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**Hot Line**  
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# **HOBIE** **Hot Line**

## Hot Line Publications

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Cover Photo by Dave Matyas

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*Setting up to sail on Kenai Lake.*



*Tons of glacial silt create a blue-green hue in the frigid waters.*



*You can fly them anywhere.*

# HOBIE SEASONS IN ALASKA

Story and Photos by Dave Matyas

*ed note: Last time we ran a pictorial on Alaska, we placed a mail-in survey on the reverse page of the color photos. The readers' wrath descended immediately and we apologize to all mountain and Hobie lovers who had to part with the treasured pages. Here's another spread to clip for your scrapbook.*

Summer days start early in Anchorage, Alaska. By 6:00 in the morning, Hobie skippers and crews are preparing for a sailing weekend — packing their paraphernalia and readying their boats for the drive to Kenai Lake. The glacier-fed lake is a hundred-mile trip south of Anchorage. In size, the lake is 22 miles long and up to one mile wide, and it contains a lot of glacial silt which gives an unusual blue-green hue to the water. From November to April the entire lake is frozen but

during the summer months the water warms up to 45 degrees . . . obviously wetsuits are as necessary as sails and rudders. By mid-morning, Hobies start arriving at Primrose Campground near the lake. By noon when everyone is ready to sail, the wind usually shifts from north to south and picks up to 8-15 knots.

Our fleet is small with only 14 boats. We all get along very well — like a large family. While setting up we never find ourselves





Cold. . .



Colder. . .



Coldest. . .

short of assistance or "supervisors." The atmosphere is always relaxed until race time. But when the white flag goes up, competitive spirits mix with excitement and concentration sets in. After the races, frustrations are forgotten and we celebrate the days' races with a potluck dinner. We spend our Hobie weekends racing, playing, and enjoying the beautiful scenery . . . thinking of Hobie days past and . . . next weekend when it all starts again. *FL*

*Fleet 226 of Anchorage, Alaska would like to give special thanks to Pat and Betty Rafter and their family for everything they have done to get our fleet rolling. They initiated the idea, organized the fleet, and taught us everything we needed to know to change ordinary summer weekends into truly fun-filled "Hobie Days." Their energies and guidance were unending. Pat ("Bald Eagle") and his wife, Betty, have decided they prefer the slightly warmer climate of Florida to that of Alaska (fools). We wish them a fond farewell and continued Hobie happiness.*

*Another couple in our fleet, Doug and Toni Bunch, likewise have decided to move back down to "America" and leave all the good sailing for us. Doug's "wild and crazy" personality always made each weekend even more fun. Both the Rafter and the Bunchs will be greatly missed. Best of luck to you guys from all of us and thanks again for everything.*





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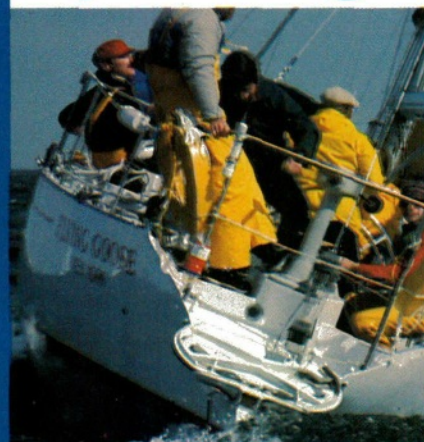
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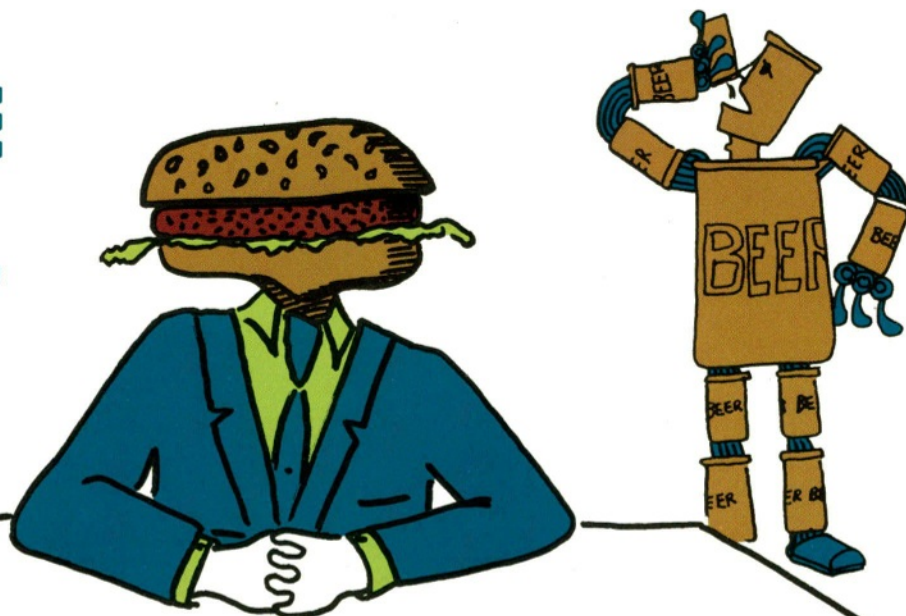
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# YOU ARE WHAT YOU EAT

by Bill Bentsen, Director for One-Design Racing, USYRU



## Common Sense Rules for Racing Sailors

*Drawing by Bill Baldwin*

Recently the Olympic Yachting Committee of USYRU held a conference at which exercise, psychology, and diet were discussed with Dr. Fritz Hagerman of Ohio University's Department of Zoology and Microbiology. Dr. Hagerman has studied how one's performance in competition is affected by exercise and what we eat and drink. He outlined some basic ideas for good eating habits and, after hearing sailors at the meeting describe what regatta racing usually involves, offered his personal suggestions for a practical eating program.

Rule Number One is to eat a balanced diet regularly. Popular notions about nutrition include many myths about diets that have no foundation in fact. New fads appear regularly; two of the better-known advocate liquid protein and desiccated liver. Some of these ideas are harmless but others are positively harmful; none of them is helpful.

Eating a "balanced" diet means eating foods from four basic groups: fruits and vegetables, dairy products, fish-meat-poultry, and grains. Sounds dull because

you've heard it so often before? We hear it over and over again for one good reason: it is the best idea yet discovered for eating sensibly. There are no clever exceptions or secret new formulas that will give sailors or other competitive athletes a special performance advantage. For a good, simple description of what balanced diet really means, read a couple of pamphlets available free from Campbell's Soup Company — "Knowing What's Good For You" and "It's Easy to Eat Well" (available from: Campbell's Soup Company, Home Economics Dept., Box 391, Camden, New Jersey 08101). A somewhat more detailed booklet is "The Nutritive Value of Foods" (#001-000-03667-0) available for \$1.05 from: U.S. Government Printing Office, Supt. of Documents, Washington, D.C. 20402.

When doing hard physical work most of the energy we get comes from carbohydrates, and when racing it may help to eat slightly more (examples: spaghetti, noodles, or other pastas; pancakes or waffles; fruit). But extra food intake is a bad idea; don't have a serving of pancakes on top of your

normal breakfast, for example. Foods to eat less of, or even avoid, during competition are hard-to-digest, spicy, or gas-producing items.

Do extra vitamins help? Not if you are eating a balanced diet. Extra vitamins in small amounts do no harm, but big doses of some vitamins (the fat-soluble ones like A, D, E, K) stay in the body too long and can cause trouble. If in doubt about whether you are getting a balanced diet, take a multiple-vitamin such as the "One-a-Day" type. You probably don't need it but it won't hurt.

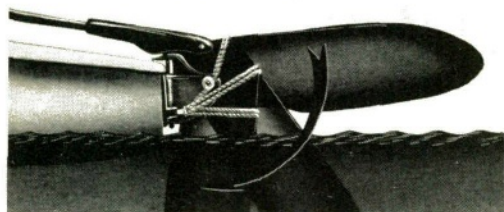
Liquids are an important dietary consideration too — in fact drinking is just as important as eating. One interesting phenomenon is that when the body is losing fluids rapidly, as it will on a hot day in a long drifter, for example, one's thirst mechanism does not register high enough, fast enough. So you should drink more than you feel the need for, after a race.

The best liquid invented so far for the competitive athlete is — you guessed it — water. Most of the products advertised for training and competition have glucose



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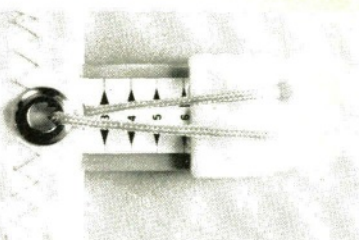
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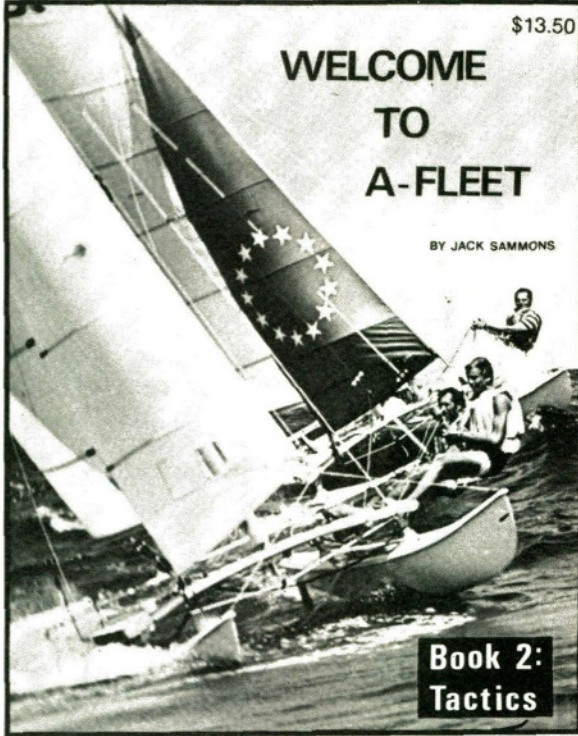
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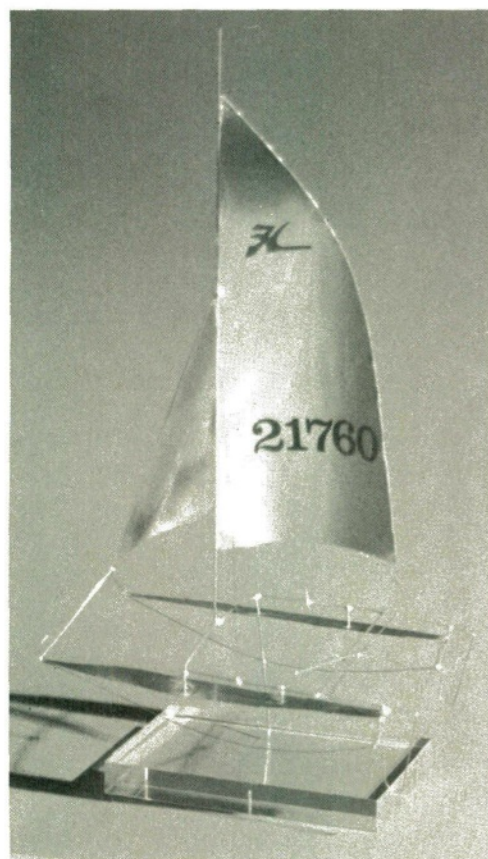


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levels high enough to slow down the body's absorption of the fluid. This is bad because the body needs the new fluid as soon as possible to replace what has been spent; also stomach discomfort from drinking a large amount is prolonged. The best idea is to drink water, and ideally one should drink small amounts frequently rather than large amounts infrequently. If you want the water to taste different, try Johnson & Johnson's "Break-Time," a powder to be mixed with water. But mix it only half-strength; that way the glucose level stays low enough. If you prefer a soft drink, shake out the "fizz" first. Heavily-sugared drinks aren't good either. Another thing to avoid is caffeine. An "awareness increasing" drug, it's not what you need when you should be trying to stay relaxed and think clearly.

About alcohol: beer, wine, the stronger stuff. Any amount cuts physical and mental performance. The decrease in performance depends on the amount of the alcohol and the individual's physical characteristics (body weight is important) but one thing is sure: you are better off without it. A quick beer or two right after the race, a cocktail or two before dinner, a glass of wine or two with dinner, a "night cap" at the end of the evening — any of these may appeal to you and may be tolerated quite well physiologically, but the evidence suggests one decision: avoid excessive alcohol consumption until the regatta is over.

You're going to a regatta soon. What should your personal nutritional policy be? First, don't change your eating patterns radically. If you have been eating wisely all along, your individual eating habits will have been influenced by your body's particular reactions to particular types of food. Individual differences in reactions to types and amounts of foods can be quite high.

Next, avoid three pitfalls: over-eating, eating off schedule, rushing your meals. All these seem to happen at regattas for several reasons. After a hard day's racing we're especially hungry; taking care of the boat, cleaning up, then finding a restaurant can delay mealtime; being anxious about getting somewhere else or eating in a large group can build tensions

that make us gulp our food. Try to work out times for meals and stick to them. Don't be afraid to leave food on the plate if you've been served bigger portions than you really want. Eat where you can relax and go slowly. Picking your dining companions can be important in this regard too.

Let's assume the regatta programs calls for two races per day, sailed "back-to-back" with the first race at 11:00 a.m. and distance to the racing area requiring that you leave the dock around 9:30. Consider the following plan for being good to your body.

The night before, eat normally. No exotic foods; not too much, not too late, not too fast. The balanced-diet idea doesn't mean eating foods from each of the four basic groups at every meal (let's assume breakfast and lunch included dairy products), but the evening meal should include two or three of them. Meat, if that's your choice, should not be fried or greasy. Vegetables should be fresh if possible, and not overcooked. A fresh mixed salad, perhaps a slice of whole-grain bread, and a light dessert such as fruit or cheese might complete the meal. Spaghetti and meatballs emphasizes the carbohydrate idea discussed earlier, but don't make a nightly routine of this (or any other particular dish). Most of the next day's energy comes from this meal, and some from breakfast.

Race day breakfast should be eaten around 6:30 or 7:00. It should be light, but breakfast is essential. Juice, an egg or cereal, perhaps a sweet roll or piece of coffee cake should do the trick. Forget the bacon or sausage. Eat early enough and do not overeat; a large meal eaten just before strenuous physical activity can cut efficiency because your blood can't be in two places at once. The muscles demand it (and get it); the stomach wants it for the digestive process. Result: the food remains undigested, its usefulness is thus delayed, and you are uncomfortable from having a full stomach for several hours.

On the way out to the course, nibble and sip if you want; the main reason is only to ward off hunger pangs. Nibble on raisins or other dried fruit, or "Gorp" which is your own mix of nuts, dried fruit, cereal — popular with


hikers, climbers, cross-country skiers. Drink small amounts of iced tea (you can add a little sugar if desirable for flavor.) On cold days, bouillon or other hot soup is good. To repeat, the purpose is not to gain food value energy, but just to stay un-hungry. Between races, replace the lost liquids. This is top priority. Water is best, although on a cold day some hot soup or tea is a good idea. A light snack of cheese and saltine crackers, or maybe a cheese sandwich, is fine, but do not eat enough to satisfy your hunger. The next race starts soon and the body should not be asked to do much digestion work.

After the race, liquids come first. Stick to water; if you use soft drinks, shake out the fizz first. Iced tea is OK or a light sugared drink. If you snack, keep the amount low; don't ruin your appetite for a good meal that evening.

Dr. Hagerman made some other interesting comments. Frequent but smaller meals than the usual three-per-day schedule may be a better eating routine, according to research conclusions (results include greater storage of glycogen and less fat accumulation), but if you want to try this, make it a routine for a month or two, don't adopt it as only a regatta plan. So-called "junk food" is bad for two reasons; it has low food value, and interferes with the appetite. On the other hand, light snacks of good food items are not necessarily bad, so long as you eat only small amounts. Eating more dampens the appetite, and if the appetite is out of kilter you won't eat the right amounts at mealtime.

To sum up:

- (1) Eat a balanced diet from the four food groups.
- (2) Avoid all the fad ideas about special foods or extra vitamins.
- (3) Eat normally — in selecting what you eat, when you eat, how much you eat. Don't rush your meals.
- (4) When racing, eat well ahead of time and only lightly (if at all) between races.
- (5) Drink water, or liquids that are almost all water, after every race. Drink more than your thirst mechanism calls for.
- (6) Don't drink alcohol excessively.

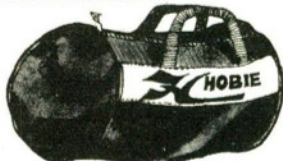
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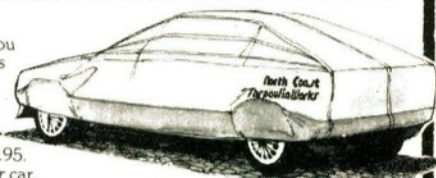
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SEND FOR FREE CAT-LOG



# HIGH FLYING HOBIE

Take an aerodynamically designed Hobie Cat, add a reasonable amount of wind, and you're flying a hull. Change these conditions a bit, as one Hobie owner found recently, and you can actually fly both hulls!! The thought should appeal to any red-blooded multihull sailor. The only problem with the above scenario is, when it happened, the owner was not on board.

This (we hope one-time) instance of levitation happened to the lone Hobie 12 on Stanley Beach Hong Kong Island during severe tropical storm Agnes in July.

Briefly, what happened was this: the Hobie was tied down, upside down, by a single length of rope from its bow to a secure point on the embankment above the beach (there is an open area, variously described as a garden and a car park, just above said embankment). Somewhere around midnight, at the height of the storm, the rope proved inad-

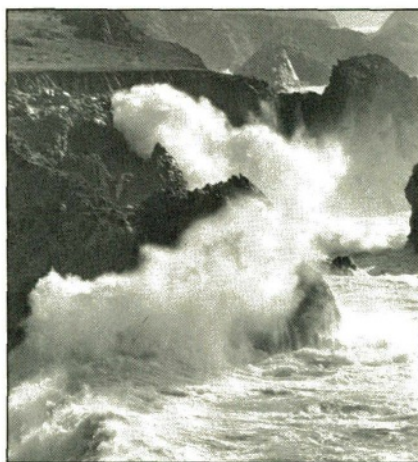


Photo by John Snickers Holland

equate for its task and parted company with the boat. The Hobie then took off, rising quickly to an altitude of about 60 feet above its resting place. Setting a course in a south-

westerly direction, it set out to prove the quality of its aerodynamics.

Here we must digress for a moment. Imagine, if you will, two Chinese families, living in an ancient house, some distance inland from the beach, partially sheltered from the prevailing sou'westerly wind by a smaller house. Their house is roughly U-shaped, with the top of the U being closed by a family temple. There is a small courtyard formed within this area. As dark falls on the night in question, these two families take all reasonable precautions against the storm. High on their list of priorities are a large number of joss sticks and other symbols of worship, all solemnly lit in the temple to protect the house and those within it from the wrath of the wind-gods.

All is well, and the two families have long since settled in for a peaceful night, protected from unknown evils by the em-

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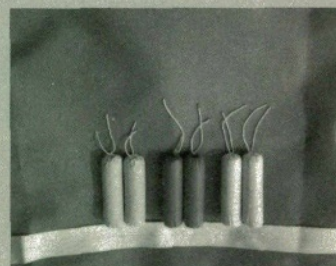
## Feet Hurt When Flying?

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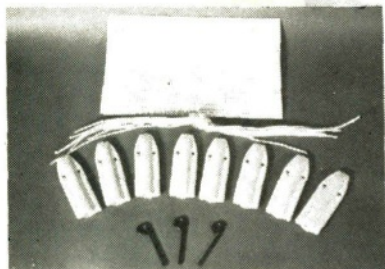
Competition Catamaran Systems — Books — Tools & Parts

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## CM Batten Tensioner



Chosen by the Hobie Class Association for use at the Hobie Nationals and Worlds '78.

This simple, lightweight aerodynamic batten end allows any tension desired. Supplied Allen keys — makes quick batten tension adjustment. Ideal for sail tuning — after sailing all battens can quickly be loosened for longer sail life.

- 14H — set of 5 ..... \$12.50
- 16H — set of 8 ..... \$20.00
- 18H — set of 9 ..... \$22.00
- 1 — Mini Driver..... .30
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Each set includes (3) mini drivers, heavy duty tie line & installation instructions.

Now Class Legal

## CM Rudder Rake Adjuster



- Adjuster Set. .... \$12.00
- Inst. Tools ..... \$9.95

This system when installed on a Hobie rudder allows the rudder rake to be adjusted without epoxying & redrilling in the usual hit & miss fashion. With the eccentric inserts, a re-positioning of the rudder bolt holes can be made in seconds. Weather helm can be changed in a matter of minutes. We provide a set of 4 adjusters, 2 spares & instructions. Also available separately is an installation tool kit (Hole saw, alignment sleeve, epoxy & instructions).

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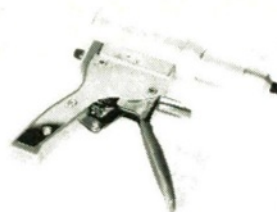
## Contoured Access Port



- 1 — Port ..... \$6.40
- 1 — (2) Port Assy Kit.. \$16.00
- 1 — (2) Port Assy Kit (2 Tote Bags) \$31.50
- 1 — Tote Bag & Clips... \$7.95

These specially machined ports will fit the hobie deck curvature. The port has a 4-inch opening with O-ring sealing. The assy. kit includes port, S.S. mounting screws & washers, a special silicone sealant & installation instructions. The under deck storage bag is 12" long with nylon zipper & twist mount clips. It detaches for easy carrying.

## New Hydraulic Rivet Gun \$39.45



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- "Wires" Hull Tensioner. .... \$23.75
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bers of those offerings. Shortly after midnight, though, all is decidedly not well. A loud thump, followed by a softer series of bumps and scraping sounds, indicates to two wide-awake families that SOMETHING has descended onto their roof, and is moving down it toward the courtyard. Panic.

Nearly an hour later, after untold deliberations, the eldest son of the senior family is seen to be edging his way toward the courtyard, clutching a fresh batch of joss sticks. This unfortunate child, peering up into the wind and rain prior to his dash to the safety of the household temple, spies a large, curved, white object looming over the parapet. The wind-god, or whatever malevolent spirit has descended on the roof, is obviously still there, waiting for some sucker to come out into the open. The boy passes out on the spot. Further panic.

Finally, father stumbles out into said courtyard, retrieves his son, and calls the police, the fire brigade, and every other emer-

gency service he can think of.

The obvious has happened. At risk to life and limb, eight policemen and firemen brave the tiled roof to save our no-longer-flying Hobie. Depositing it in the courtyard, they retire to the warmth whence they had come.

The following morning, an only slightly battered Hobie 12 became:

The subject of a brief film clip on the TV news; an object of admiration and amusement for various passers-by; and a subject of quite serious discussion among the members of the two families resident in the old house, who were fast concluding their joss sticks had worked, and there was money in that wind after all.

History may never recount just how the whole matter was settled. What is known is this: the Hobie was removed from the courtyard by its owner; compensation, in the sum of HK\$3500 (about US\$800) was demanded for sundry broken tiles and a few bits of chipped plaster; an independent contractor (Chinese) was brought

in to evaluate the situation; said contractor concluded he could not communicate with either family in a rational manner . . . their superstitions placed them in a long-forgotten era with which he could not relate; the contractor suggested \$150 be offered; said offer was made, in \$10 notes (for bulk); said offer was accepted by one family, rejected by the other; one family now has \$150 more than it had before the storm; the other is still arguing.

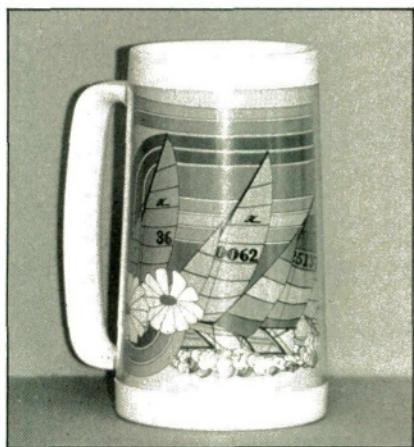
What to make of this adventure tale? Well, we now know you can fly both hulls simultaneously, given the right conditions. We also know that some people hold Hobies in quasi-religious awe. And we know that time, and wads of \$10 notes, can soothe some nerves, but not others. We don't think there is a moral in all this, but maybe we've just spent too long trying to fly one hull, and haven't gotten around to the contemplation of two.

(All the above was gleaned from conversations with the participants. The basics are true, the rest we can't be 100% sure of.) *SC*

# 1979 HOBIE® POSTER SIZE CALENDAR

*Available Now!*

Now you can check out the year in a glance — with the big POSTER SIZE 1979 calendar from Hobie. Each side of the poster features a dynamite four-color Hobie photo and a six-month calendar with large daily blocks for writing in those important dates. The perfect planner for business or home! See your Hobie Dealer today!



## NEW "TEQUILA SUNRISE" HOBIE MUG!

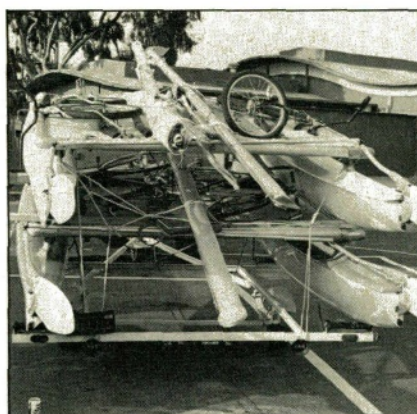
This super neat 16 oz. Thermo-Serv insulated mug is now available at Hobie Dealers nationwide. Colorful new design features your favorite "Tequila Sunrise" colors. A great Christmas gift or stocking-stuffer!



# MORE TRAILERING FACTS

Courtesy of Whiz Kid Dave Bailey

In this year's March/April Hot Line we ran an article on trailers that included almost everything you'd ever want to know about the maintenance and operation of your Hobie trailer. Dave Bailey of Houston, Texas contributed that informative gem and is now back with some additional facts in response to readers' queries about the original story. Our thanks again to Dave for sharing his knowledge and taking the time to help fellow Hobie Catters.



some good general information for all boat trailerers (if there is such a term).

Calculate the weight of your trailer, your boat, everything else you carry on your trailer and the water you can't get out of your hulls. Divide by the number of tires (usually 2). The result is the weight each tire must support. Find your tire size on the chart (all tires that I know of have their size, ply rating, and maximum recommended pressure molded into their sidewalls) and run over to the number closest to, but greater than the number you calculated. The column headings will show you the range of pressures within which you should be operating.

What if your calculated weight exceeds the weights listed for your kind of tire?

- Start taking things off your trailer, or
- Buy larger tires.

I recommend (b) since those extra things will invariably find their way back onto your trailer.

Now that I've been sounding so wise, you must excuse me while I go check my own tires. . . *XL*

Proper tire inflation depends on a number of variables, including the kind of trailering (e.g., mostly freeway travel, mostly launching ramp to nearby dry storage space, etc.) and the load on the tires. As a rule of thumb, I generally recommend inflating trailer tires to nearly the maximum recommended pressure, for several reasons:

- The tires don't flex as much as they would at a lower pressure.
- They are generally supporting more weight than the owner realizes.
- Recommended tire pressure and load ratings are generally for ideal conditions, which do not appear to be too common.

True, an over-inflated tire may wear out in the center sooner than it should; but an under-inflated tire will wear soon at the edges, weaken the sidewalls, overheat, lose tread . . . all of this when you least expect it.

How to determine the recommended inflation pressure? Below is a copy of a weight x pressure table that appears in the book, *The Complete Book of Boat Trailering*, by Tom Bottomley (Association Press, 291 Broadway, New York, NY 10007 — copyright 1974 and now in paperback for \$2.95). Although it is not written for the small boat sailor, this book has

TIRE LOAD CAPACITY AT VARIOUS INFLATIONS

Tire Size	Ply Rating	30	35	40	45	50	55	60	65	70	75	80	85
4.80/4.00 x 8	2	<b>380</b>											
4.80/4.00 x 8	4	380	420	450	485	515	545	575	<b>600</b>				
5.70/5.00 x 8	4		575	625	665	<b>710</b>							
6.90/6.00 x 9	6		785	850	915	970	1030	<b>1080</b>					
6.90/6.00 x 9	8		785	850	915	970	1030	1080	1125	1175	1225	1270	
20 x 8.00-10	4	825	<b>900</b>										
20 x 8.00-10	6	825	900	965	1030	<b>1100</b>							
20 x 8.00-10	8	825	900	965	1030	1100	1155	1210	1270	<b>1325</b>			
20 x 8.00-10	10	825	900	965	1030	1100	1155	1210	1270	1325	1370	1420	<b>1475</b>
4.80/4.00 x 12	4	545	550	595	635	680	715	755	<b>790</b>				
5.30/4.50 x 12	4	640	700	760	810	865	<b>915</b>						
5.30/4.50 x 12	6	640	700	760	810	865	915	960	1005	1045	1090	<b>1135</b>	
6.00 x 12	4	855	935	<b>1010</b>									
6.00 x 12	6	855	935	1010	1090	1160	1230	<b>1290</b>					
6.50 x 13	6	895	980	1060	1130	1200	<b>1275</b>						

NOTE: This table gives load capacities per tire for various tire sizes and inflation pressures (measured cold before starting). The **bold type** value on each line is the maximum inflation-load value for that tire at highway speeds.





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New fiberglass jib battens for the Hobie 16 that gives your jib great shape. Very limber so that the battens NEVER hang up when tacking. Increases the drive of the jib compared to the stock battens. Complete with end caps and Nylon straps.

SSI exclusive **\$12.00** set  
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The Class Association recognizes the "UPRIGHT" as a definite safety asset for the quick and efficient righting of a Hobie Cat 16. If the UPRIGHT is used during a regatta, you will be disqualified from the race in which it was used.

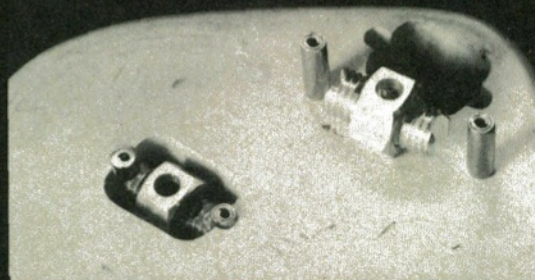
Complete Kit **\$32.50**

## SSI RUDDER ALIGNMENT KIT

Is your boat dragging a bucket? It surely is unless your rudders are aligned properly. This super kit allows infinite and fast alignment. Elimination of rudder drag is one of the most overlooked essentials for maximum performance. This kit is a MUST for anyone interested in getting the most out of their Hobie Cat. Kit comes complete with all hardware and instructions for easy installation.

Kit **\$5.00**

## SSI Introduces "Rudderake"



John Storer, after intensive development, has come up with an outstanding, infinitely adjustable rudder rake system. The adjustment is achieved by positive threaded nuts riding a threaded shaft which is inletted into the rudder. This system allows far greater latitude in the adjustment of helm than anything we have seen! Installation is simple—requiring only a drill and coping saw. Kit is complete with all parts and template for fast and accurate location of the "Rudderake" system to your rudders. Fits all Hobie 14, 16 and 18s. Class legal for racing.

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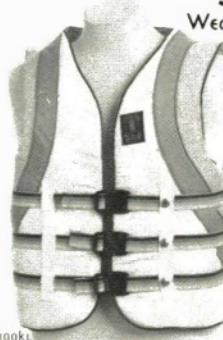
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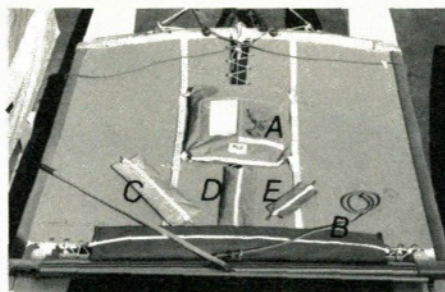
Reduces environmental deterioration to a minimum while keeping the tramp and traveler assemblies clean.

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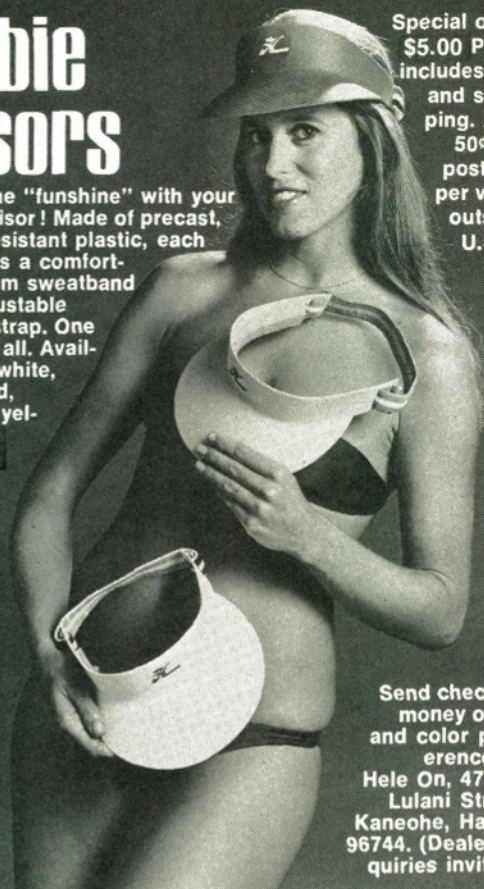


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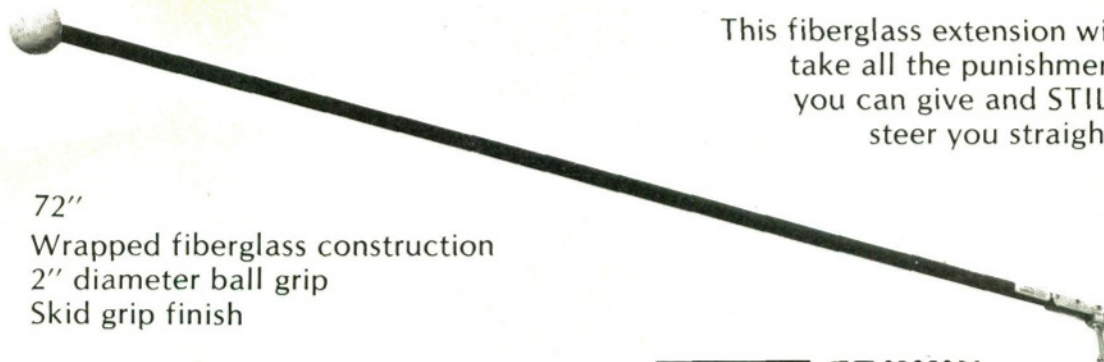
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## SOUTH AFRICA

This safety advice was reprinted from the South Africa *Hang Ten Hobie News*. It again points out that "Hobie-dom" is similar throughout the world — the problems and pleasures are shared universally.

"Recently a Commission appointed by the Government sat to inquire into the safety and control of small craft in and around South Africa's waters. After attending the meeting, I feel that the following points should be brought to the notice of all the Hobie owners, especially those of you who only put to sea on your annual leave.

Boats are supposed to be fun and one hopes that they will be for you. Though, when wet and cold and a little seasick, you might doubt it. The kind of fun offered is a "doing" thing. It is not an endless frolic in a new-found playground. Rather, it is a deep-rooted satisfaction, stemming from a slow build-up of experience. It means that as you acquire experience and confidence, you will venture further out to sea and sail in places not normally frequented by the majority of dinghy sailors. Fortunately, Catters tend to group together at beaches that offer easy launching and safe beaching facilities — which means that a boat is seldom (and should never be) completely alone on the water.

A Hobie Cat is only as good as the skipper that is handling it! To start the safety process you have to attend to the most important point: maintenance. Maintenance of boats has to be of a much higher standard than that of cars because the consequences of any failures are far more serious. So, before going out to sea — check your gear! Various Hot Line articles have provided a complete maintenance checklist. And finally, remember . . . if you ever see a cat in trouble, help him! The favor always comes back to you."

## VICTORIA, AUSTRALIA

The following is a letter excerpted from the *Banana Boat Bulletin* of the Hobie Cat Association of Victoria (Australia, this is). It seems to reflect thoughts found in many Hobie refugees internationally.

"Dear Editor,

It seems that women are letting themselves be relegated to a secondary role in the Association.

There is talk, for example, of a HCAV Women's Auxiliary. Why not call this body (if it is formed) the HCAV Auxiliary? This would leave the way open for men to join if they desired. It would also perhaps prompt some women, who otherwise would have seen their role as a member of an auxiliary, to partake in the primary function of the Association — to sail.

There is a marked shortage of female sailors in the Association who regularly attend Association events. Only one Hobie (a 16) is skippered by a female and there are only four female crews at the most.

It seems that the standard way of capturing a male is to buy 50% of a Hobie in partnership with a suitable male. To protect your investment, it is then imperative to go everywhere the boat and the boyfriend go. Sooner or later the boyfriend will be overcome by guilt in sailing the boat 100% of the time for only 50% of the investment. He then has two alternatives —

1) Introduce prizes for owner/trainers, or

2) Marry the girl

It is not clear whether this arrangement means that women are being bluffed financially or that men are being conned emotionally.

In any event, if women have 50% of the money, they should have 50% of the boats, or in the case of 16s, a chance to crew on or skipper their investment. Besides, in a drifter when you are feeling quite cool, calm and collected anyway, there's nothing like a short, sharp lover's tiff (shouting match)

with your crew. On days when the wind is gusting from Force 10, female crews usually want the skipper out on trapeze too, and insist on bit of a cuddle once he's out there just to make them feel safe (the best 16' skippers have four arms).


There is one task, however, which so far has remained the domain of the ladies — the job of keeping results and scoresheets. Administration of races is such a vital job, and one which our Association ladies perform with such selfless willingness, that not even the least chauvinistic amongst us would seek to lure them away.

One final point: wouldn't you prefer to be briefed in mixed company? If so, we could officially sanction post-race de-briefings. Come on kippers and screws."

Sincerely,  
Slim Spinner

## JAPAN

Our '78 season has been a difficult one. After a very cold fleet race season opener in February, continued bad weather messed up fleet races and opening regattas all over the place here; pouring rains caused cancellations and high winds permitted only hull flying competitions on the beach and barbecue parties. July's All Kanto Championships did go well and results of the top five in each class are listed below. The majority of Hobie skippers' activity have unfortunately continued inside — one wedding has chased the next with hobbies infringing on Hobies creating a bit of a problem: how can newlywed skippers be prevented from exchanging the steering tiller for the steering wheel of the family car?

Our top five Hobie 14 skippers are M. Ogura, H. Nakazawa, M. Kosuge, Y. Sato and M. Tanaka. The best five Hobie 16 skipper/crews are Sato/Barthel, Bourdon & Company, Nakazawa/Ishizawa, Tanaka/Saitoh, and Konno/Sueyoshi. 



# FLEET NEWS

HOBIE CLASS ASSOCIATION

NOVEMBER/DECEMBER 1978

## FLEET 111 Jacksonville, Florida

Fleet 111 has earned recognition, to all who look at the facts, as the largest and most active fleet in Florida. We have 105 active family memberships — over 200 people — as of the early '78 season, and we can expect 130-140 paid up by year's end. To account for the claim of the "most active," just look at Fleet 111's Points Regatta participation. We have collected more trophies and taken more boats to points regattas than any other fleet in Division 8. We have grown from one A Fleet sailor four seasons ago to twelve so far, with more knocking at the door. We expect to qualify at least four skippers for the Nationals this year. One-eleven also sponsored the tremendously successful Mid-winters East at St. Augustine.

This has all been done by a nucleus of stoked-up Hobie sailors, none of whom have more than five years sailing experience. We are all very proud of our fleet and its accomplishments — just ask any one who has been to a trophy presentation in our division this year about who makes the most noise when one of their fleet members wins a trophy. (This was mentioned in the June *Florida Multihulls* newsletter: Quote from Jack Sammons, "As a matter of record, those Jacksonville sailors are starting to dominate all the classes. And their enthusiasm is a rare pleasure to observe.")

## FLEET 209 Needham, Maine

Fleet 109 sponsored its first points regatta this year — The Second Annual Arey's Open. Forty-two Hobies from all six New England states and New York gathered for some early-

season competition on the still chilly waters of Lake Winnepesaukee.

Saturday's weather began with high cloudiness, but the wind, a gusty 10-15 knots, was plenty to get boatloads of psyched racers off the beach as soon as the skipper's meeting was over. The wind gradually strengthened and steadied through the afternoon and when the sun broke through, everyone was treated to the dazzling sight of neon-bright Hobies knifing through the deep blue waters. There was plenty of time for three hotly-contested, two-lap races around the Moultonboro Bay course.

The beach at the Bon Air Cottages was the scene for a Saturday night burgers 'n beer bash replete with some Dixieland entertainment from the Mink Marching Band. The evening was enjoyed by all, including a number of good-natured neighbors who joined the partying, although rumor persisted that several participants were dragged off and devoured by mosquitoes.

Sunday morning arrived to find a few racers examining their throbbing heads for tell-tale cracks, while the rest stood admiring the reflection of the Belknap Mountains in the mirror-like lake. After much muttering and foot shuffling, a disheartened group headed out to the course to make the best of a bad situation. In the end, only one single-lap "drifting contest" could be managed, with quite a few DNF's and even DNS's recorded. Patience is often a necessary virtue for Hobie Catters. As the stragglers ghosted back to shore, the results were tallied, and the winners announced. Alan and Maureen Tripp of Derry, NH were the winners among the 18's. In the 16 A's, Gerry and

Diane Ryerson, visitors from Fleet 136 in Connecticut took first place honors. Mike Pilkovsky and Dave Thibideau upheld the host fleet's pride by winning in the 16 B's. Paul Dugas from Fleet 28 proved unbeatable in his Hobie 14, posting three wins to take the class.

All in all, the weekend came off without a hitch, with credit due to the many who gave unsparingly of their time. Special thanks go to the Millers of Bon Air Cottages, Woody Woodworth of the Silver Stag Cottages, Fleet 209 Commodore Bill King and Vice Commodore and Hobie dealer Andy Anderson (as well as the whole Anderson clan), and the numerous Fleet 209 members who sacrificed their racing to make the weekend a success.

## FLEET 101 Wilmington, North Carolina

With the assistance of 95 eager skippers from six states, Fleet 101 once again provided Division 9 with the best of points regattas. Throughout a weekend of dazzling sunshine and scenery, a steady and dependable 18-knot sea breeze provided ample trapeze time for even the most avid heavy air sailors. Along with the brisk sea breeze, a short, steep chop developed which made the two-day, five-race event demanding for both equipment and participants. While there were numerous capsizings and breakdowns which kept chase boats and the local Hobie dealer busy, the participants were fortified by an unending supply of beer.

Saturday evening amid the usual rehashing of the day's near misses, renewing of old friendships, and the sizing-up of competition, a delicious catered supper was provided at the Wrightsville Beach Park. Carlos, a neophyte "18" sailor and local chef of international flavor. After the races



Sunday, which offered the same challenging winds and waves as Saturday, the weekend was closed out with a raffle and the trophy presentation. Traditional pewter cups were awarded five deep in most classes.

Next year, why don't you add a little class to your sailing? Come race offshore with Fleet 101!

## FLEET 186 Rowayton, Connecticut

The Roton Point "Points" Regatta was Fleet 186's first points regatta. Two half kegs of beer, plenty of wine, tons of food, plus most of the top skippers in Division 12 all mixed together were the perfect ingredients for a dynamite regatta. The competition was tough with skippers like the Rocketship from Wayland, the notorious Mad Catter from Greenwood Lake, the Fairfield hot shots, Senior and Junior McCarty's (minus one more woolie on their main sail), and other Candlewood Lake supers, plus the Long Island boys and the Roton Point fleet all trying to blow each other away. Unofficially known as the Mother's Day Regatta, old Mother Nature let loose and decided to blow our socks off on Sunday.

Three races were held Saturday in what proved to be diminishing airs; only the lightweights managed to do some double trapping. But competition was fierce with 24 Hobie 16's in A Fleet and five 14's. After the races on Saturday, the standings showed that first place in both divisions was up for grabs. Everyone was in high spirits due to the small point spread and ready to do some Hobie partying. Saturday night fever broke out at dinner with anticipation mounting for Sunday to hurry up. Everyone stuffed themselves with plates full of turkey tetrazinni, French bread, salad, munchies and cake, washing it all down with mugsfull of good brew. Special thanks go to Steven Cordovano for providing terrific tunes and to Sally Laviano for bringing along the 1976 Hobie World's flick and other super sailing movies, just to keep us all in the right spirit!

Sunday arrived (at last) clear, crisp and blowing like stink! Everyone was stoked to do some Hobie sailing. Totally unheard of at a Hobie regatta, boats were rigged and everyone was suited up ready to "Go For It" by 9:30 am!! Easterly winds howling down the Sound promised a screech to the starting line. The Race Committee left to set the marks but within 15 minutes came flying back to the safety of home with the red and white postponement flag flying.

Postponement . . . echoed 29 skippers to their disbelief! The Race Committee in their quick spin out had clocked the winds at a steady 35 mph with rough choppy seas and gusts blasting through at 50 mph. Volunteers decided to see for themselves just how bad it was. A quick blast out of the protected cove and into the full force of the wind convinced them the Race Committee was right. It seems their boat never touched the water! A few thrill seekers went screeching out, and the fans all got what they were waiting for when Rich Littauer bought it! The postponement flag remained with the winds building. Guzzling beer and swapping lies turned out to be the best way to kill time. When the winds reached a howling 55 mph and word was received of a demasted 70-foot sloop just down the Sound, the Race Committee cancelled the remaining two races.

Congratulations went to the most consistent top five skippers and crews in the 16's and to the 14's who really battled it out with only a 3/4 point spread among the top three skippers. The trophies designed and made by Carolyn Diehl and Jim Sebastian of Fleet 186 brought lots of oohs and aahhs from the crowd. Thanks again to the Race Committee and Chairman Dave MacLane, and to Tornado Fleet 10 for their help in running the regatta so we could all sail. Next year it will be strictly margarine for Mother Nature.

## FLEET 42 Tampa, Florida

The fleet's Golden Dummy awards have been presented as follows: the Hobie 16 award goes easily to Doug Heil for a multitude



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of sins. In the first place, he sent everybody to Panama City for a super regatta — on the wrong weekend. Then, on that same weekend he took John McGlinchy's boat into the bay off of Picnic Island, flipped it in moderate wind, and realized he didn't know how to right the thing.

Larry Hardy handily won the Hobie 14 award. He flipped his boat at the Moonlight Sail, even before the sun was down. After the festivities that same night he fell asleep on his boat which was pulled up safely on the beach, only to wake up the next morning in the middle of the bay. The following weekend he flipped a "full-sized" Hobie, cut his chin and is now sporting a beard. Congratulations you guys . . . you certainly deserve it!

### FLEET 48 Los Alamos, New Mexico

A word on hypothermia from the commodore . . . Saturday after

two cold, heavy-wind races, I went out for some fast fun sailing. Upon capsizing, I suddenly realized that despite my wet suit I had less energy than I thought. Cold mountain water can drain you fast! After one unsuccessful attempt at righting the boat, I decided to sit on the bottom and drift to shore. Meanwhile, the fleet of 14 skippers wandered down to comment on my ability to sail with the hulls up in the breeze. Then Tom Shade and Ray Talpas came out on a 16 without jib and gave the 14 fleet a chance to comment on their ability to tack a cat without jib. Ultimately, Ray took the cold dive to give me a hand. After beaching the boat and sending me off to warm up, the 14 skippers showed their appreciation for Ray's effort by unceremoniously stripping him of his wet suit so Bill Horton could sail my boat back. All kidding aside, beware of cold water — it can get you fast. And one advantage of sailing with a group like ours: after cooling your heels a bit thinking about your mistake,

someone will usually come out and give you some very welcome aid.

Speaking of help, Post 329 demonstrated how nice it is to have a selfbailing cat when they swamped their 13-foot monohull. We talked a fisherman into towing their boat to shore where the bailing was easier. Be nice to those fishermen . . . they do help us out!

Concerning our Lake Heron campsite: while a new boat ramp was built we moved east somewhat (closer to the dam). Much praise should go to Ed Fenton, head ranger at Lake Heron, and his crew. They put up signs to avoid confusion, moved toilets, and in general are always quite eager to help us stage successful regattas.

### FLEET 57 Torrance, California

Our Del Rey Regatta at Dockweiler Beach attracted 107 boats, including quite a few 18's and even a Hobie 10. Conditions were

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light to moderate, with winds of 4-12 knots and sometimes choppy surf which racers launched through and tolerated throughout the event. Frank Heath did a super job of organizing the regatta, with much welcome help provided by Eric Kirven (who made all the sponsorship arrangements with Chevron U.S.A.), Phil Johnston and the 4-wheel drivers, and beach committee members Mac Wright, Sue Olson, Tressie Crocker and Lynda Eiermann.

An O'Day 32 committee boat was furnished by Steve Curran Yacht Sales, with communications provided by Pace CB and Chevron U.S.A. Four chase boats, one with radar equipment, were furnished by Chevron U.S.A., who also made sandwiches and munchies available on Sunday afternoon. Helping the generous 4-wheel drive owners on the beach were the lifesaver cat wheels donated by Les Luby of Windy Sails. Windy Sails also provided regatta giveaways, as did Mur-

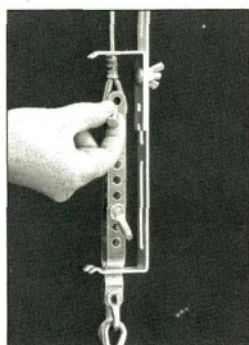
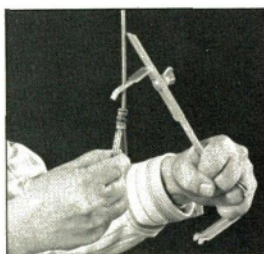
ray's Competition Catamaran Components and Seaway. Mann- ing the photo chase boats were Fleet 57 members Lee Ruse and Ron Wagniere. Other fleet mem- bers offering their time and assis- tance were functioning race com- mittee members Frank Heath and Delight, Jack Linn, Jack Leth and Jean Wright. The race committee did an outstanding job — so much so that a Fleet 30 member on the race committee boat Sunday ex- pressed great admiration for the efficiency and excellence of the committee. Thanks to them and also to the lifeguards on the beach, who were very cooperative throughout the regatta.

Racing was run on all courses, #1 through #7, with five races of varied duration completed. Satur- day afternoon's final race and Sunday's first race were high- lighted by dense fog which made returning both to shore and the marina a definite challenge. Sun- day's last race was lengthened by two recalls for the 16 A's, who consequently had to begin at the back of the starting order.

Shannon Faucher designed the lovely trophies which were pre- sented to winners, and the per- petual trophies were captured by Hobie Alter, Jr. in the 16-A Divi- sion and Miles Wood in the 14 A's.

Questionnaires concerning re- gatta preferences were completed by registrants Saturday morning. The majority of them expressed preference for moderately-priced regattas, with the opportunity to purchase special mementos of the event. The second largest vote was for no-frills regattas, similar to the Del Rey Regatta, in which fees would be kept to a minimum and such items as T-shirts excluded. Big regattas, with big entries fees required to pay for bands and other non-giveaway type ex- penses, were the least popular choice. The main comments were geared toward the nature of give- aways — most people want a giveaway they can take home and keep, rather than a dance, drinks or a mandatory dinner. *SC*

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# REGATTA SCHEDULE

## DIVISION 1

November 5	Wahine Regatta/Fleet 6	Dave Lung 808/261-3484
December 3	Fun Races/Fleet 6 Kailua Beach Park, HI	Dave Lung 808/261-3484

## DIVISION 2

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

November 12	Fleet Race/Fleet 62 Millerton, California	Roger Miller 209/266-4351
November 18-19	Turkey Regatta/Fleet 222 Monterey Bay, California	Colin Philshie 408/372-4271

## DIVISION 6

November 18-19	Turkey Day Regatta/Fleet 99 Lake Corpus Christi, Texas	Alex Harris 512/854-7209
November 19	Hidden Turkey Squawk/Fleet 99 Lake Corpus Christi, Texas	Alex Harris 512/854-7209

## DIVISION 8

November 4-5	Florida Multihull Regatta/Fleet 36 Miami, Florida	John Steverding 305/226-0544
November 12	4th Race, 3rd Series/Fleet 44 Ft. Lauderdale, Florida	John Barrett 305/741-1157
November 19	Rickenbacker Causeway/Fleet 36 Miami, Florida	John Steverding 305/226-0544

## DIVISION 9

November 5	Fall Series/Fleet 12 University Yacht Club, Lake Lanier, Georgia	Al Hefner 404/992-2531
November 11	Fall Series/Fleet 12 University Yacht Club, Lake Lanier, Georgia	Al Hefner 404/992-2531

## DIVISION 13

November 5	Sunday Series Isla Verde	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

## INTERNATIONAL

November 5	Varuna Cup/Fleet 148 Royal Varuna Yacht Club, Bangkok, Thailand	J. Herm
November 5	Fall Series Race 3/Fleet 75 Tamuning, Guam	Mike Seamer
November 11	RVYC Monsoon Series 9/Fleet 148 Royal Varuna Yacht Club, Bangkok, Thailand	V. Tchelistcheff
November 12	Fall Series Race 4/Fleet 75 Tamuning, Guam	Mike Seamer
November 12	RVYC Monsoon Series 10/Fleet 148 Royal Varuna Yacht Club, Bangkok, Thailand	T. Whitcraft
November 19	Fall Series Races 5-6/Fleet 75 Tamuning, Guam	Mike Seamer
December 9	Hobie Cat Nationals/Fleet 148 Royal Varuna Yacht Club, Bangkok, Thailand	T. Whitcraft
December 10	Hobie Cat Nationals/Fleet 148 Royal Varuna Yacht Club, Bangkok, Thailand	T. Whitcraft
December 10	Regatta Adios 1978 Guatemala, Central America	Mario Van Blerk 691773

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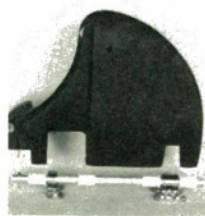
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# REGATTA RESULTS

## DIVISION 2

### • HOBIE 16<sup>+</sup> CHAMPIONSHIPS POINTS REGATTA FLEET 3 Long Beach, CA August 19 & 20, 1978

HOBIE 16A			
1. L. Cooke	45	7 1/4	
2. W. Shaefer	315	20	
3. H. Alter, Jr.	36000	22	
4. J. Mathews	504	23	
5. B. Beauchamp	1400	25 1/4	
6. J. Black	20712	26	
7. J. Hauser	2X	27	
8. S. Nichols	26296	31 1/4	
9. G. Folger	20675	34	
10. D. Oltmans	30315	34	
11. P. Hernandez	1832	35	
12. D. Wickstrom	9	38	
13. R. Eddington	164	40	
14. R. Hatfield	11733	43	
15. G. Munsey	5823	44	
16. B. Seaman	13	48	
17. P. Berman	830	49	
18. J. Brooks	16098	54	
19. B. Myter	34816	55	
20. P. Paradis	30327	57	

HOBIE 16B			
1. K. Shimabukuro	25752	7 1/4	
2. A. Egusa	15118	9	
3. G. Martin	30766	12 1/4	
4. C. Wassman	32804	19	
5. R. Pringle	19587	20 1/4	
6. S. Foucher	31828	21 1/4	
7. J. Hernandez	22017	22	
8. T. Lindley	30936	24	
9. F. Fogerty	30308	27	
10. W. Weber	2621	28	

## DIVISION 3

### • MILE HIGH POINTS REGATTA FLEET 62 Huntington Lake, CA August 19 & 20, 1978

HOBIE 18			
1. D. Bentz	148		
2. C. Johnson	135		
3. M. Fkvrila	1305		
4. S. Walker	490		

## HOBIE 16A

1. D. Cole	3305
2. K. Dawson	35918
3. N. Warrum	1981
4. R. Lowe	44
5. C. Russell	30311
6. G. Russell	35756
7. H. Provost	6111
8. J. Olson	7878
9. D. Crocker	9573
10. R. Johnson	17575
11. R. Phipps	22896
12. M. Roybal	31636
13. M. Phillips	4164
14. R. Bausman	31427
15. E. Guenther	15869

## HOBIE 16B

1. J. Owen	13064
2. V. Sullivan	16462
3. J. Bush	16120
4. R. Forrester	22057
5. R. Faxon	27773
6. S. Eby	261412

## HOBIE 16C

1. C. Strombonte	25659
2. D. Dickinson	22051
3. S. Kreyenhagen	22760

## HOBIE 12

1. J. Sook	1804
------------	------

## HOBIE 10

1. M. Burzynski	10
2. S. Tramahill	1006
3. B. Sanders	1480

## DIVISION 7

### • LAST CHANCE POINTS REGATTA FLEET 103 Lake Madison, SD August 5 & 6, 1978

## HOBIE 16

1. S. Tursi	5226
2. J. Leach	20672
3. J. Koester	16417
4. K. Brittain	7262
5. M. Van Natta	27135
6. E. Pennock	5627
7. M. Hasvold	13802
8. F. McKee	5626
9. J. Hall	17349
10. J. Pfeifer	11491
11. T. Stone	4651
12. J.W. Anderson	19059
13. D. Jameson	34595
14. R. Roe	32577
15. M. Harper	19685
16. J. Horton	6475
17. S. Donahue	12158

18. P. McKee	32033
19. D. Mortenson	14167
20. T. Kenyon	4973

## DIVISION 9

### • VIRGINIA BEACH POINTS REGATTA FLEET 32 Virginia Beach, VA August 12 & 13, 1978

## HOBIE 18

1. J. Sohn	330
2. D. Meyers	256
3. L. Efrip	216
4. B. Jenkins	754

## HOBIE 16A

1. R. Sterling	1120
2. R. Banbury	24029
3. T. Reed	18984
4. T. Leach	14943
5. R. Bell	21934
6. R. Wallio	21937
7. J. Forte	19095
8. R. Howard	16466
9. R. Anthony	32762
10. B. Poteat	24651
11. C. Overman	12522
12. L. Vitez	9015
13. J. Lecain	31670
14. A. Grantz	23842
15. W. Scholtz	22624
16. D. Fraymoyer	32388
17. J. Peterson	9106
18. A. Hitch	9785
19. J. Isaacs	23208
20. G. McKee	565

## HOBIE 16B

1. M. Bounds	33556
2. G. Landry	6150
3. R. Mulligan	23451
4. R. Rodgers	33522
5. R. McInnis	2572
6. D. Dricoll	35868
7. R. Johnson	27587
8. R. Smith	19445
9. J. Enre	30781
10. M. Jernigan	12383

## HOBIE 16C

1. R. Harris	27010
2. R. Grigg	6339
3. D. Nelson	27466
4. M. Thomlinson	18253
5. A. Cohen	31637

## HOBIE 14A

1. C. Kroger	27153
2. K. Guthrie	21085
3. J. Flannigan	1704
4. A. Karnitschnig	26061
5. J. Winfree	11697
6. D. Fentress	10512
7. R. McLellon	8739
8. R. Evans	15350

## HOBIE 14B

1. C. Reed	27410
2. D. Storks	27200
3. B. Parene	23071
4. V. Jimenez	23052
5. A. Carl	25620
6. S. Beach	16437

## DIVISION 12

### • POINT BREEZE POINTS REGATTA FLEET 119 Lake Erie, Angola, NY July 29 & 30, 1978

## HOBIE 18

1. R. Walker	307	3
2. T. Seli	926	8 1/4
3. G. Sprague	335	10
4. P. Harris	420	14

## HOBIE 16A

1. D. Ala	22030	2 1/4
2. E. Christopher	24015	6 1/4
3. C. Klahr	18174	10
4. R. Chamberlin	18902	11
5. C. Pierson	10583	14
6. B. Coroe	32744	16
7. G. Clark	25330	17
8. D. Berry	19431	21
9. M. Alderman	22527	27
10. B. Evert	2	28
11. G. Grone	15022	31
12. J. Anderson	13377	32

## HOBIE 16B

1. G. Hansel	22869	3 1/2
2. R. Binnie	16416	7
3. R. Beale	14723	8 1/4
4. K. Nitzel	22533	11
5. T. Korzeniewski	20474	15
6. D. Philblad	10416	16
7. T. Kurtman	14656	20 1/4
8. R. Copelin	35686	21
9. C. Rogers	20140	25
10. M. McNamara	15770	25

## HOBIE 14

1. M. Stephen	22618	2 1/4
2. R. Doyle	12496	7
3. D. Block	29475	7
4. D. Kloss	5550	12

## DIVISION 13

### • CARIBBEAN CHAMPIONSHIPS POINTS REGATTA August 12 & 13, 1978

## HOBIE 14A

1. J. Rodriguez	22814	3 3/4
2. Dalmiau/Morris	22844	11 1/4
3. C. Matos	18591	16
4. Juncos/Morris	23489	21
5. Juncos/Cruz	29490	22
6. Figueroa/Damiani	2	26
7. A. Vidal	8806	33
8. Lidin/Pareda	223	35
9. Damiani/Bover	2166	39
10. Figueroa/Mercado	25947	42

## HOBIE 14B

1. G. Corst	8212	4 1/4
2. D. Goldberg	29032	11 1/4
3. Nido/Saade	29035	13 1/4
4. R. Cardona	25245	19
5. Camejo/Vidal	2201	22
6. E. Berlingeri	17129	23
7. B. Medley	1181	25
8. Villanueva/Becharal	17102	43
9. Berlingeri/Pagan	25935	43



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Sailing With Mittens in Utah

# HOBIE CAT 16 NATIONALS

by Mary Edwards

Ever since the first Hobie Cat 16 Nationals in the early 1970s, National Champions have always been from California or Hawaii. That is, until 1978.

On Saturday, September 16, at the Sweetwater Park Resort on Bear Lake, Utah, the 1978 Hobie Cat 16 National Champion was crowned, and it was a Utah-ite — Salt Lake's Mike Shearer — who was on the throne. With 17-year-old Pat Evans as his crew, Shearer competed against the 80 best Hobie 16 teams in America. Racing in sporadic conditions, the 18 year old Utah skipper displayed some new tricks in five days of strenuous competition to dominate the entire fleet and become the Number One Hobie 16 Skip-

per in the United States.

The selection of Utah as the site of this year's Hobie 16 Nationals was a change of pace from past National Championships, as this was the first time the event has been sailed on an inland lake. The Sweetwater Park Resort on Bear Lake, which straddles the Utah-Idaho border, is a two and a half hour drive from Salt Lake through unbelievably beautiful country. The location was most definitely far from the bustling crowds. For many it was a welcome retreat from the fast pace of city life, and for all, an opportunity to get to know and enjoy each other in the uncluttered atmosphere of Utah's mountain splendor.

Fourteen Divisions, from Maine

to Hawaii, were represented. On Monday, skippers who were pre-qualified had the day off, while other not-so-fortunate sailors battled it out on Bear Lake in shifty wind conditions, gusting to 22 knots, in an attempt to qualify for one of the 27 positions still open in the championship field. Due to a "very unusual for this time of year" storm front that happened along that morning, the sky was filled with ominous black clouds and the weather was cold . . . not just a bit nippy, but C\*#&#@ COLD. In fact, much to the despair of some 160 unprepared-for-the — Arctic sailors, the local weatherman reported the probability of a "light to moderate

*Continued on page 34*



*Race action in the blustery mountain winds.*



# RESULTS

## The Champs

Skipper/Crew	City/State	Race Series							Points
		1	2	3	4	5	6	7	
1 Mike Shearer/ Pat Evans	Salt Lake City, UT	6	13	2	¾	2	6	2	18-¾
2 Bob Beauchamp/ Jenilyn Beauchamp	Corona del Mar, CA	¾	4	¾	12	7	9	3	24-½
3 Hobie Alter, Jr./ Crickett Humphreys	Capo Beach, CA	13	2	2	6	2	34	7	32
4 Dean Froome/ John Driscoll	Kailua, HI	4	DNF	11	2	¾	4	14	35-¾
5 Greg Berger/ A. Olson	Albertson, NY	17	3	9	4	6	2	17	41
6 Bob Seaman/ J. Linn	Los Angeles, CA	7	10	13	3	7	33	6	46
7 Wayne Schafer/ Patty McGuire	Capo Beach, CA	DNF	3	4	¾	5	7	27	46-¾
8 Carlton Tucker/ M. Walling	Fort Walton Bch., FL	18	6	7	5	5	8	16	47
9 Andy Shearer/ Marilyn Shearer	Salt Lake City, UT	29	4	¾	6	12	22	4	48-¾
10 Hobie Alter, Sr./ Paula Alter	Capo Beach, CA	9	11	10	2	DNF	14	19	54

Skipper/Crew	City/State	Points	Skipper/Crew	City/State	Points
11 D. Wieneke/ C. Russell	San Francisco, CA	54	26 M. Montague/ M. Peters	Santa Rosa, CA	87
12 P. Berman/ M. Campbell	Newport Beach, CA	56-½	27 W. Myers/ L. Pearson	Ocean City, NJ	88-¾
13 D. Oltmans/ J. Seaman	Huntington Beach, CA	57	28 J. Hackney/ C. Hackney	Stuart, FL	93
14 L. Cooke/ D. Gilligan	Big Bear Lake, CA	61	29 J. Hanlon/ D. Roehrs	Ringwood, NJ	100
15 T. Jagger/ T. Reeck	White Bear Lake, MI	61-¾	30 J. Thomson, Jr./ F. Thomson	Miami, FL	101
16 M. Kleist/ Y. Bake	Temple Hills, MD	62	31 G. Baker/ R. French	Bellingham, WA	102
17 D. Lung/ M. Furuicawa	Kailua, HI	64	32 D. Gale/ S. Gale	Dana Point, CA	102
18 J. Hauser/ S. Kolenberg	Huntington Beach, CA	65	33 M. McRee/ D. McRee	Gautier, MS	108
19 R. Eddington/ D. Beauchamp	Houston, TX	65-¾	34 R. Karran/ R. Bird	Tampa, FL	112
20 E. Laviano/ S. Vusa	Bellport, NY	68	35 J. Barnett/ M. Estenson	Clark Lake, MI	118
21 G. Folgner/ V. Nichols	Encinitas, CA	71	36 M. Garrett/ S. Garrett	Munith, MI	119
22 R. Atwood/ G. Drum	Long Beach, CA	72	37 F. McIntosh/ R. McIntosh	Fort Myers, FL	122
23 J. McGraw/ L. McGraw	Huntington Beach, CA	74	38 R.D. Cotter/ J. Cotter	Wheatridge, CO	127
24 M. Miller/ M. Miller	Westport, CT	75	39 D. Danielson/ K. Taylor	Rowayton, CT	142
25 J. Alter/ L. Berg	Capo Beach, CA	77-¾	40 M. Sinclair/ J. Stratigos	Chamblee, GA	143



November 28 - December 2  
San Diego, California

# THE 1978 HOBIE CAT 18 NATIONAL CHAMPIONSHIPS

The Second Annual Hobie 18 National Championships will be held in San Diego, California during the week of November 29-December 2, 1978. The races will be run in the smooth waters and great winds of South Bay, off Coronado Island. The Hobie 18 has been around for more than a year now and skippers have put some time in on this slick racing machine, so the quality of competition is bound to be HOT!

## Match Race: Hobie 18 Champ vs MERLIN

For this prestigious Nationals series we decided that not just any committee boat would do — so the event will be run from the 67-foot deck of the record-breaking ULDB

*Merlin*. How's **that** for class! But that's not all . . . we're planning a match race to top all match races — the 1978 Hobie 18 National Champion vs *Merlin* on a triangular course! If all goes according to plan this spectacular challenge will take place on either Saturday afternoon following the final race of the series or Sunday at noon. Who will be the lucky champ? Will Jeff Canepa pull it off again this year? It's going to be an exciting Nationals for all Hobie 18 skippers!

## Nationals Information

There will be no qualifying series. All registrants will sail in the finals. Skippers may sail their own Hobie 18s throughout the Nationals competition or rent one

of the 24 new factory 18s that the Hobie Class Association will have available for the event. Racing *will not* be done on a round-robin basis; skippers will sail the same boat throughout the week. **Adjustments:** Anything within the Class Rules will be allowed. Skippers are required to bring their own life jackets, trapeze harnesses and necessary weights.

**Entry Fee: \$25.00**

## Hobie 18 Rentals

Reservations will be taken on a first-come, first-served basis. The boats will be available from Sunday, November 26 through Saturday, December 2, for a fee of \$150 (plus entry fee).

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**Please return this form immediately with your check for \$25 (payable to the Hobie Class Association) to: Hobie Class Association P.O. Box C-19509, Irvine, CA 92713. Include \$150 additional if you wish to rent a Hobie for the competition. REGISTER TODAY!**





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## HOBIE CAT 16 NATIONALS

*Continued from page 31*

snowfall" that night on the mountains surrounding Bear Lake. To prepare for the bleak forecast of the week, many a suitcase was rummaged for extra sweaters, extra T-shirts . . . good grief, extra anything!

It was hard to tell when Monday night turned into Tuesday morning, for as predicted, the sky was black and remained so all day. True to the weatherman's word, snow covered the mountains down to three hundred feet above the lake. Stepping out from a cozy, well-heated condominium into the bizarre cold of the day was a major shock for even the most conditioned of bodies. World Champion Dean Froome and crew John Driscoll, who had been luxuriating on the beach in tropical Hawaii only two days earlier, were wondering if they'd been transported to another planet; and comments like "I think I'll go to the North Pole next week and warm up," were as popular as Polack jokes in Archie Bunker's house.

Stu Wheelright (bless his soul!) of Village Fair West, the Salt Lake Hobie dealer, became an immediate hero when he rushed into town and brought back much needed accessories to add to his Hobie on-the-scene parts store — long john wetsuits, booties and wool stocking hats. The crowd around Stu's store resembled that of Macy's Bargain Basement Sale. Sweat socks with finger holes cut in the end became very popular and the marketing division of Playtex Gloves is still wondering why the state of Utah is entirely sold out.

### THE NATIONALS SERIES

*Tuesday. . .*

The first race of the championship series got underway in about 20 knots of wind. The traffic was thick at the line but when the starting gun sounded, Jeff Alter, 16, of Capo Beach, Calif., crossed at almost full speed to take a substantial lead. Playing the gusts and wind shifts to good advantage, he was well on his way to a win — until veteran skipper Bob Beauchamp and wife Jenalyn of Corona del Mar, Calif., foiled his plans and came on to beat him.

"He went too far out," Beauchamp said. "All we were trying to do was stay in the center of the course. Sometimes you can do well and catch good wind on the edges, but you can also lose it. You can go from the middle of the fleet to last place by gambling, so we sailed in the center. Jeff tried to tack when he didn't have any wind, and he stopped himself. I could see he was in irons," Beauchamp explained of the event that gave him the lead.

Mike Shearer, who dominated the Division 5 competition this season, sailed to a 6th place finish. Californian Don Oltmans was 3rd, Ted Jagger, the Division 7 Champion from Minnesota, was 4th, and Mike Kleist of Maryland was 5th.

The second and third races of the day were sailed under similar conditions, in winds of 20 knots. Californians Phil Berman and Ricky Eddington were the respective victors. Beauchamp, after such a gallant start, was knocked back to 4th place in the third race behind Hobie Alter, Jr. and Greg Berger of New York.

*Wednesday. . .*

Sailors began moving to the beach about 9 am Wednesday and when the sun broke through the heavy overcast for the first time in three days, there were cheers. But the slightly warmer temperatures and spotty sunshine brought problems as well as pleasure.

As the boats were being rigged, a wind line pushed out of the north and created small rollers on the big lake. The wind raised excitement as the 40 skippers for the morning race anticipated improved sailing conditions. But about the time the boats left for the start, the wind died and the race was delayed until it picked up.

When the race finally started, there were only meager winds. The fleet split, and some sailors, including World Champ Dean Froome, chose a line along the west side of the course. Another group, led by Salt Lake's Mark Jensen, sailed a more easterly course. And some headed straight north for the first mark.

"I tried to stay in the center of

the course," said Andy Shearer, Mike's father, also a competitor, who sailed with wife Marilyn to a 9th overall in the final standings. "The wind would fill in from the northeast, so when I saw a tendency for it to build, I would move in that direction, trying to get the new air first." Andy took 4th in this race, behind Californian Wayne Schafer. Second place went to John Hauser, also from California, but it was Ted Jagger and crew Ted Reeck, who had a substantial lead during most of the race that sailed to the number one spot.

The race committee, under the direction of Sandy Banks (that name sounds familiar . . .), managed to squeeze in a second race on Wednesday afternoon. Bob Beauchamp was back in the winner's circle with this one, followed by Mike Shearer, Washington skipper Gary Baker, and Wayne Schafer. Unfortunately, many skippers never even saw the finish line, for the wind really pooped out towards the end of the day and a good portion of the fleet came in under tow.

*Thursday. . .*

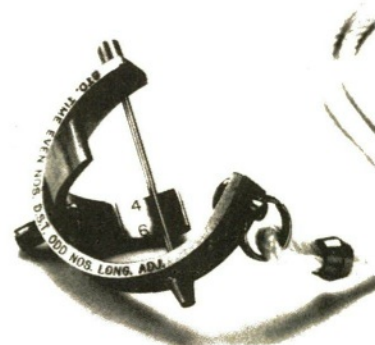
Thursday was somewhat of a disaster. There was virtually no wind, and despite Sandy's constant prayers and pleas for Mother Nature to loosen up a bit, all he got was a neckache and sore knees. It was a slow pace all the way for those who "sailed" in the one race the day provided. Andy Shearer showed son Mike that he knew a few tricks too and claimed first place. Hobie Alter, Jr. took 2nd and Mark Miller of Connecticut and Jeff Taylor of California drifted into 3rd and 4th.

Normally there would have been some grumbling about the lack of wind, but most sailors just laid back and enjoyed the sunshine that was finally filtering through. Bob Brown, Chef Magnifique of hot dogs, was the center of attraction on the beach scene. The Browners — having cooked somewhere in the vicinity of 50,000 dogs during his career with Hobie — has become a real whiz on the grill. (When he hits 100,000 we'll have to retire him with a gold





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## HOBIE CAT 16 NATIONALS

weanie. . .) SCHLITZ Beer, sponsor of the Nationals, was a big hit and provided on-tap suds for the gang all week . . . and if you're ever been to a Hobie Nationals, you know how much beer *that* is!

Friday. . .

Friday morning dawned clear, bright and — whoopee! — breezy. Hoping to make up for the preceeding day, Sandy got things rolling early. The wind started out at a moderate 7-8 knots but increased steadily as the day progressed. The first race was really something and was won hands down by Wayne Schafer. Wayne got a good start that put him in clean air all the way and finished an amazing 13 minutes ahead of the rest of the fleet! (Did Patty sail that one, Wayne???) The folks on the committee boat laid back and had a cup of coffee while they waited for the others to finish. When they came, they came fast . . . boom, boom, boom — Dean Froome, Don Weineke and John Hauser were across the line in practically a photo finish for 2nd, 3rd and 4th.

The wind increased a bit for the second race. Mike Shearer sailed like a dynamo coming up from seven places back to claim first just ahead of Hobie, Sr. in second and Bob Seaman of Los Angeles in third.

In the third race, Phil Berman sailed beautifully to take first place honors, followed by Hobie, Jr. and Ricky Eddington. By the fourth and last race of the day, the wind had increased to a good 15 knots, gusting to 20. Dean Froome was in his heavy air element and first across the line. Mike Shearer, sailing consistently, took second in front of George Folgner and John Hauser.

That evening while anxious sailors were glued to the tube watching Muhammed Ali punch out Leon Spinks, the race committee was busy tallying scores to determine the top 40 skippers who would race in Saturday's finals. After the fight was over and all bets paid off, everyone gathered around the barbeque pit for wine and cheese — and the big news. At the top of the list, after sailing five

races, no throw-outs, were Mike Shearer with 23- $\frac{3}{4}$  points, Bob Beauchamp with 24- $\frac{1}{2}$  points, Hobie Alter, Jr. with 25 points, Ted Jagger with 32- $\frac{3}{4}$  points and Greg Berger with 39 points.

### THE FINALS

Amidst an atmosphere of tension and anticipation, the top Hobie 16 teams in the United States waited for the first race of the finals. The wind was coming strong out of the northeast, the course was set, the flag up. On your mark, get set . . . wait! *Hold everything!* The wind shifted 180-degrees! Poor Sandy, he'd set a perfect line and the wind, well, blew it. It continued switching directions, back and forth, back and forth, making it impossible to establish a course. There was little else to do except wait . . . and wait . . . and wait. Finally, about high noon, the wind stabilized from the southwest (exactly the opposite direction of earlier!) and the first race of the finals was on.

And what a race it was! Dark horse Wally Myers of Ocean City, N.J., who had entered the finals at the bottom of the qualifying list, swept across the line in 1st place with room to spare. How did Wally take his victory? For lack of a better word, like a madman. In fact it's a wonder he didn't bust his trampoline, jumping up and down on it the way he did, hooting and hollering, smothering his lovely crew with kisses, and practically making the race committee forget there was even anyone else in the race! Congratulations, Wally, it's good to see such an enthusiastic winner — if they gave a trophy for the "Most Stoked" skipper it would be sitting on your mantle right now! Following Madman Myers was Greg Berger in second, and Larry Cooke (who had been leading the fleet at the first mark) in third.

The last race of the series was an exciting one. It was blowing hard, about 20 knots. Jeff Alter was leading the pack by a fair margin, followed by Mike Shearer in second. Bob Beauchamp was buried in the fleet some thirteen positions back when all of a sudden he went into high gear and

literally smoked past his competition as if they were standing still. One by one he left them all behind, driven by some super-human force, until only Jeff and Mike were the lone blockades. If the course had been a little longer he may have pulled it off, but as it was, Jeff crossed the line in the number one spot, Mike in number two, and Bob — a fraction of a second behind — in number three. A spectacular climax to a truly fantastic National Championship series.

### THE SALUTATIONS

The Awards Banquet was a memorable occasion for all. Mike Shearer was crowned the new Hobie Cat 16 National Champion, a title well earned with consistently good sailing, a good crew in Pat Evans, well thought-out tactics, and a tremendous determination. Mike is a freshman this year at the University of Utah, but will take time off to join his mother and father (who placed 9th overall) at the Hobie Cat 16 Worlds in Texas.

Bob and Jenalyn Beauchamp took 2nd place honors. Bob had sworn an oath to himself that he was going to win this year or walk away with egg on his face, but on such short notice the best his fellow competitors could provide was a cream pie. Don't worry, Bob, there's always next year, and you know what they say . . . "You're not getting older, you're just getting better!"

Third place went to Hobie Alter, Jr. and his girlfriend/crew Cricket Humphreys. World Champion Dean Froome and crew John Driscoll received 4th place honors, and 5th place went to New Yorkers Greg Berger and crew A. Olson.

The 1978 Hobie Cat 16 National Championships was an exceptional event, from the first day to the last. The races were well run, the competition was exciting, and the conditions were varied enough to allow each skipper an opportunity to excel in his particular area of expertise. We'd like to say thank you to all the super people who came from near and far to participate . . . we hope you en-





*Photos by Terry Smith*



*Mike Shearer and Pat Evans display their National Championship awards.*



*The Beauchamps on camera for a local television station.*



## HOBIE CAT 16 NATIONALS

joyed this memorable week at Bear Lake!

### MANY SPECIAL THANKS TO...

Our sponsor, SCHLITZ, the beer that made Milwaukee and Bear Lake famous, and representatives Bill Johnson and Mike Lynch for their help in getting it all together; Hobie Fleet 67 of Salt Lake and the Utah Sailing Association for countless hours of race



work; Brenda Cole and Ken Brown for proposing Bear Lake as the Nationals site; Andy, Marilyn, Mike and David Shearer for their excellent assistance with details and promotion; Sue Olson for

daily results information; Herb Andresen for his "gee, why didn't I think of that?" righting systems used on all the boats; Les Luby for painstakingly installing all the sidebar carpet kits; Coffee Marine for the super deal on bridle flies;

Larry Cooke for the batten caps; Stu Wheelright for the well-stocked parts and accessories store; and last but not least, the Utah State Park rangers for being such neat guys amidst all the chaos. *SL*



*Chef Magnifique, Bob Brown.*

*Photo by Sandy Banks*

### Race-by-race Top Ten

#### Race 1

- 1 Bob Beauchamp
- 2 Jeff Alter
- 3 Don Oltmans
- 4 Ted Jagger
- 5 Mike Kleist
- 6 Mike Shearer
- 7 Bob Seaman
- 8 Fred McIntosh
- 9 Hobie Alter, Sr.
- 10 Mike McRee

#### Race 2

- 1 Phil Berman
- 2 John Thompson
- 3 Ed Laviano
- 4 Dean Froome
- 5 Mike Montague
- 6 Larry Cooke
- 7 Don Wienke
- 8 Ron Atwood
- 9 Ricky Eddington
- 10 Danny Gale

#### Race 3

- 1 Ricky Eddington
- 2 Hobie Alter, Jr.
- 3 Greg Berger
- 4 Bob Beauchamp
- 5 Ron Atwood
- 6 Carlton Tucker
- 7 Larry Cooke
- 8 John Hackney
- 9 Dick Cotter
- 10 Clyde Swanson

#### Race 4

- 1 Ted Jagger
- 2 John Hauser
- 3 Wayne Schafer
- 4 Andy Shearer
- 5 Don Oltmans
- 6 Mark Miller
- 7 Dean Wickstrom
- 8 Fred McIntosh
- 9 George Folgner
- 10 Bob Seaman

#### Race 5

- 1 Bob Beauchamp
- 2 Mike Shearer
- 3 Gary Baker
- 4 Wayne Schafer
- 5 Dave Lung
- 6 Mike Sinclair
- 7 Ed Laviano
- 8 Duane McDaniels
- 9 Greg Berger
- 10 Hobie Alter, Sr.

#### Race 6

- 1 Andy Shearer
- 2 Hobie Alter, Jr.
- 3 Mark Miller
- 4 Jeff Taylor
- 5 David Danielson
- 6 Russ Eddington
- 7 Carlton Tucker
- 8 Ted Jagger
- 9 John Thompson
- 10 Don Oltmans

#### Race 7

- 1 Wayne Schafer
- 2 Dean Froome
- 3 Don Weinke
- 4 John Hauser
- 5 Carlton Tucker
- 6 Hobie Alter, Jr.
- 7 Jack Hanlon
- 8 Richard Karren
- 9 Ron Atwood
- 10 Phil Berman

#### Race 8

- 1 Mike Shearer
- 2 Hobie Alter, Sr.
- 3 Bob Seaman
- 4 Greg Berger
- 5 Mike McRee
- 6 Andy Shearer
- 7 Mark Miller
- 8 Dave Lung
- 9 Jack McGraw
- 10 Gary Baker

#### Race 9

- 1 Phil Berman
- 2 Hobie Alter, Jr.
- 3 Ricky Eddington
- 4 Ted Jagger
- 5 Carlton Tucker
- 6 Larry Cooke
- 7 Bob Seaman
- 8 Ron Atwood
- 9 Don Oltmans
- 10 Paul Parizean

#### Race 10

- 1 Dean Froome
- 2 Mike Shearer
- 3 George Folgner
- 4 John Hauser
- 5 Wayne Schafer
- 6 Greg Berger
- 7 Bob Beauchamp
- 8 Dan O'Sullivan
- 9 Ed Laviano
- 10 Don Wienke

#### Race 11 (Finals)

- 1 Wally Myers
- 2 Greg Berger
- 3 Larry Cooke
- 4 Dean Froome
- 5 Don Wienke
- 6 Mike Shearer
- 7 Wayne Schafer
- 8 Carlton Tucker
- 9 Bob Beauchamp
- 10 Nuje Kleist

#### Race 12 (Finals)

- 1 Jeff Alter
- 2 Mike Shearer
- 3 Bob Beauchamp
- 4 Andy Shearer
- 5 Mike Kleist
- 6 Bob Seaman
- 7 Hobie Alter, Jr.
- 8 John Hackney
- 9 Ricky Eddington
- 10 Phil Berman



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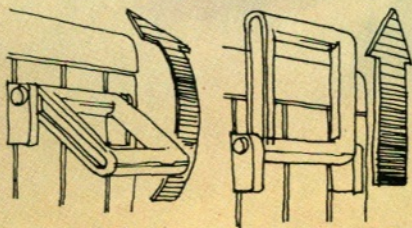
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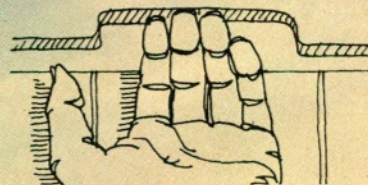
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