 Ft. Desoto Park, St. Petersburg, Florida	John Hargroves 813/299-6169
• June 3 & 4	Steven C. Smith Memorial Tallahassee, Florida	Henry De Pew 904/488-2356
• June 10 & 11	7th Annual Warm-Up/Fleet 34 Hobe Sound, Florida	Ken Parker 305/546-7469
• June 16-18	Florida Fence World Open/Fleet 5 St. Petersburg, Florida	Ken Keene 813/536-7841
June 18	3rd Race/2nd Series/Fleet 44 Fort Lauderdale, Florida	John Barnett 305/741-1157
★ July 1 & 2	Division 8 Championships/Weather Mark Dunedin, Florida	Weather Mark 813/784-SAIL
July 16	4th Race/2nd Series/Fleet 44 Fort Lauderdale, Florida	John Barnett 305/741-1157
August 6	5th Race/2nd Series/Fleet 44 Fort Lauderdale, Florida	John Barnett 305/741-1157
August 27	1st Race/3rd Series/Fleet 44 Fort Lauderdale, Florida	John Barnett 305/741-1157
September 10	2nd Race/3rd Series/Fleet 44 Fort Lauderdale, Florida	John Barnett 305/741-1157
October 15	3rd Race/3rd Series/Fleet 44 Fort Lauderdale, Florida	John Barnett 305/741-1157
November 12	4th Race/3rd Series/Fleet 44 Fort Lauderdale, Florida	John Barnett 305/741-1157

## DIVISION 9

• April 8 & 9	Fleet 141 Points Regatta Columbia, South Carolina	Bobby Dial 787-1164
• April 29 & 30	Johnny Martangoz Memorial/Fleet 12 Lake Lanier, Georgia	Clyde Shepherd 404/962-0335
• May 13 & 14	5th Annual Salterpath/Fleet 97 Raleigh, North Carolina	Bob Poteat 919/781-9631
• June 3 & 4	Sandlapper Regatta/Fleet 53 Charleston, South Carolina	Kit Regnery 803/884-6116
★ July 8 & 9	Division 9 Championships/Fleet 12 University Yacht Club, Georgia	Clyde Shepherd 404/962-0335
• July 22 & 23	Fleet 101 Ocean Regatta Wrightsville Beach, North Carolina	Bill Lott 919/762-0892
• August 12 & 13	Virginia Beach Points Regatta/Fleet 32 Virginia Beach, Virginia	Ron Anthony 804/428-8987

## DIVISION 10

• May 6 & 7	Crab Orchard Lake/Fleet 199 Carbondale, Illinois	Greg McMillen 618/549-7397
• May 13 & 14	Clark Lake Icebreaker/Fleet 58 Clark Lake, Michigan	Ernie Beffel 518/784-3864
• May 20 & 21	5th Eastern Indiana Hobie Hassle/Fleet 104/Boats-a-Sail Richmond, Indiana	Jim Peele 317/966-0918
May 28	Kick-Off Regatta/Fleet 236 Lake Erie, Ohio	Chris Watts 216/967-4966
May 28	Fleet 236 Season Opener Vermillion, Ohio	Chris Watts 216/967-4966
• June 3 & 4	Lakeport Regatta/Fleet 18 Lake Huron, Michigan	Duane McDaniels 313/681-4863
• June 3 & 4	Ohio Championships/Fleet 85 Alum Creek Lake, Ohio	Paul Gisl 614/885-2531
• June 10 & 11	Indiana St. Championships Eagle Creek Lake, Indiana	Harold Haney 317/293-8731
June 17 & 18	2nd Annual Festival of Fish Hobie Race/Fleet 236 Lake Erie, Ohio	Charles Rogers 216/967-6975
• June 18 & 19	Diamond Lake/Fleet 89 Cassopolis, Michigan	Terry Beyer
• July 1 & 2	Clearfork Regatta/Fleet 83/Clearfork Marina Clearfork	Bob Schraedly 419/884-0166
July 9	Fleet 236 Regatta Lake Erie, Ohio	Charles Rogers 216/967-6975
★ July 29 & 30	Division 10 Championships/Fleet 126 Michigan City, Indiana	Glen Curtis 219/879-0768
July 30	Fleet Race/Fleet 236 Vermillion, Ohio	Chris Watts 216/967-4966
• August 5 & 6	Higgins Lake/Fleet 144 Higgins Lake, Michigan	Fred Krauss 517/835-8424
August 20	Fleet 236 Regatta Lake Erie, Ohio	Charles Rogers 216/967-6975
September 9 & 10	Season Closing Race & Party Vermillion, Ohio	Chris Watts 216/967-4966

## DIVISION 11

April 30	Spring Series/Fleet 137 Hopatcong, New Jersey	Arthur Raidy 201/398-8707
April 30	6th Spring Regatta/Race 1/Fleet 65 Shore Acres, New Jersey	Mike Hartung 201/255-2079
• May 6 & 7	Gun Powder Regatta/Fleet 170 Gun Powder, Maryland	J. Martin Hoover 301/679-7346
May 7	Spring Series/Fleet 137 Hopatcong, New Jersey	Arthur Raidy 201/398-8707
May 7	6th Spring Regatta/Race 2/Fleet 65 Shore Acres, New Jersey	Mike Hartung 201/255-2079
• May 13 & 14	4th Annual Lake Hopatcong Points Regatta/Fleet 137 Hopatcong, New Jersey	John Iaroli 201/663-3323

May 14	6th Spring Regatta/Race 3/Fleet 65 Shore Acres, New Jersey	Mike Hartung 201/255-2079
• May 20 & 21	Sand Point Regatta/Fleet 54 Sand Point, Maryland	Ted Leach 301/439-7155
May 21	Spring Series/Fleet 137 Hopatcong, New Jersey	Arthur Raidy 201/398-8707
May 21	6th Spring Regatta/Race 4/Fleet 65 Shore Acres, New Jersey	Mike Hartung 201/255-2079
May 27	Krazy Race Regatta Hopatcong, New Jersey	Arthur Raidy 201/398-8707
May 28	Spring Series/Fleet 137 Hopatcong, New Jersey	Arthur Raidy 201/398-8707
May 28	6th Spring Regatta/Race 5/Fleet 65 Shore Acres, New Jersey	Mike Hartung 201/255-2079
June 3	Single Handed Series/Fleet 137 Hopatcong, New Jersey	Arthur Raidy 201/398-8707
June 4	Spring Series/Fleet 137 Hopatcong, New Jersey	Arthur Raidy 201/398-8707
• June 3 & 4	Shore Acres Points Regatta/Fleet 65 Shore Acres, New Jersey	Mike Hartung 201/255-2079
June 10	First Annual Boat Swap Regatta/Fleet 137 Hopatcong, New Jersey	Arthur Raidy 201/398-8707
• June 10 & 11	Ocean City Regatta/Fleet 24 Ocean City, New Jersey	Tevis Wernicoff 609/398-3049
June 17	Single-Handed Series/Fleet 137 Hopatcong, New Jersey	Arthur Raidy 201/398-8707
June 17 & 18	St. Mary's Regatta/Fleet 54 Maryland	Ted Leach 301/439-7155
June 18	Spring Series/Fleet 137 Hopatcong, New Jersey	Arthur Raidy 201/398-8707
June 24	Multi-hull Regatta/Fleet 137 Hopatcong, New Jersey	Arthur Raidy 201/398-8707
• June 24 & 25	Ocean City Regatta/Fleet 54 Ocean City, New Jersey	Ted Leach 301/439-7155
July 1	Single-Handed Series/Fleet 137 Hopatcong, New Jersey	Arthur Raidy 201/398-8707
July 2	Summer Series/Fleet 137 Hopatcong, New Jersey	Arthur Raidy 201/398-8707
• July 8 & 9	Flying Point Regatta/Fleet 170 Flying Point, Maryland	J. Martin Hoover 301/679-7346
July 9	Summer Series/Fleet 137 Hopatcong, New Jersey	Arthur Raidy 201/398-8707
July 15	Single-Handed Series/Fleet 137 Hopatcong, New Jersey	Arthur Raidy 201/398-8707
July 16	Ribbon Race/Fleet 137 Hopatcong, New Jersey	Arthur Raidy 201/398-8707
July 23	Summer Series/Fleet 137 Hopatcong, New Jersey	Arthur Raidy 201/398-8707
• July 23 & 24	Atlantic City Regatta/Fleet 130 Atlantic City, New Jersey	Rocky Cale 609/927-0684
July 29	Single-Handed Series/Fleet 137 Hopatcong, New Jersey	Arthur Raidy 201/398-8707
July 30	Summer Series/Fleet 137 Hopatcong, New Jersey	Arthur Raidy 201/398-8707
★ August 5 & 6	Division 11 Championships/Fleet 54 Bruff's Island, Maryland	Ted Leach 301/439-7155
August 6	Summer Series/Fleet 137 Hopatcong, New Jersey	Arthur Raidy 201/398-8707
August 12	Single-Handed Series/Fleet 137 Hopatcong, New Jersey	Arthur Raidy 201/398-8707
August 13	Summer Series/Fleet 137 Hopatcong, New Jersey	Arthur Raidy 201/398-8707
August 20	Summer Series/Fleet 137 Hopatcong, New Jersey	Arthur Raidy 201/398-8707
August 26	Single-Handed Series/Fleet 137 Hopatcong, New Jersey	Arthur Raidy 201/398-8707
August 27	Fall Series/Fleet 137 Hopatcong, New Jersey	Arthur Raidy 201/398-8707
September 2	Sadie Hawkins Regatta/Fleet 137 Hopatcong, New Jersey	Arthur Raidy 201/398-8707
September 3	Fall Series/Fleet 137 Hopatcong, New Jersey	Arthur Raidy 201/398-8707
September 10	Fall Series/Fleet 137 Hopatcong, New Jersey	Arthur Raidy 201/398-8707
September 17	Fall Series/Fleet 137 Hopatcong, New Jersey	Arthur Raidy 201/398-8707
September 24	Fall Series/Fleet 137 Hopatcong, New Jersey	Arthur Raidy 201/398-8707
October 1	Fall Series/Fleet 137 Hopatcong, New Jersey	Arthur Raidy 201/398-8707

## DIVISION 12

• April 29 & 30	Hobie Sounders 4th Annual Folar Bear Regatta/Fleet 136 Madison, Connecticut	Joe Flaherty 203/421-3587
• May 6 & 7	Icebreaker Regatta/Fleet 135 Greenwood Lake, New York/New Jersey	Pete Pilcer 201/728-8236
May 13	Hobie Cat Seminar/Dance/Orario Hobie Cat Association Oakville, Ontario, Canada	John Mac Farland 416/335-1520
• May 13 & 14	Roton Point/Fleet 186 Rowayton, Connecticut	David Danielson 203/838-8325
• May 20 & 21	Second Annual Mad-Catter Regatta/Fleet 204/Oneida Shores Park Brewerton, New York	Pat Caster 315/699-7985
May 20 & 21	Hobie Sounders Memorial Day Classic/Fleet 136 Madison, Connecticut	Joe Flaherty 203/421-3587
May 21	Open Regatta/Fleet 150/Champlain Yacht Club Orillia, Ontario, Canada	Gerry Pringle 705/325-1713

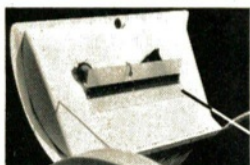


May 27 & 28	Guelph Sailing & Canoe Club Quicksilver Regatta/Bellwood Lake Fergus, Ontario, Canada John Liefeld 519/823-1066
June 3 & 4	Hobie Weekend/Fleet 185/Ipperwash Provincial Park Ipperwash, Ontario, Canada Carmen Yausie 519/453-5989
June 10 & 11	June Bug Regatta/Fleet 185/Fanshaw Yacht Club London, Ontario, Canada Carmen Yausie 519/453-5989
• June 10 & 11	Long Island Sound Championship/Fleet 208 Fairfield, Connecticut Rick Grauer 203/259-2287
June 17 & 18	Lake Ontario Challenge Cup/Bronte Harbour Yacht Club (BHYC 416/827-6437) Oakville, Ontario, Canada Ernie Barge 416/845-5792
• June 17 & 18	Second Annual Arey's Open Regatta/Fleet 209 Lake Winnepesaukee, New Hampshire Bill King 617/444-8387
June 24 & 25	Toronto Hobie Regatta/Toronto Catamaran Club/Fleet 183 Toronto, Ontario, Canada
• June 24 & 25	Hobie Masters/Fleet 124 Sayville, Long Island, New York Jim Dodds 212/877-0498
July 1-3	S.W.O.S.H./Fleet 185/Fanshaw Yacht Club London, Ontario, Canada Carmen Yausie 519/453-5989
• July 8 & 9	Hobie Cat North American/Fleet 119 Sherkston, Ontario, Canada Randy Chamberlain 716/649-6499
July 15 & 16	Couchi-Cat Hobie Regatta/Fleet 150/Champlain Yacht Club Orillia, Ontario, Canada Gerry Pringle 705/325-1713
• July 15 & 16	Great Sacandaga Lake Open Regatta/Fleet 238 North Broadalbin, New York Wendy Bradshaw 201/384-9284
July 22 & 23	Collingwood-Bluemountain Special/Fleet 185
• July 22 & 23	Bellport Open Annual Regatta/Fleet 124 Bellport, Long Island, New York Pat Pontecorvo 212/877-0498
★ August 5 & 6	Division 12 Championships/Fleet 28 Falmouth, Massachusetts Bob Pickett 617/336-9450
August 5-7	Hobie Cruise Weekend/Georgian Bay Ontario Hobie Cat Association John Liefeld 519/823-1066
August 12 & 13	Hearn Generator Open/Toronto Catamaran Club/Fleet 183 Toronto, Ontario, Canada Garth Cane 416/372-3687
August 19 & 20	Canadian Hobie Cat Championships/Ontario Hobie Cat Association Cobourg, Ontario, Canada
October 7-9	Pumpkin Open Regatta/Fleet 185/Fanshaw Yacht Club London, Ontario, Canada Carmen Yausie 519/453-5989

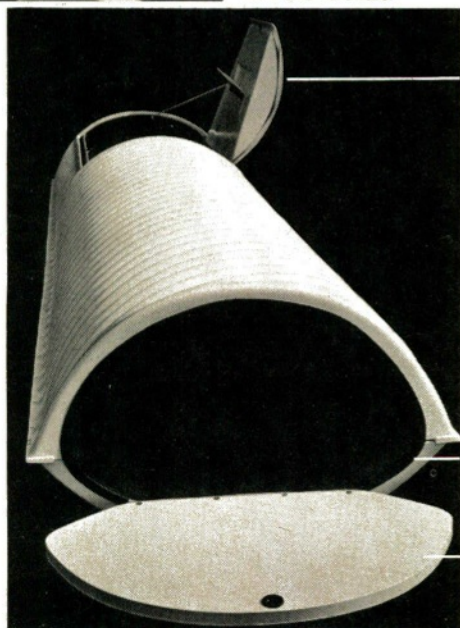
#### DIVISION 13

January 8	Sunday Series/Fleet 133 Isla Verde, Puerto Rico Puerto Rico Sailboats 726-1652
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January 22	Sunday Series/Fleet 133 Isla Verde, Puerto Rico Puerto Rico Sailboats 726-1652
February 5	Sunday Series/Fleet 133 Isla Verde, Puerto Rico Puerto Rico Sailboats 726-1652
• Feb. 18, 19, & 29	Points Regatta/Fleet 133 Boqueron, Puerto Rico Puerto Rico Sailboats 726-1652
March 5	Sunday Series/Fleet 133 Isla Verde, Puerto Rico Puerto Rico Sailboats 726-1652
March 19	Sunday Series/Fleet 133 Isla Verde, Puerto Rico Puerto Rico Sailboats 726-1652
April 2	Sunday Series/Fleet 133 Isla Verde, Puerto Rico Puerto Rico Sailboats 726-1652
• April 8 & 9	Points Regatta Ponce Yacht & Fishing Club Puerto Rico Sailboats 726-1652
April 16	Sunday Series/Fleet 133 Isla Verde, Puerto Rico Puerto Rico Sailboats 726-1652
• May 6 & 7	Points Regatta/North Coast Championships Isla Verde, Puerto Rico Puerto Rico Sailboats 726-1652
May 21	Sunday Series/Fleet 133 Isla Verde, Puerto Rico Puerto Rico Sailboats 726-1652
• May 27, 28 & 29	Points Regatta Roosevelt Roads Yacht Club Puerto Rico Sailboats 726-1652
June 4	Sunday Series/Fleet 133 Isla Verde, Puerto Rico Puerto Rico Sailboats 726-1652
June 18	Sunday Series/Fleet 133 Isla Verde, Puerto Rico Puerto Rico Sailboats 726-1652
June 25	San Juan Cup-Hobie 14' and 16' Isla Verde, San Juan, Isla Verde Puerto Rico Sailboats 726-1652
July 2	Sunday Series/Fleet 133 Isla Verde, Puerto Rico Puerto Rico Sailboats 726-1652
• July 8 & 9	Points Regatta Ponce Anniversary Regatta Puerto Rico Sailboats 726-1652
July 16	Sunday Series/Fleet 133 Isla Verde, Puerto Rico Puerto Rico Sailboats 726-1652
★ July 29 & 30	Puerto Rico Championships Isla Verde, Puerto Rico Puerto Rico Sailboats 726-1652
August 6	Sunday Series/Fleet 133 Isla Verde, Puerto Rico Puerto Rico Sailboats 726-1652
• August 12 & 13	Caribbean Championships Points Regatta Puerto Rico Sailboats 726-1652
September 2, 3, & 4	La Copa de Palmas Palmas del Mar, Puerto Rico Puerto Rico Sailboats 726-1652



Handy accessory compartment ideal for personal items and hardware.



The interior of CAT. BOX® has a finish that is smooth and seamless.

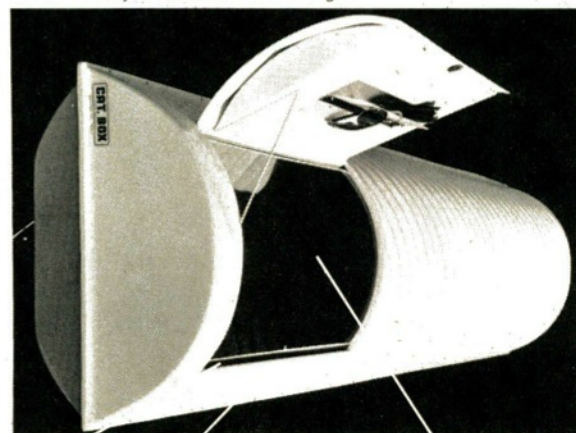
Front recessed lid, water-resistant, extra large for life jackets, sailing gear and spare parts.

MEASUREMENTS:  
9' 6" LONG, 26"  
WIDE, 14" HIGH  
WEIGHT:  
APPROX. 35 LBS.

Neoprene rubber gasket extremely durable for heavy use from season to season.

Rear door entrance for sails, boom, and long equipment.

The construction of CAT. BOX® is reinforced fiberglass, using a unique method of matched dye molding. This technique is extensively used in the aircraft industry to obtain maximum strength.



Latching system compatible with combination lock or padlock.

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**SHIPPING:** CAT. BOX® is shipped knocked down and packaged in strong cartons. CAT. BOX® pays freight with minimum order in U.S. Dealers call or write for information on details.

Suggested retail price **\$165.00**



# REGATTA RESULTS

## DIVISION 1

### 4th ANNUAL PACIFIC BEER REGATTA Hawaii January 1, 1978

POSITION	SKIPPER	SAIL #	TOTAL POINTS
<b>HOBIE 16:</b>			
1.	Rick & Carol Naish		
2.	Dean & Sindri Froome		
<b>HOBIE 14:</b>			
1.	Mike & Robin Lung		
2.	Jim & Diane Fairchild		
Best Impersonator: Larry MacArthur			
Most Compatible:			
Alvin & Craig Lemquist			
Best Wipe-out: Danny O'Sullivan			
Last to Finish: Brad Ball			

## DIVISION 9

### FLEET 221 1977 CHAMPIONSHIPS CHESTERFIELD RESERVOIR Richmond, Virginia October 29 & 30, 1977

<b>HOBIE 16:</b>			
1.	Jernigan/Stewart	12382	8
2.	Driscoll/Clark	23960	10½
3.	Cobb/Marotta	20499	14
4.	Bobbitt/Flournoy	23612	18½
5.	Johnson/ Wilkinson	20106	26½
6.	Pittman/Baltes	17609	32
<b>HOBIE 14:</b>			
1.	Parcene	3672	7
2.	Guthrie	20185	7

## DIVISION 12

### FLEET 28 COMMODORE'S CUP Falmouth, Massachusetts September 20 & 21, 1977

<b>HOBIE 16A:</b>			
1.	E. West/M. Ewing	13874	8½
2.	J. Christopher/Dot	24011	8½
3.	J. Eckblom/Russ	8009	10½
4.	R. Dugas/Paul	7945	17
5.	E. Christopher/ B. Mathews	24015	18
6.	S. O'Rourke/ P. Dipaolo	24042	19
7.	B. Berry/ B. Mitschell	8672	21
8.	S. House/D. Brush	17927	21
9.	D. Therrien/ J. Mahoney	711	23
10.	G. Dupuis/Linda	24041	25
11.	J. Fain/G. Remal	6464	34
12.	T. Knowlton/Kned	18285	DSQ
<b>HOBIE 16B:</b>			
1.	D. Fogg/Nancy	26427	4½
2.	N. Perron/Charlene	21446	6
3.	R. Cannata/ E. Miller	25358	7½
4.	A. Travis/Judy	3625	12
5.	G. Price/Michael	26434	14
6.	D. Martin/Joyce	18364	17
<b>HOBIE 14:</b>			
1.	G. Sears	7177	4½
2.	E. Leeming	21501	8½
3.	J. Thatcher	10204	9
4.	B. Pickett	4209	11
5.	R. Bonia	17919	13
6.	A. Milmore	2354	17
7.	T. Davis	4356	18
8.	S. Horton	22244	DNS

# REGATTA SCHEDULE

September 17	Sunday Series/Fleet 133 Isla Verde, Puerto Rico	Puerto Rico Sailboats 726-1652
October 1	Sunday Series/Fleet 133 Isla Verde, Puerto Rico	Puerto Rico Sailboats 726-1652
October 15	Sunday Series/Fleet 133 Isla Verde, Puerto Rico	Puerto Rico Sailboats 726-1652
November 5	Sunday Series/Fleet 133 Isla Verde, Puerto Rico	Puerto Rico Sailboats 726-1652
November 18 & 19	Southern Championships Ponce, Puerto Rico	Puerto Rico Sailboats 726-1652
December 3	Sunday Series/Fleet 133 Isla Verde, Puerto Rico	Puerto Rico Sailboats 726-1652
December 17	Sunday Series/Fleet 133 Isla Verde, Puerto Rico	Puerto Rico Sailboats 726-1652

## DIVISION 14

• April 8 & 9	Fleet 91 Points Regatta Fort Worth, Texas	Sherridan Miesch 817/244-2559
• April 22 & 23	Fleet 146 Points Regatta Wichita Falls, Texas	Mike Dickerson 817/692-1209
• May 13 & 14	Fleet 63 Points Regatta Norman, Oklahoma	Jack Welsh 405/271-5428
• May 27-29	Mid-America's/Fleet 23 Dallas, Texas	Karl Dietz 813/332-2141
• June 10 & 11	Fleet 25 Points Regatta Tulsa, Oklahoma	Bill Wladyka 918/628-0251
• June 24 & 25	Fleet 23 Points Regatta Dallas, Texas	Karl Dietz 813/332-2141
• July 8 & 9	Fleet 131 Points Regatta Oklahoma City, Oklahoma	Woody Woodworth 405/732-0527
• July 22 & 23	Fleet 27 Points Regatta/Cheney Lake Wichita, Kansas	Ron Means 316/794-2312
★ August 5 & 6	Division 14 Championships/Fleet 162 Waco, Texas	Jack Walton

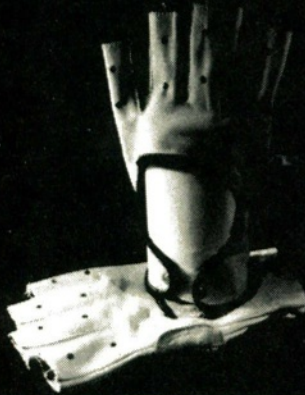
## DIVISION 15

March 11	Spring Series 2/Fleet 70 Ocean Springs, Mississippi	Benton Howie 601/875-9626
March 18 & 19	Hobie Spring Regatta/Fleet 178 Choctawhatchee Bay, Florida	Chic McDaniel 904/242-5504
March 25 & 26	Lily Bowl/Spring Series 3/Fleet 70 Ocean Springs, Mississippi	Benton Howie 601/875-9626
• April 1 & 2	April Fool's Regatta/Fleet 70 Ocean Springs, Mississippi	Benton Howie 601/875-9626
• April 8 & 9	Fleet 134 Points Regatta Memphis, Tennessee	Rick Kauzer 901/382-2728
April 15 & 16	Gulf Coast Great Cat Race/Fleet 178 Ft. Walton Beach, Florida	Chic McDaniel 904/242-5504
• April 22 & 23	Fleet 41 Points Regatta New Orleans, Louisiana	Walter Baudier 504/947-2983
• Apr. 30-May 1	8th Annual Hobie Regatta/Fleet 35 Pensacola, Florida	Marcia Whitehurst 904/456-7855
• May 13 & 14	4th Annual Batten Buster/Fleet 120 Panama City, Florida	Larry McNerney 904/763-6146
• May 20 & 21	Hog's Breath Regatta/Fleet 178 Shalimar, Florida	Chic McDaniel 904/242-5504
• June 3 & 4	Fleet 41 Points Regatta New Orleans, Louisiana	Walter Baudier 504/947-2983
June 18	Those Crazy People on Hobie's Race/Fleet 178 Choctawhatchee Bay, Florida	Chic McDaniel 904/242-5504
July 15 & 16	Island Hop Regatta/Fleet 70 Ocean Springs, Mississippi	Benton Howie 601/875-9626
★ July 22 & 23	Division 15 Championships/Fleet 76 Fairhope, Alabama	Jo Gaston 205/342-4300
• August 12 & 13	5th Annual Hobie Cat Open/Fleet 120 Panama City, Florida	Larry McNerney 904/763-6146
August 19 & 20	Hobie Summer Regatta/Fleet 178 Choctawhatchee Bay, Florida	Chic McDaniel 904/242-5504
September 23 & 24	Summer Memorial Regatta/Fleet 70 Ocean Springs, Mississippi	Benton Howie 601/875-9626
September 23 & 24	Redbeard's Hobie Regatta/Fleet 178 Navarre, Florida	Chic McDaniel 904/242-5504

## INTERNATIONAL

March 23	Regata de entrenamiento Guatemala, Central America	Mario van Blerk 691773
March 25	Regata de emancipacion (Women's Day) Guatemala, Central America	Mario van Blerk 691773
March 26	Regata de Adios Semana Santa Guatemala, Central America	Mario van Blerk 691773
April 16	Regata de competencia Guatemala, Central America	Mario van Blerk 691773
April 17	Flag Day Regatta/Fleet 79 Nu'uuli, American Samoa	Al Sundquist 633-5400
May 14	Regata de competencia Guatemala, Central America	Mario van Blerk 691773
May 29	Memorial Day Regatta/Fleet 79 Leloaloa, American Samoa	John Reader 633-4769
August 20	Regata de competencia de Canicula Guatemala, Central America	Mario van Blerk 691773
October 29	Regata de competencia Guatemala, Central America	Mario van Blerk 691773
December 10	Regata Adios 1978 Guatemala, Central America	Mario van Blerk 691773

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Our new sailing gloves are made of softer leather, fit better and last longer than any other brand. Double stitching at stress points, Velcro closure, wrap around double leather strip on palm and four fingers. A quality product in every regard. Large, medium and small plus ladies large and medium. Mens sizes run large. **\$8.00 postpaid** introductory price. If you don't like them send them back for full refund within 10 days.

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GEORGETOWN, CONN. 06829

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ADDRESS \_\_\_\_\_

SEND ME \_\_\_\_\_ PAIRS OF GLOVES. SIZE \_\_\_\_\_

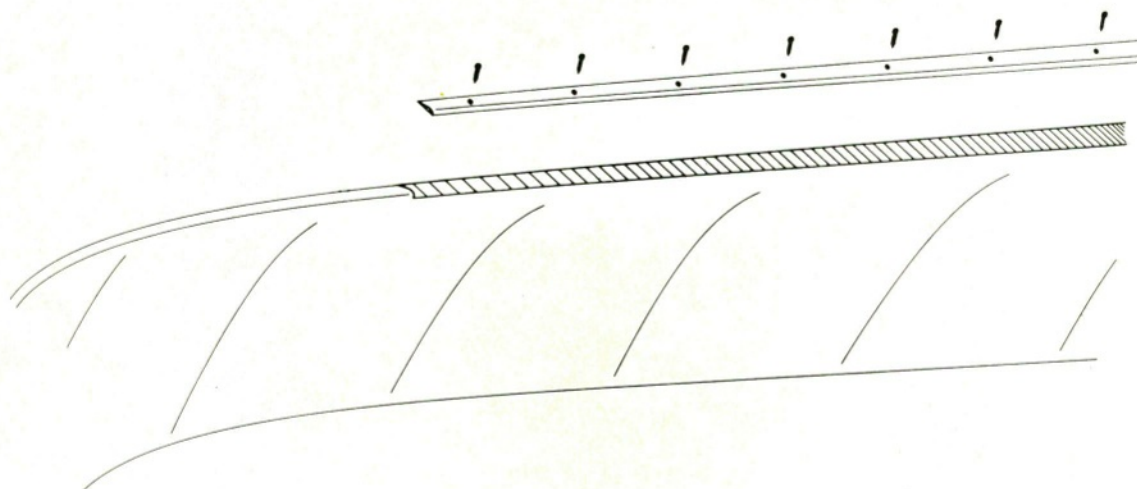


# There's A **HULL CAPS™** Kit to Fit **YOUR** Boat!

*No matter what shape your boat is in, **HULL CAPS™** can put it in better shape!*

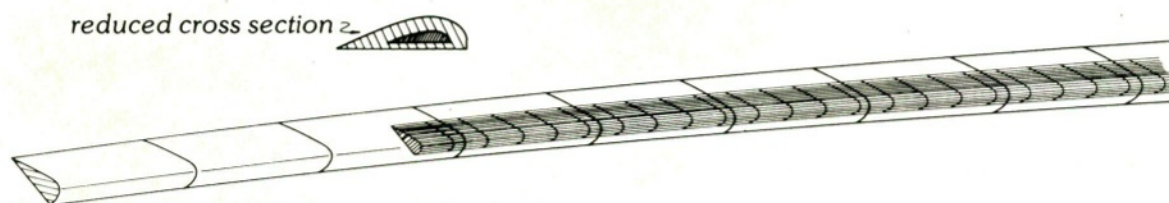
## **HULL CAPS™** aluminum strips for almost-new hulls

Contains two aluminum strips (specify 14' or 16' Hobie® ), with holes drilled and counter-bored; easy to use epoxy; all sanding equipment needed; drill bit; screw driver; screws; detailed, easy to use instructions. Takes only 30 minutes to apply. \$57.48, including postage and handling.



## **HULL CAPS™** composite strips for worn hulls

Contains two fiberglass and aluminum strips (specify 14' or 16' Hobie® ); easy to use epoxy; all sanding equipment needed; detailed, easy to use instructions. Takes two hours to apply. \$72.64, including postage and handling.



## Original **HULL CAPS™** all-fiberglass strips

For those who want an all-fiberglass repair job. Contains two fiberglass strips (specify 14' or 16' Hobie® ); easy to use epoxy; all sanding equipment needed; detailed, easy to use instructions. Takes two hours to apply. \$57.48, including postage and handling.

**HULL CAPS™** are class legal as long as application does not change original design or dimension.

To order the **HULL CAPS™** KIT to fit **YOUR** boat,  
just fill out the card attached.




## THE HOBIE CATS OF ALASKA

*continued from page 7*  
the trophy presentation. The points for the three days of racing were quickly figured by the race committee as everyone gathered around one of the beached Hobies. The final results revealed: Bruce Friend, first; Doug Bunch, second; and Dave Matyas, third.

This, our first Hobie race in Alaska was followed by many eventful weekends. When the first snow falls on the mountain peaks in Alaska, we call it "termination dust." With this in mind we named the last race of the season "The First Annual Termination Dust Regatta." The race was held on Kenai Lake, a picturesque area nestled between rugged mountain ranges and the Kenai Peninsula. The race results were: Bruce Friend, first; Mike Swalling, second; and Helmut Fuchs, third. In addition to the race, we held our first annual "Hull Flying Contest," with Bruce Friend taking the honors.

In spite of the snow now, we are still active in other ways. During the first weekend of March, we are having a boat show in Anchorage (the perfect way to stage a membership drive) in conjunction with our local dealer, Deweys Cook Inlet Unlimited. Slide shows and display boats will help us spread the good word.

Our first season has been successful and enjoyed by all. We have truly learned the meaning of "Have a Hobie Day!" 



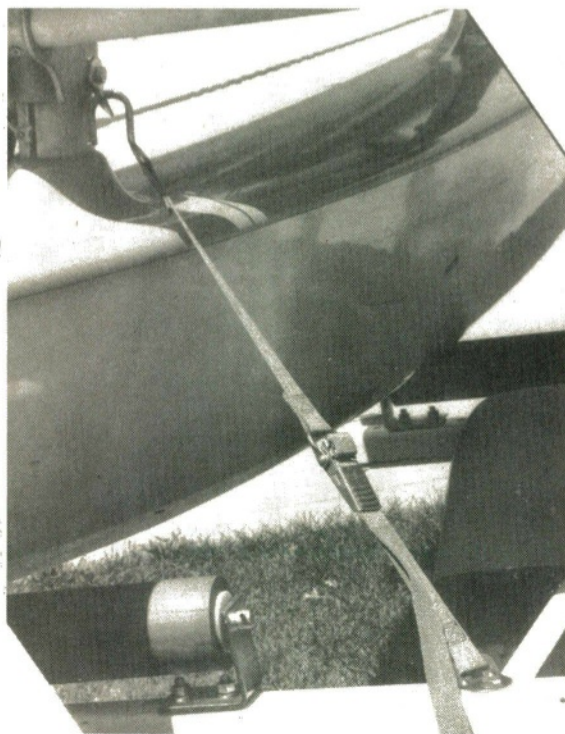
*Winning your first race is just as exciting in the northern country.*

## Hobie Cat Tie Downs

### Hobie Cat Tie Downs

- Three or Four\* strap system works on 14' or 16' Hobie without HULL CONTACT.
- Just a few seconds ON or OFF secures boat to any trailer.
- Full 1 year warranty against any defects.
- Leverage applied by a patented over center cam action lock, coupled with 2,000 lb. test strap and hook.
- Order today - 3 strap \$15.00, 4 strap \$19.95 for complete set and instructions. Postage paid in the U.S.A.
- \*Required for van top carriers or trailers with boom/sail box.

**THE FIRST AND  
THE FINEST TIE DOWNS  
AVAILABLE!**



### "FREEDOM HARNESS" "IT'S CROTCHLESS"

It is Crotchless, there are NO straps or ropes under your crotch! Plus no size hassle, one size properly fit adult men and women with the aid of 5 adjustable straps. Since all material is of the highest quality you receive a full 1 year guarantee! \$29.95 p.p.

"SWAGER" - a precision made nicopress tool for 3/32 and 1/8 oval sleeves does it all for your Hobie. \$10.50 p.p.

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"BATTEN LOCKS" - Locks in battens for the entire season, set of 12 \$4.50 p.p.

"HOBIE RUDDER COVERS" - Protect rudders from sun damage. Red flag built in, locks to rudder casting with velcro strap! \$10.50 per pair p.p.

Please enclose certified check or money order for immediate shipping. Time clearance on personal checks, NO C.O.D. If dissatisfied, return within one week for full refund on any of our products!

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# MAG Products



# HOBIE FORUM

## Speak Out: Hobie Nationals Racing Format

The following is excerpted from a letter written by Larry Cooke of Cooke Marine, Big Bear, California. Larry is a Hobie Cat dealer and an active racing competitor; he placed in the top ten of both Nationals in Fort Lauderdale this year—second in the Hobie 18s and tenth in the 16s. We feel that Larry's comments and suggestions are valid and well formulated; his pre-race checkup list is an invaluable aid to all sailors. Your comments are invited; we welcome input from all interested parties regarding competition format and any other suggestions you might have to improve the Hobie scene.

I would like to say that this year's events (1977 "THE CLUB"—Hobie Cat 16 Nationals and Hobie Cat 18 Nationals) were "honestly" the best organized (run and managed) I have participated in. From boat assembly to trophy presentation, the organization will be hard to beat in future years. Little things made the difference. Every race started on time. Someone qualified was always at the leeward end of the line. Scoring was excellent with extremely fast results. Protest committees were efficient (large, visible marks, committee boat to shore communications), ongoing hot dogs for skippers between events, dollies for easy movement of boats (very helpful shore boat maintenance), excellent parties and entertainment, beautiful trophies, visible press involvement, etc., etc....

As a very devoted Hobie Class participant, I feel something should be said about race format and various problems I noted at the two events. Having raced in both the 18s and 16s, I was able to really feel the differences of both classes and the problems.

The 18 is physically a very demanding boat; also very sensitive to the power groove. It is also a tinkers-tuners boat with many possible adjustments. From this standpoint, in the future, a "round robin" (changing boats each race) would be impractical because of short tuning periods. I also feel three races a day are too many (for Nationals competition). I would like to see **two long** races each day starting on Tuesday running through Saturday. This would allow between-race tuning and adjustment along with a good meal. This five-day format would be designed for the devoted skipper and crew, ending up with a true champion.

The 16 race format must change! I realize from a sales standpoint that participation is important. But why 96 skippers?? Consider this option—58 qualified skippers sailing two long races daily heads up, Tuesday through Saturday. The previous Sunday and Monday could be used for non-qualified skippers to race for eight to ten openings. Those not qualified (up to 48) would form a true B Fleet to sail

continued on page 39

## GENERAL BOAT CHECK & TUNING

### Check:

- ☐ Trampoline tension
- ☐ Righting line tension
- ☐ Excess righting line bungie (cut)
- ☐ Righting line (is it on outside of shroud?)
- ☐ Gudgeon screw tension and sealant
- ☐ Rudder lock down and alignment
- ☐ Tiller cross arm rudder align/screw tension
- ☐ All screws on mainsheet and jib cleats for tightness
- ☐ Mainsheet pulley locations and feed line for maximum block to block
- ☐ Tie mainsheet at boom hanger versus becket
- ☐ Retie all battens so they can be easily redone
- ☐ Wax luff if needed
- ☐ Tape Ring-Dings that will not need adjusting later
- ☐ Throwable cushions
- ☐ Rudder trailing edge taper and sand wet
- ☐ Silicone spray rudder cam, jib traveler track
- ☐ Hinge pin in main traveler—set
- ☐ Tiller end cap connections

- ☐ Tension rudder casting nuts and silicone spray
- ☐ Remove small traveler line and feed mainsheet for said
- ☐ Adjust and tighten downhaul cleat (important)
- ☐ Wax gooseneck slide and track
- ☐ Tape all trapeze handles
- ☐ Trapeze bungie for wear
- ☐ Main halyard wire at swage and thimble
- ☐ Adjust jib tack shackle
- ☐ Jib halyard and pulleys—check line
- ☐ Hulls for damage
- ☐ Tiller end cap for looseness—5 minute epoxy
- ☐ Add telltails to jib where desired
- ☐ Jib tie off at traveller—check becket
- ☐ Jib clew shackle location
- ☐ Mast rake and shroud anchor locations (important)

### 30-Minute Between Race Tuning

- ☐ Protest flag
- ☐ Telltails

- ☐ Adjust trapeze handles
- ☐ For water in hulls
- ☐ Gudgeon tightness
- ☐ Jib tack location
- ☐ Shroud/mast rake
- ☐ Tape all Ring-Dings
- ☐ And re-tension battens
- ☐ Halyard wire and swage
- ☐ Rudder action
- ☐ Downhaul—tension main and jib
- ☐ Sheet in and mast rake
- ☐ Bridle fly
- ☐ Tiller connection for fractures
- ☐ All cleating/cam screws for tightness
- ☐ Tie up boom vang for quick release
- ☐ Pendant ties

### Skipper/Crew Checklist

- ☐ Diaper
- ☐ Vest
- ☐ Protest flag—extra
- ☐ Sailing gloves
- ☐ Sailing shoes
- ☐ Wire cutters (since Hawaii Worlds I make it a point to carry wire cutters should it be necessary to free lines in an emergency)





Warm gulf waters wash the shores of the subtropical island. The luxury resort skyline traces the windsculptured sand dunes. (opposite page) The Queen Isabella Causeway stretches for two miles rising 85 feet above the waters of the Laguna Madre, anchoring South Padre Island to the Texas mainland.

**T**he most renowned invasion since the pirates commandeered the island in the 1600s — Hobie Cats will invade the subtropical isle of South Padre to war for the Hobie Cat 16 World Championship of 1978 and compete in the first Hobie Olympics... a week-long occupation (October 21-29) that will no doubt live in legend amid the already illustrious history of the region.

It's another Hobie extravaganza—top sailors from all over the world will meet on a small island off the tip of Texas in the warm Gulf of Mexico waters to vie for the Hobie Cat 16 World Championship title. This year the title bout will be only part of the world event. The first Hobie Olympics are planned with many non-sailing events to bring the international competitors and their families together for some landlubber fun. We're going to try again at the Guinness World Record for hotdog eating (maybe one of those voracious Australians can bring fame to the

Hobie clan!) and trophies will be awarded in an international tug-of-war, soccer skills, surfing, boomerang toss, tennis, skateboarding, and many other contests.

The locale is perfect for both sailing and Hobielife ashore. South Padre Island has year-round subtropical climate, warm water, acres of firm sand, and a tourist center with a very active interest in our event! Our mainland connection is Brownsville, Texas—with connecting airline routes from all over the country. Once there, it is a short drive through the Rio Grande Valley, across the scenic Queen Isabella Causeway and on to our own island headquarters—the Hilton Sea Island. Our hotel offers three gorgeous swimming pools, a giant jacuzzi, a menu of Gulf-fresh seafood, and luxurious accommodations at reasonable prices. Campsites are also available two miles from the regatta location. Our travel arrangements this year





# 1978 HOBIE CAT 16 WORLD CHAMPIONSHIPS & HOBIE OLYMPICS

## South Padre Island, Texas

are being handled by Maritz Travel Company of St. Louis, the largest travel firm in the world. More information regarding specific packages will be available in future Hot Line issues.

The traditional post event "R & R" (rest and relaxation) trip will be to wild and woolly Las Vegas, a chance to taste the glamour and blow the rent money on "one last hand" of blackjack at the famous gaming tables.

Actual competition for the World Championship will be scheduled similarly but less hectically than years past. A qualifying series will be conducted on Sunday and Monday (22nd & 23rd) and competition will start Tuesday, October 24, with three scheduled races per day through Friday. The Finals will be Saturday with two races among the top half of the fleet. The usual array of parties, banquets, and more parties are scattered throughout the week, culminating with the Final Awards Banquet on Saturday evening.

"Fun Fleet" racing will be available during the week for those who don't qualify on a BYOB (bring your own boat) basis.

Rick and Russ Eddington can be credited with bringing the area to the attention of our regatta personnel. The "company brass" made the trip and returned with official Hobie sanction. Reliable wind (we should probably never say that—knock on wood), excellent accommodations, miles of uncrowded beach—it all points to a super event.

South Padre Island itself is a unique river delta that is currently developing into a year-round beach resort. The greatest game fishing in the southwest is guaranteed in the warm bay waters off the mainland; charter boats are available daily as well as a lighted night pier. The clear Gulf waters are ideal for swimming, snorkeling, surfing, and scuba diving. Beachcombing yields not only acres of shells, but also the inviting





**Hilton Sea Island, Hobie Cat headquarters  
for the 1978 Hobie Cat 16 World Championships  
and Olympics.**

possibility of stumbling across pieces of the gold bullion buried by pirates who stashed their treasures in the dunes as recently as the 1800s. Our local Hobie Cat dealer in residence, Chick Kennett, is one of the original "balsa board" surfers from California, and he has a scrapbook that is a virtual history of the sport. He will spin his yarns over a southwestern bar-b-que one evening during the week. Nearby in Brownsville is the famous Gladys Porter Zoo, dedicated to the preservation of endangered wildlife species from all over the world. It is a series of man-made islands which recreate the four areas of the world where rare and exotic birds and animals live in natural settings. Night life on the island centers on dining

and dancing in the resort hotels with an occasional trip to the local 7-11 if you get homesick for the plain life.

Combining the entire package yields an unmatched Hobie Cat event—an interesting location designed for sailing and playing, international competitors and their families, lots of beachside fun events for the first Hobie Olympics, habit-forming parties, a dash of exotic Las Vegas—mark your calendars and watch the Hot Line for more news. You can't miss this one!

Note: Thank you to Ralph Thompson, the Director of the South Padre Island Tourist Board, for providing information and pictures for this article. It's a pleasure to receive such ready cooperation from our hosts. *XL*



## Ontario Hobie Cat Association

This past year was an exciting one for all our members. Here's a bit of news from the frosty sailors of the Far North.

Our new executive positions are:  
 President John MacFarlane  
 Vice President John Liefeld  
 Secretary-Treasurer Tim and Connie  
 (Plus Promotions) Chance

Please see the back of this issue for our preliminary race schedule. For more information, contact: Tim and Connie Chance, P.O. Box 162, Adelaide St. Station, Toronto, Ontario, Canada M5C 2J1.

## Hobie Cat Association of Victoria

Seventy-one Hobie 14s and seventy-four 16s registered to compete in the Australian Championships recently completed at Frankston Yacht Club. Due to plenty of hard work on the part of the committee, the FYC committee and management and various "Hobie Helpers" the whole series, both sailing and socially, was a great success. To everyone who helped to make things run so smoothly, "thank you."

Heartly congratulations are due to Nigel Abbot and Gerry Nolan (Ilili-kia) and Bill Worall and John Pearce (Trapper) who won their way through to the top ten in the 16s. This gives them a berth in the seven-crew Australian team to compete in the World Championships later this year. With practice, Nigel (who's never sailed a Hobie before) might just become a reasonable performer.

Last year we had our first Victorian ever in the Australian team; this year we have a 100% improvement with two skippers in the team so that at that rate by '78-'79, we should have four in the team, and the following year Victoria should be the team! (On second thought Western Australia might just manage to get one or two more in themselves.) Joking aside, it was a great effort by our local crews and I know we can count on a lot of support for a fund-raising campaign which will be instituted during the winter months. Other good performances were put in by Pat and Kevin Gough King (Two Up) and the Torquay Terrors, Pat Morgan and son (Co-respondent).

Major publicity was gained during the National Titles. Notably two pages of photographs in the centre-fold of the "Sun" on December 28th and a 50-second report on the ABC News during the Nationals. Also, we did manage to get some airplay over the radio on the beach/shark report from 3DB radio.

## Guatemala Fleet 138

Although we only have a small fleet of Hobie Cat 16s here in Guatemala, we managed to organize during 1977 six regattas on our beautiful Lake Amatitlan, which is situated at an altitude of 3,000 feet and completely surrounded by volcanoes and mountains. Sailing is a constant adventure because of changing wind directions. Guatemala entertains more than 500,000 tourists yearly, mostly of U.S. origin, and it would be a real pleasure for us if among these tourists, one day appears a Hobie Cat enthusiast

who would be cordially invited to participate in one of our regattas and of course, we would also take care of the availability of a Hobie Cat for him. Please check our schedule in the back of this issue. For participation contact: Commodore Mario van Blerk, P.O. Box 157, Guatemala / Telephone 691773.

## Saipan's Fleet 189

The Hobie Fleet on Saipan has almost doubled in size since one year ago. We now have twelve Hobie 16s and two Hobie 14s. Our founder, Tom Sheehan, after many years on Saipan, is returning to the mainland. We will miss Tom and want to thank him for all he has done for the fleet and the Over The Reef Yacht Club.

Our fleet organized and sponsored the 3rd Annual Laguna Regatta on Saipan, with skippers and crews coming from Guam, Hawaii, and the Marshall Islands to compete for the coveted Brass Bat. This series of races was held over the February Presidents Day weekend. An added attraction was the Las Vegas Night at the Intercontinental Hotel sponsored by the Saipan Rotary Club. Presently, we are also in the middle of our own racing series with an average of eight to ten boats participating per race. The race course is basically the Olympic Triangle with occasional variations out into the harbor.

A few months back we held our fleet elections with the following officers voted into office: Lee Conover, Commodore; Bill Sakovich, Vice Commodore; Jean Sakovich, Secretary; George Ehlers, Treasurer; and Steve Fisher, Race Chairman.

## HOBIE FORUM continued from page 35

BEFORE or AFTER each day of A Fleet competition (depending on wind conditions). One advantage (back home) would be more participation in division competition. As it is now, almost anyone can go to the Nationals and qualify. This year over 43 openings were available. I'm aware of two people just visiting Fort Lauderdale that paid their boat fee and qualified. I question their experience. The "round robin" boat concept can still be used by both A and B Fleets. The heads up racing (48 boats) would eliminate stronger and weaker fleets (most noticeably prevalent this year). This would also eliminate starting line and first weather leg problems with inexperienced skippers.

If a true national or world champion is to be selected, it should be over a greater number of racing days "heads up" with longer, more varied courses instead of 20-minute sprints. I listened to the frustrations of a number of skippers having to fight luck instead of putting to use their knowledge and years of hard practice.

I also am concerned about one area of the rules: Breakdown points should be given to skippers with purely broken boat parts only! This situation of water in the hulls (probably from not checking the gudgeon screws, drain plugs or just plain not draining hulls between races), rudder cams cocked, traveler and mainsheet cleat screws coming loose, weather helm, bad sail shape, or just simply "My boat was a dog in race #3." has to be eliminated. I feel boat preparation is just as important a factor for determining a champion as racing itself. I've included my checklist of work I perform on each of my chosen boats. This is accomplished the night before and early in the morning. I was amazed at breakdown points requested and awarded three to four races after their supposed occurrence and sometimes without actual inspection. I also agree with Hobie, Sr.'s idea that the breakdown skipper should report his boat's position at the time of the breakdown and a special committee would then award points on that basis. Thank you for your time...

Larry Cooke





**THEY CALL IT THE MIDWINTERS EAST...** and what a way to kick off the 1978 racing season! Fleet 111 of Jacksonville has burned the midnight oil to make economy, convenience, and superior racing the key words of this regatta. Drive your car, boat and trailer right onto the wide, hard-packed beach behind the Holiday Inn-By-The-Sea and leave them. Spread out and enjoy. We've got a good deal waiting for you.

Practice racing is planned for 3 PM Friday, and Friday evening Wayne Schafer, one of the foremost authorities on Hobie racing, will conduct a racing seminar. An informal dinner and a beer party with Bluegrass Band are slated for Saturday night.

The Saturday morning Skipper's Meeting is at 11 AM. Two separate race courses will be used, and there will be novice classes wherever there are enough boats. Trophies will be five deep in each class. And remember that the winner of each "A" Fleet class is automatically pre-qualified for the 1978 Hobie Nationals!

The Holiday Inn-By-The-Sea has given us a 5 PM check-out Sunday and a special regatta rate of \$24.00 Ocean-side. Sponsored by Barnett Bank of Jacksonville, N.A., and coordinated by Sailboat Supply and Fleet 111, this promises to be the greatest Midwinters ever!

**GO FOR IT!!**

# THE 1978 MIDWINTERS EAST

## **HOLIDAY INN-BY-THE-SEA.**

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Make your reservations directly by  
contacting Judy Nenning at  
(904) 824-8481.

## **OTHER ACCOMMODATIONS:**

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Ramada Inn — (904) 824-8181  
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## **BOAT RENTALS:**

Sailboat Supply — (904) 396-1123

## **FOR OTHER INFORMATION:**

Mike Walsh, Commodore of  
Fleet 111 — (904) 731-0514  
Sailboat Supply —  
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