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HOBIE Hot-Line

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ON THE COVER

Michael McNamara's photograph is the photo contest winner for October.

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TO BEING
ON THE WATER.**

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Letters to the Editor

Hobie Fishing

I've been fishing off my Hobie 16, SOLO, for the past two years. Sailing a Hobie 16 alone is always fun. Trolling, catching and landing a fighting blue fish without being be-headed by the boom, losing your rod or capsizing the boat is always a challenge.

What you need, besides a rod and lures, are:

- 1) Two fishing rod holders.
- 2) Two pair "U" clamps, cross pieces and screws (stainless are the best unless you don't mind the rust).
- 3) About 5' of stretch line.
- 4) A net bag to hold the fish you catch.
- 5) A light fishing net to get the blue or bass up on the trampoline (store it under the trampoline in the lines).

How to do it:

- a) Mount each rod holder 4" from the casting on the tiller using two clamps. This will enable the boom to clear the rod when jibing. Two rod holders are needed so you have a place for the rod from either side of the boat when trolling.
- b) Tie your stretch line to the fishing rod and tie the other end at the center where the tiller is attached. This is necessary so you can "throw the rod away" in the event your Hobie 16 decides to go sailing while you're fishing and find the boom staring you in the face.
- c) Now put your net bag in your Cool Cat with the six pack and good luck!

George F. Stewart
Hobie Fleet 250
Sandy Hook, N.J.

Beach Launchings

I'd like to thank Doug Mihoky for his letter on the Port Hueneme Regatta. I agree, injury to one sailor or damage to one boat, where it can be avoided, is not acceptable. Looking back on the race, several things can be learned. As chairman of the race, I've thought it over several times and the following are some of my conclusions:

- 1) Large, surf, not lack of wind, was the problem. The beach at Port

Hueneme faces south and is protected from much of the winter surf, therefore, move the race from July to March and minimize the surf effects.

- 2) Improve communication between the beach and race committee boats.

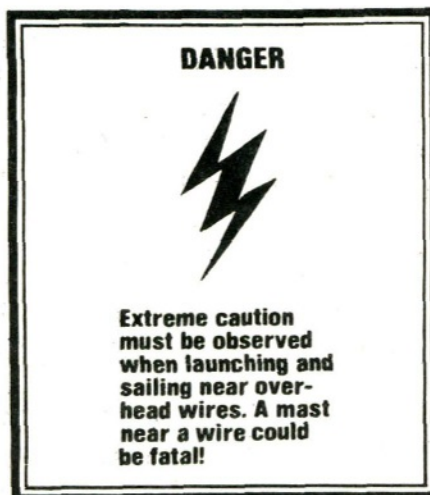
- 3) Give the beach-master full control over when to launch.

- 4) Don't hesitate to cancel a regatta where any condition can not be controlled and could jepordize the racers.

Doug's letter was a major topic at the October Div. II meeting. Also on the agenda was scheduling of the '82 races. Fleet 15 had four reps at that meeting, and we got our March date.

Surfing is a part of Hobie history, and beach launches will continue to be an important part of the race calendar.

Ron Grimaud
Commodore Fleet 15
Oxnard, California



Proud Canadians

I would like to say a few words on behalf of us Canadians about our own Marjorie Innes finishing third in the Women's 1981 Hobie 14 National Championship.

It feels good to have a Canadian doing so well south of the border among really tough competition. Congratulations, Marjorie.

Receiving the *Hot Line* through the winter months helps keep the memory of those warm summer days, sailing to our heart's content, fresh in our minds until spring, when we can once again wake the

sleeping cat and spring into another fun-filled summer.

Paul Yarwood
Ontario Hobie Cat Ass'n.
Secretary

Photographs

I just wanted to say a few words to let you know how much I've really enjoyed sailing Hobies and the warm atmosphere that always accompanies Hobie sailors and their families.

Through my seven years of sailing, I've met all the greats and not-so-greats and have recorded it all with my camera. My photographs are a constant reminder of all the great times I have had and will continue to have, as a small part of the Hobie family throughout the world. I only wish that I could share the hundreds of pictures I've taken with all the Hobie people.

Sparky Witte
Fleet 53
Mt. Pleasant, South Carolina

Batten Pockets

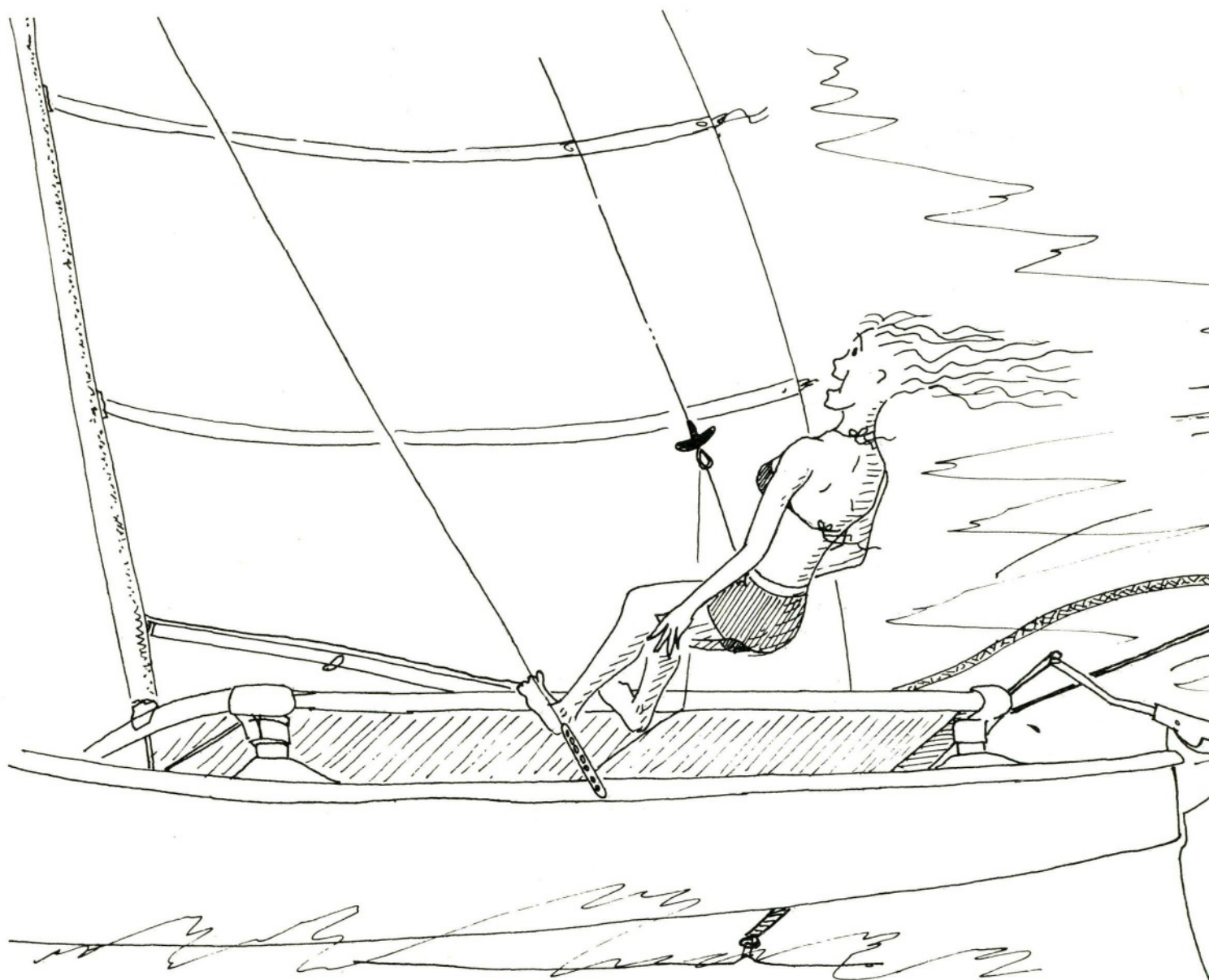
I am a Hobie 14 racing enthusiast, and I thoroughly enjoy every issue of the *Hot Line*. It offers a lot of useful ideas and keeps me up to date on the Hobie scene.

While looking wistfully at the cover of the January/February 1982 issue showing the Hobie 14 Worlds Championships, something caught my attention. Perhaps you can shed some light on it. What are the light colored patch-like areas on the batten pockets? What is their purpose?

Thanks for whatever feedback you can give.

Lawrence W. Scharbach
Fleet 186, Division 12
Darien, Connecticut

The patches you see are areas on the sail where the shrouds tend to rub and wear on the sail. Many people apply a sticky-backed sail tape that can be bought at most marine hardware stores or your local Hobie Cat dealer. Other sailors use duct tape. Although not very aesthetic, it protects the sail from chafing in those areas. Ed.



At a recent catamaran race in Hawaii, a seasoned skipper was nearly lost when she was swept overboard by a wave. Her crew, though very experienced in his duties at the front of the boat, had no idea how to stop or turn around—he sailed helplessly away. After several hours, she was spotted and rescued, but the lesson was brought home in what might have been a tragic way indeed.

When a life is in danger, there is little margin for panic. It is imperative that skipper and crew be well-practiced in emergency maneuvers. Taking the time (under calm conditions) to drill through the man-overboard rescue can be a fun day as well as more than

worth the effort.

A fun day? Well, why not? Get your local fleet out there and make a game of the drill, seeing who can rescue his skipper most quickly and efficiently. Use your standard flotation cushion to represent the lost skipper.

If the skipper is out on the wire when he goes over (broken wire or accidental unhooking), the crew will suddenly have to deal with the boat wanting to tip over. If it does, uncleat the jib and the main as soon as possible. Stay with the boat and try to make it go turtle (upside down). If the boat is on its side, the wind against the trampoline will make it drift faster. Turning turtle will slow the boat down

considerably. Sit on the rail until the skipper can get back to the boat. Hobie Cats are easily righted—the main thing is to get the skipper back to the boat.

If the boat doesn't capsize after the skipper goes over, the crew needs to know how to stop the boat and turn it around to rescue the skipper. The most important point is to keep an eye on the person in the water—once sight of him is lost, it can be extremely difficult to find him again. Unsheet the jib and the main, then slowly turn into the wind until the boat stops. Push the tiller gradually, so the boat doesn't go into the wind and tack. Keep talking, asking, "Are you alright?" and such.

Could You Rescue Your Skipper?

Consider the consequences if your answer is no.

by R. Paul Allen
with E.S. Mitman



B. BALDWIN

When the boat is stopped, ask the person if he can swim to it.

If the skipper is unable to swim back to the boat, the crew must be able to turn back and pick him up. The skipper should teach the crew to tack the boat, using the reverse rudder method. Stop the boat, looking back at the person in the water. Reverse the rudders, letting the boat back down to the other tack. This will head the boat toward the person overboard. Pull in the main very slightly to start slow headway toward the person. Keeping the boat on the verge of a luff, with a firm hand on the tiller, ease up to the person and head the boat into the wind to stop by him. Keep a hand on

the tiller, even when helping him aboard—let go, and the boat will want to tack or, with the added weight of the person in the water, the boat may tend to reach off. Control of the tiller at all times is essential.

This is the simplest way to retrieve a person who has gone overboard. Skipper and crew should practice this until it's old hat. One person throws the cushion, lets go of everything and moves to the leeward side of the boat to create a capsize situation, saying, "I just fell overboard."

Again, this is something to be practiced on a calm day. It can be fun, a game played with the fleet that has a valuable learning aspect as well, per-

haps as a timed event to emphasize the need to react quickly and calmly.

Skipper and crew should always be fully prepared, and a lifejacket is part of that preparation. With the very light lifejackets on the market these days, there is no excuse for sailing without one. There is always the possibility of knocking one's head against the boat on the way off—a stunned or unconscious person without a lifejacket is lost.

AL

R. Paul Allen has been sailing and racing for 20 years. He was the Hobie 14 National Champion in 1969 and has sailed Tornados in the Olympics.

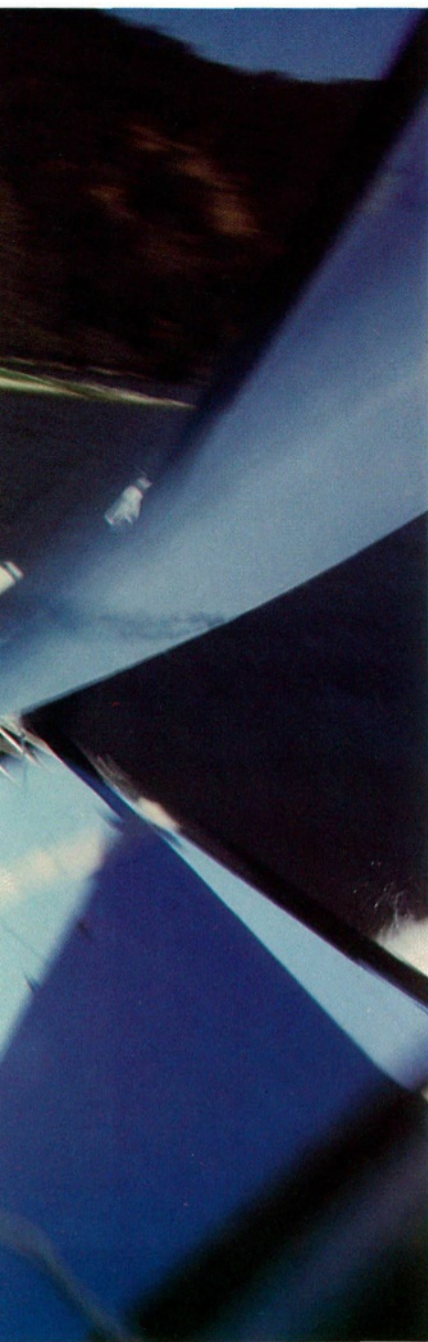


Guy Motil

Smokin' on a reach as Motil captures the essence.

Lake
Lopez

Expression Session



Jake Grubb

Tuning in on the wire.



Jake Grubb

Warm wind and friends. . .even the spray felt good.

Every day was the same. . .perfect. The wind was howling, the location beautiful, and the people. . .well, what can you say when you get nine Hobie Cat sailors together to just sail and have a good time for five days? Three outstanding photographers in a power boat with a crazy driver, hundreds of rolls of film, an enthusiastic beach crew and all new Hobie 14s, 16s and 18s, including the new Turbo. All with one goal: Get the most outrageous photographs ever.



Jake Grubb

We had it to ourselves, flying along the shoreline.

Lake Lopez is tucked away in the foothills of Central California, just off the coast. Noted for its never ceasing wind and warm days, Lake Lopez provided the perfect location for this year's photo session.



Jake Grubb

Locked in the groove with the spray flyin'. . .whew. . .this is fun!



Guy Mott

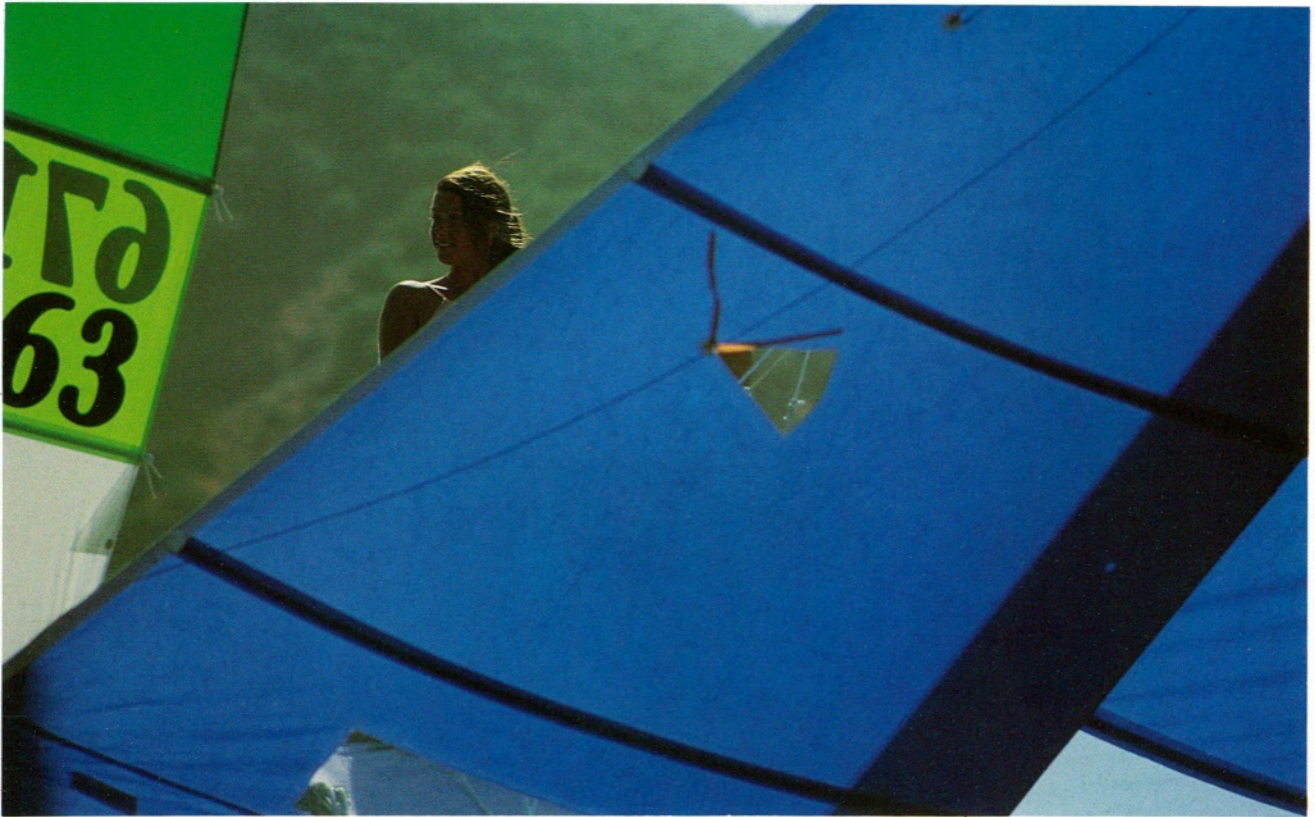
Unleashing the Turbos.

Do you have any ideas on where to shoot the 1982 Expression Session? Would you like to see yourself on next year's calendar with your friends and fleet members sailing at your favorite spot? We're looking for a location that is picturesque, has consistent wind and is uncrowded by other boats. We'll also need a lot of support from your local dealer and fleet. For more information, send us your ideas, a photograph of the location and a description of your local paradise. Send to: Expression Session, Advertising Dept., Hobie Cat, P.O. Box 1008, Oceanside, CA 92054.



Jake Grubb

Keeping it up until the last possible second.



Jake Grubb

You know that you're there. . .sailing in paradise.



Jake Grubb



Jake Grubb

Yea, yea, yea. . just a little to the right!



Jake Grubb

Do we get to do it one more time?



Jake Grubb

"Just a dream and the wind to carry me. . ." Christopher Cross



Jake Grubb

Did you ever hear the one about. . .



Jake Grubb

When are we going to do this again?



Sailing the Hobie 16 Downwind

World Champion Hobie sailor Phil Berman discusses the details of sailing a Hobie 16 fast downwind.



Successful downwind racing is possible only if the skipper can choose a course where the most speed—in relation to the distance sailed—is achieved. To do this, he must know the hows and whys of apparent wind, tacking downwind and tacking angles; then he can concentrate on boatspeed.

Many skippers are puzzled by tacking downwind in catamarans; they seem to think it a complicated science. It is not. It can be complicated, however, if the skipper doesn't understand apparent wind. When a cat is sitting on a beach or tied to a dock, that is the only time the wind indicators show the true or actual wind. When the boat is under way, the wind indicators show the *apparent* wind, not

the true or actual wind.

Apparent Wind

Apparent wind is a combination of true wind and the wind created by a boat's forward movement. The faster she goes, the more apparent wind she will generate. The more apparent wind she generates, the more forward of her beam the wind (true and apparent) appears to blow—the mast or bridle fly will increasingly lag behind as it passes through the air. Whenever sails are trimmed, they must be set to apparent wind. This is important to remember because on all headings sailed in winds of more than five knots (except for the dead downwind course) the bridle fly will always show the wind blowing farther ahead than it actually is. You

can prove this to yourself by sailing your cat closehauled in a ten-knot breeze while keeping an eye on the bridle fly. The fly will show that you are sailing at least 40 degrees away from it.

The discovery of apparent wind and the sailboats it has fostered, like the Hobie 16, has greatly influenced how sailors sail downwind today. Most sailboats (monohulls that are unable to plane) sail straight downwind, or nearly straight, and depend solely on the aerodynamic drag of the sails. They rely primarily on the push of the wind, much as does an unanchored tumbleweed dancing across a desert floor. In general, a pushed sailboat can match, or marginally exceed, the true wind speed. Interestingly and remarkably,



Christopher Cunningham

no such limits exist for catamarans like the Hobie 16, which is able to take full advantage of the benefits of apparent wind, even on a downwind leg.

On the Hobie 16, which does not have an extremely high-aspect mainsail cut, it is the large overlapping jib that makes it possible for her to tack downwind efficiently. The mainsail on the Hobie 16 cannot generate, by itself, an appreciable lift far off the wind, but the jib can. The jib not only provides the slot effect, but also has its own substantial lift. However, lift of any kind cannot be generated by a sailboat unless a certain amount of deviation is taken up on either tack, from the dead downwind course. Because of this, the wise catamaran sailor must always determine the opti-

mum angle of deviation for the run.

For the Hobie 16, and most catamarans that tack downwind, this angle of deviation lies between 80 and 100 degrees apparent wind. Somewhere between these figures, the most speed in relation to the distance sailed will be achieved. Most catamaran skippers simply try to sail at a 90 degree apparent wind at all times when tacking downwind. They will either alter course or trim the sail until they achieve this angle. A 90 degree apparent wind is easily determined and maintained by keeping the mast or bridle fly at a 90 degree angle to the boat—directly abeam. It is important to know, however, that tacking downwind at a 90 degree angle is not always advantageous. This is true in very light

or very heavy airs, where it is sometimes faster to sail lower than 90 degrees apparent wind.

Tacking Downwind

In winds of up to five knots, it is difficult to determine the wisdom of tacking downwind instead of running dead downwind. Remember, the lighter the breeze, the more difficult it is for a cat to generate apparent wind. The mainsail of the Hobie 16, as mentioned earlier, is not a high-aspect sailplan like the Hobie 18 or a Tornado's mainsail. It has a large roach and hangs a great deal of efficient pushable surface area. The Hobie 16 will not come to a dead halt when steered onto a run, as do higher-aspect ratio sailplan cats. In light air conditions, where

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there are swells running in the same direction as the breeze, it is often wise to sail very low on the surfing tack (100 to 110 degrees apparent wind) and very high, but not as often on the opposite cross-swallow tack (85 to 75 degrees apparent wind). In all other light air conditions where swells are not present—with the exception of a strong current—the method of determining the fastest path becomes less scientific. It will soon become apparent by simply observing the fleet whether or not it is faster to tack downwind as opposed to running dead down. If the cats that are deviating are moving and the ones that are running are not, you had better start deviating.

In winds of more than 25 knots, determining the proper angle of deviation will primarily be governed by the angle of the leeward bow. This is because when going fast is not a problem, avoiding capsize usually is. So, if you find it easier to sail quite low in a stiff breeze without pitchpoling or losing a great deal of speed (say due to a favorable swell), you should stay low

Steering a Hobie 16 too high, too low or improperly in the puffs can loose you a lot of ground, and fast.

(100 to 120 degrees apparent wind). If, on the other hand, you find it difficult to keep the bows up while sailing quite low (say due to an extremely vicious breeze), you should sail higher, perhaps with a slight luff in the jib. A luffing jib will relieve some of the downward pressure from the bows to help prevent a capsize.

Once you have a solid grasp of the theory behind tacking a catamaran downwind, you can turn your attention to boatspeed. Before you can concentrate on the fine points of precision, you must get the cat sailing in the general range of proper downwind trim. To accomplish this, do the following as soon as you start a run:

1. Head up about 45 degrees from the dead downwind course.
2. Set the mainsail traveller out from the hiking strap about 20 inches.
3. Set the jib traveller all the way out.
4. Set the mainsheet so there is approximately two feet between the ratchet block and the boom.

Continued on page 23

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March/April 1982 19

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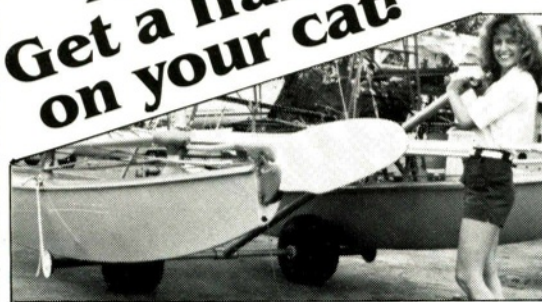


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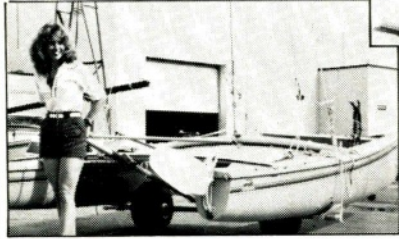
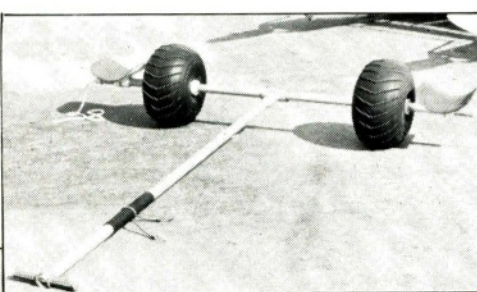


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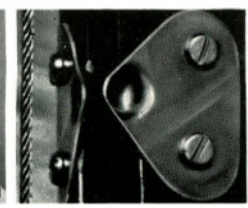
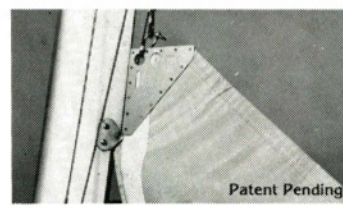
Roller bearing handle \$85
Cat Cradles \$99/pair
-add 5% for freight in Cont. U.S.A.
-Florida residents add 4% tax.



See your local dealer or order from:
FLORIDA SAILCRAFT
(305) 561-9777

SEE ORDERING INSTRUCTIONS ABOVE.

Raise Your Sail without a snag!



You don't have to hand-feed your sail anymore!

Sail Trax is the answer for sails that jam in the track. Just start the head of your sail through a **Sail Trax** - stand back - and pull the sail up, all the way to the top of the mast! **Sail Trax** is a pair of stainless steel guides with spherical tips that lead your sail smoothly into the track. They are easily installed on each side of the mast in a few minutes. Full instructions are provided.

Sail Trax fits all catamaran masts and monohull masts with built-in sail grooves.

Save you time and temper - get Sail Trax \$12.95
Most sailboat shops and sailboat makers have **Sail Trax**.

Order by mail from: **Florida Sailcraft**
1601 N.E. 18th Ave., Ft. Lauderdale, FL 33305

Please send me **Sail Trax** @ \$12.95 ea. _____
plus \$1.00 postage and handling _____
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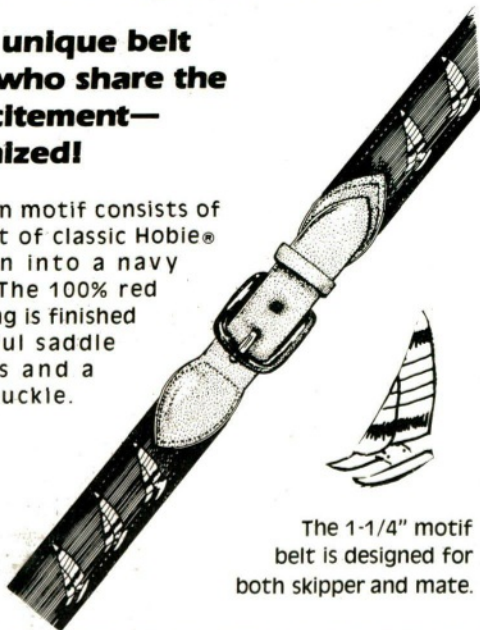
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for those who share the
Hobie excitement—
be recognized!**

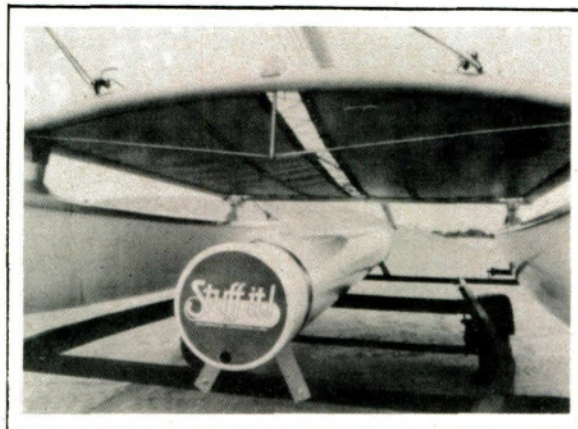
The catamaran motif consists of an assortment of classic Hobie® colors woven into a navy blue ribbon. The 100% red cotton webbing is finished with beautiful saddle leather tabs and a solid brass buckle.



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Summit, NJ 07901 H.H.1

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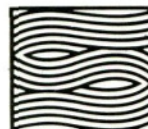


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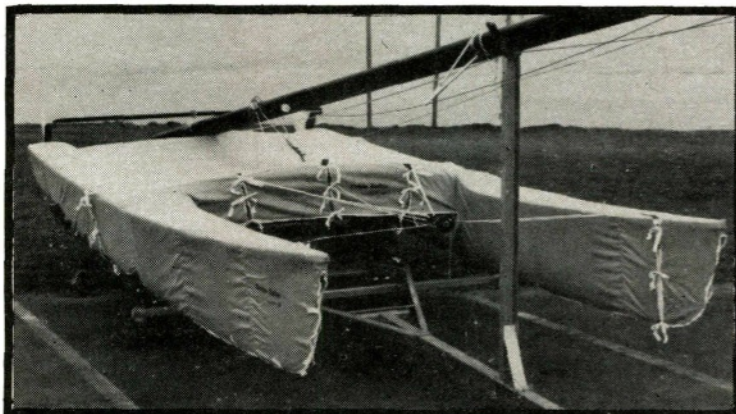
See the complete Seaway block & Hiking Stik line at your local marine dealer. Send for our **free** Rigging Systems Guide or send \$1 for our catalog.



CAT EQUIP!

Hobie Halter by NORTH COAST

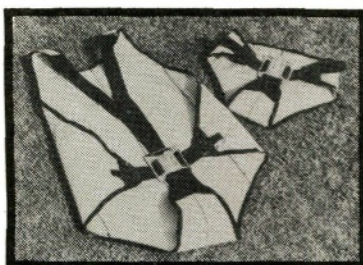
✓ Covers with mast up or down ✓ Covers with rudders on or off ✓ Velcro fasteners for ease of installation



Hobie 18 one piece "Hobie Halter"

"HOBIE HALTER" boat covers are designed to protect your boat from the evils of weekend to weekend storage. They are constructed of polycotton canvas and they fit like a custom cover should! A "Hobie Halter" cover will protect your boat from the sun, dirt, leaves and berries that would otherwise damage your boat. We also have Trailerable covers made of tough acrylic canvas.

Hobie 18	
complete coverage one piece Hobie Halter	\$164.60
complete coverage one piece trailerable	\$328.00
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complete coverage one piece Hobie Halter	\$140.50
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Trampoline cover Hobie Halter	\$ 42.95
complete coverage one piece trailerable	\$287.00
Hobie 14	
complete coverage one piece Hobie Halter	\$114.50
Trampoline cover Hobie Halter	\$ 38.50
complete coverage one piece trailerable	\$253.00



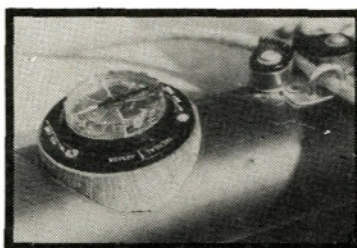
Trapeze Gear-

Full harness - shown above is very comfortable to wear. It is designed to support your back while on the trap for any length of time. Built of tough cordura nylon with heavy nylon straps. It comes with a strong Matson buckle. The loose ends of the adjustment straps are held by velcro strips. Sizes: S, M, L. Colors: Blue, Yellow, Orange, Black

\$60.00

Half Harness - also known as the skippers harness is built of the same materials but, it is designed for less time on the trap and more time on the tramp.

\$45.00

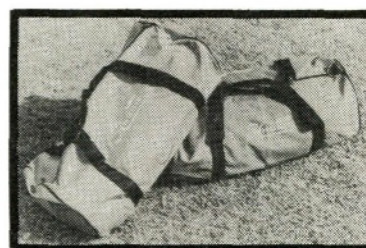


SUUNTO TACTICAL COMPASS-

Shown here mounted on a Hobie 14 front cross bar. This compass can help you find the desired side of a race course or find your way home! Once set it will give you all the headings on an olympic triangle. 2-3/4" across and 3/4" thick.

Compass - **\$24.00**

Teak mount - **\$4.50**



Tote bags with the HOBIE logo-

These bags are constructed of tough cordura nylon with nylon strap handles. Colors: Blue, Tan, Rust & Red

RB-4 has two zippered compartments and measures 10"x17" **\$16.95**

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MEN'S CAT JOHN — Full leg and torso coverage, with kneepad and extra butt and leg padding for hike out protection! Excellent in combination with BREEZE BREAKER.

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MEN'S BREEZE BREAKER — The truly unique O'NEILL jacket for sailing, skiing or even out to dinner! 2mm Nylon 2 neoprene body with light weight sleeves, the collar zips to keep the wind out!

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Please send for free Cat Log with size chart.

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Division of North Coast Tarpaulin Works

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5. Set the jib sheet so there is approximately two feet between the traveller base and the clew.

6. Slowly trim in both sails and head up until there's a 90 degree apparent wind, as observed through the mast-head or bridle fly.

Helmsmanship

Once the cat is sailing in this general groove, you can concentrate on gaining maximum speed. The first thing to concentrate on is precision helmsmanship. Steering a Hobie 16 too high, too low or improperly in the puffs can lose you a lot of ground, and fast. The most common error when tacking downwind is oversteering, which happens when the skipper gets out of synch with the windshifts and the puffs.

Downwind, windshifts are easily negotiated. The point is to keep the cat sailing as low and as fast as possible in respect to the shifts, without sailing less than a 95 degree

The most common error when tacking downwind is oversteering, which happens when the skipper gets out of synch with the windshifts and the puffs.

apparent wind or more than an 85 degree apparent wind. Make sure the properly set sails never lose the flow of air across either of their sides. If the airflow is cut from their backsides, head the cat up until the leeward telltales on the sails flow aft. If the airflow is cut from their front sides, do the opposite by falling off. By observing the sails closely and responding with the helm to their telltales' flow, you will sail downwind in a series of S turns.

Another method of facilitating the telltales' proper flow is to keep an eye on the apparent wind angle. If the apparent wind is closer to 70 or 80 degrees, blowing forward of the beam, fall off. If it is closer to 110 or 100 degrees, blowing aft of the beam, head up. In short, if the wind shifts ahead, fall off, and if it shifts aft, head up. Head up, fall off, head up, fall off—this is how a run is sailed.

One attractive feature of the Hobie 16 is that, unlike many other cats, it is easy to steer. However, this quality will

Continued on page 36



TrenTec's

Cat-a-log™

KICK BACK™ RUDDER RETURN KIT (pat. pend.)

- Eliminates rudder kick-up in heavy airs
- Returns rudder quickly, easily with one hand
- Can be installed quickly with a wrench
- Fits all HC-14 and HC-16 rudders
- 1 kit equips 2 rudders
- Class legal.

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- HC-16 only
- Must be used with jib trim kit that includes jam means for jib sheet
- Eliminates block for closer sheeting
- Eliminates leech flutter
- Replaces stock jib car
- Slides easily
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Set of 2 . . . **\$14.95**

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Extensive research and testing enabled us to mathematically calculate a scale for each individual batten which you can use to assure yourself of consistent batten tensioning. Durable Vinyl. Race Proven. Class Legal.

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HC-16	\$4.95 set
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PERFECT POCKET® BATTEN CAPS

Enables quick adjustment of batten tension for maximum sail performance

- No tools needed
 - Prolongs sail's life
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- For Stock Hobie® Battens

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HC-16 Jib	\$ 6.95
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DECAL

Just for the fun of it we made this 4½" x 5½", 4-color window decal. If your local catamaran dealer doesn't have it in stock, you may order direct.

95c each



MAST SUPPORT

- Varnished Mahogany
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- Custom Fit—HC 14, 16 & 18

\$19.95

(specify boat size)

TrenTec products are available at most Hobie dealers, or use order form below.

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Please send the following:

QUANTITY	ITEM (Include boat size if applicable)	PRICE

Fla. residents add 4% sales tax

TOTAL

☐ CHECK ☐ MONEY ORDER ☐ CHARGE TO: ☐ VISA ☐ MASTERCARD

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(305)334-0929

EUROPE: John Dinsdale, Dreilingsweg 37, D8000, Munchen 60, Germany
AUSTRALIA: Maylant, Box 60, Mount Waverly, Victoria, 3149
CANADA: Pringle's Marine, P.O. Box 2106, Orillia, Ontario, L3V 6R9

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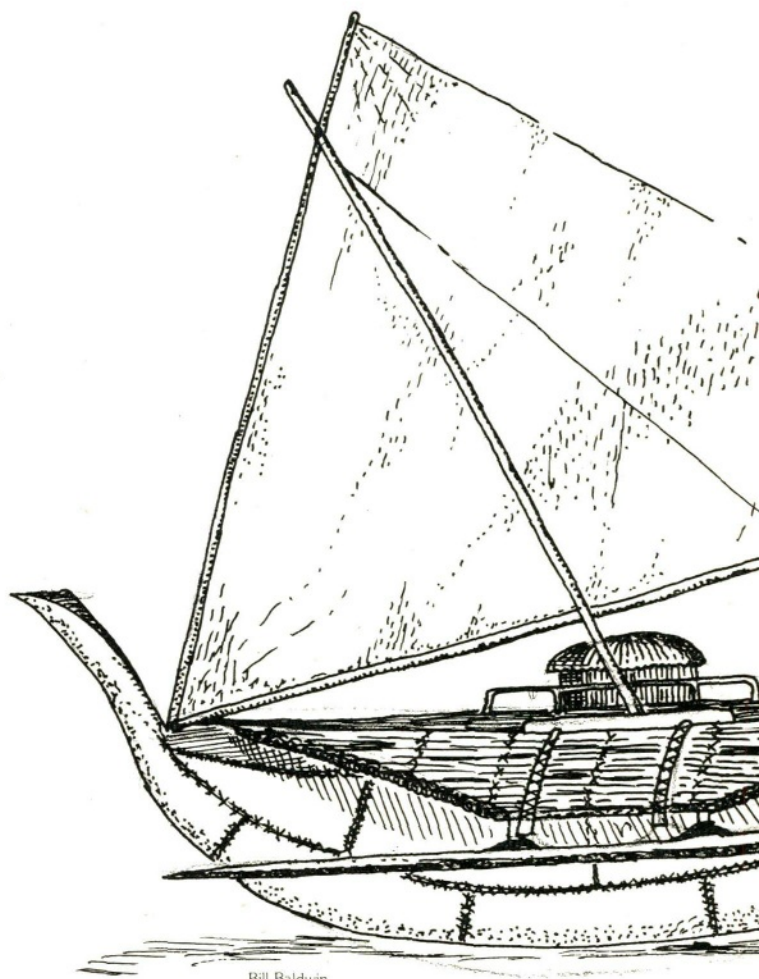
Prices and conditions subject to change without notice

1850

A Look At Catamaran History

From survival to
sport, always an
adventure

by E.S. Mitman



Bill Baldwin

Most of our readers are, by now, familiar with the story of Hobie Alter and his contributions to the development of the modern catamaran. Most of you have, as well, some notion of the catamaran's Polynesian origins. Someone, however, always wants a closer look, so we've buried our heads in research to come up with some clearer answers.

Catamaran: According to Webster's, the word comes from the Tamil language, which is spoken on the southern coast of India. The original catamaran having been little more than two logs tied together, we have *kattu* (tie) and *maram* (tree) as the roots of our present term. *Catamaran:* Any vessel having twin, side-by-side hulls.

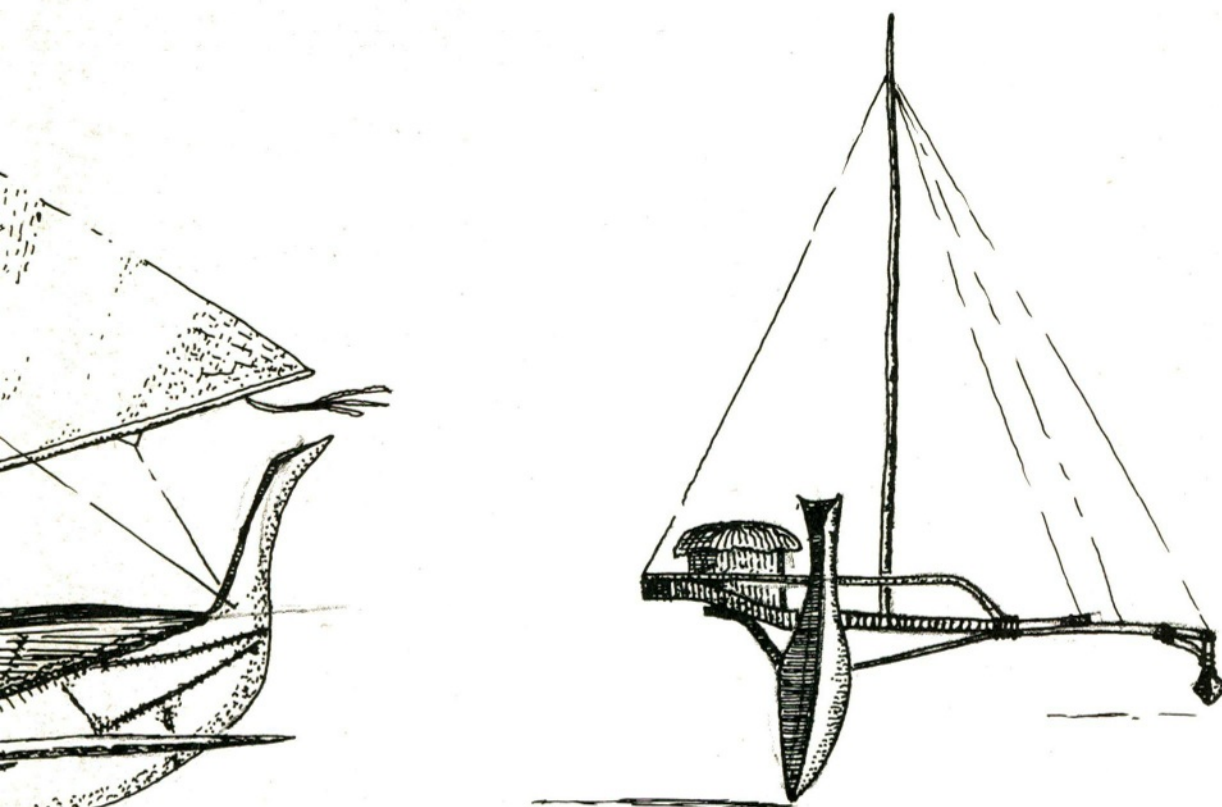
Wait a minute—southern India? How does that come into the picture? Amid a great deal of speculative debate, with many facts still shrouded in the past, we find that the Polynesian peoples originated in and migrated, over thousands of years, from Southeast Asia and Indonesia. With a system of navigation uniquely their

own, these pre-Polynesians moved slowly across the South Pacific, hopping from island to island. *Kattumarams*—twin-hulled, sail-powered craft—followed the trade winds and the sea birds to the next bit of paradise on the water.

Building these craft was not simple. First, the hull trees were selected, often many years in advance. Straight, strong trees having been found, the brush around them was cleared away. Sometimes, bark was peeled away on the weather side, that decay might set in on that side, making the eventual hollowing of the log easier. The remaining (unstripped) areas would by the same token be strengthened over the years.

When the time came for building, there was great ceremony and feasting for each step. Workers labored almost constantly, with such distractions as women forbidden. With stone adzes and human bones as their tools, they worked on the log where it was felled.

After a rough, preliminary shaping, the logs were hauled from the forest to



Two views of an ancient Micronesian canoe with an asymmetrical hull design.

huge shelters by the lagoons, where men worked on them in huts big enough to place the twin hulls their planned distance apart. The completed boats showed such fine finish and attention to functional detail that European explorers and missionaries repeatedly expressed amazement at what these "savages" were able to accomplish without metals. Of course, the most obvious indication of the boats' quality is the distances the Polynesians were able to cover in them.

European explorers, arriving in the South Pacific in the Eighteenth Century, found "primitive" islanders navigating with uncanny accuracy in canoes, outriggers, double outriggers and double hulls—a wide variety of craft. Captain Cook was amazed and perhaps a little embarrassed at the way Tongan chiefs sailed literal rings around his ship, even when she was at her best in a good breeze.

Though Cook and other explorers of the mid-1700s brought back copious drawings and descriptions of the

Polynesian boats, they were largely ignored until after WWII. In the late Nineteenth Century, a catamaran was built by Captain Nathaniel Herreshoff, which he entered in the Centennial Regatta in New York. When the unusual craft, the *Amaryllis*, beat the entire fleet of nearly 90 boats, Herreshoff was discouraged by race officials from entering it again. Other twin-hull designs met with similar treatment, and the catamaran of the 1800s, fast but less maneuverable and harder to sail, remained a curiosity.

With WWII came the battles of the South Pacific, and countless American and European soldiers were exposed to the native craft. After the war, tourists in Hawaii rode the large cats developed for their pleasure and experienced the thrill of simplified, high-speed sailing. With the development of new construction materials for the war, lighter and less expensive hull forms became possible.

As it became apparent that shorter hulls were feasible (it had been thought that a cat had to be at least 30 feet

the catamaran specialists since 1969 **MURRAY'S MARINE**

FULL TRAPEZE HARNESSES



Murray Harnesses New, comfy, quick-release S,M,L 4 colors #30-0300 \$45.00*
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Blue*, orange, yellow

*Ask your dealer about the "March Special"

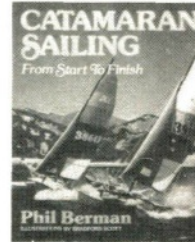
MURRAY'S MARINE CATALOG



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BOOKS OF THE MONTH



Catamaran Sailing From Start to Finish 1982
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Roller swage marine eyes are clean & strong! Thimble terminals with double micropress ovals are strong and fit well over a shroud shackle. All are 1 x 19 white with color option.

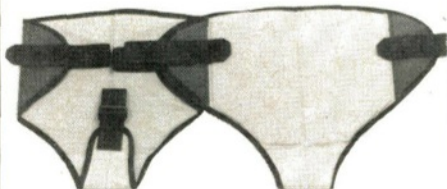
H-14 Super Shroud 1/8" #02-2141X \$12.95

H-16 Super Shroud 1/8" #02-3141X \$13.95

H-18 Super Shroud 1/8" #02-4151W \$21.95

Color option: add letter "C" to part number & specify black, red, blue, yellow. Add \$2.00

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Murray Half Harness #30-0200 \$30.00*
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Roller Furling Jib Kit Supercharge your Hobie 14®. Murray kit includes top quality rigging, rollerfurling gear, jib blocks, lines, etc. Easy to install!

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H-14 RF Jib by Super Sailmakers 5 panel, 33 square feet, 3.9 oz. Dacron sail in your choice of color(s).

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*only Hobie® sails are approved for Hobie class racing

H-14 Dolphin Striker Assembly Extra support for mast & front crossbar. Required to maintain hobie® warranty on boats with jib kits or trapeze.

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Swage It Tool #2 for 1/16", 3/32", 1/8" copper micropress oval sleeves. Swaging pressure is applied by tightening bolts. #33-0002 \$17.50
 Wire, ovals & special stop sleeves available!

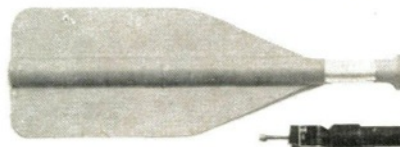
TRAPEZE BUCKLES



NEW Sail Safe System Performance features: Fast, secure, light, comfortable. Has no hook to snag.

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MURRAY'S MARINE

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Photo courtesy of Edward Cordner III

Edward Cordner, a bicycle maker in Ireland, built this catamaran out of melted-down biscuit tins in 1892.

long to function), cat designs sprouted up worldwide. A lot of the initial interest was shown in England where, in 1947, Francis and Roland Proust began experimenting with catamaran design. Through years of trial and error, the Proust brothers came out with a series of cats, each an improvement upon the last. The third, the *Shearwater III*, was the success they'd worked so hard for. Released in the late '50s, the *Shearwater III* was 16½ feet long, was less beamy than earlier models (seven feet, six inches), weighed 250 pounds and had twin rudders.

Meanwhile, an ex-New Yorker who had settled in Hawaii after the war was studying the catamaran from another angle. Woody Brown started with a native outrigger canoe. Studying ancient records and native boats with equal tenacity, Brown came across the asymmetrical hull shape characteristics of many outriggers. In light of his

piloting experience, he interpreted it as an airfoil, lifting the hull to windward, thus compensating the lack of keel. In 1947, Brown launched the *Manu Kai*, a 38-foot cat with asymmetrical hulls in apposition. The *Manu Kai* was easy to

The most obvious indication of the boats' quality is the distances the Polynesians were able to cover in them.

handle, with a top speed of 28 knots. More cats of the same design were added to the sightseeing fleet off Waikiki.

So it went: New concepts and variations on old ones springing up and being improved upon all over the

world, albeit in limited quantities and with little public support. Through the late '50s and early '60s, catamarans from 12 feet to 50 gained slow popularity for their speed, ease of handling and relative low expense. Wood, plywood, aluminum and even canvas were used for hulls in those days, though with the advent of fiberglass, these materials were quickly abandoned.

From the days beyond memory, when Polynesian leaders set out in enormous *kattumarams* laden with men, women, children, pigs, dogs, provisions and sprouts to plant in the new land, the catamaran has come forward in miniature to frolic in the sun as one of the world's most popular and accessible sports. It's a classic case of the adaptability of a finely-crafted thing, and of the mind of Man in action, refining what nature provides to suit his purposes, be they survival or sheer pleasure.





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ORDER THE 1982 SSI CATALOG

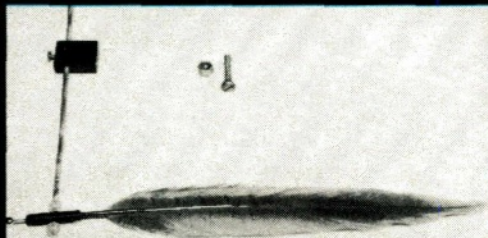
- More than 100 pages of parts, accessories, gifts and goodies—all the latest items are included with all the old standards.
- The SSI Catalog contains the complete Hobie Cat® diagrams & parts listing—all of which we stock.
- We continually update our inventory so you can be assured that if it's new, SSI has it!
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- Eleven years of continued service to the performance-sailing enthusiast means SSI is your best source in the industry for:

HOBIE CAT PARTS & ACCESSORIES
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or call us!

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If you are a bit confused about what is the best fly, vane, wind pennant, etc.—there is really only one consideration: *Does the unit I am using accurately and unambiguously show me the apparent wind?* The SSI fly is designed to provide you with the means to accurately determine apparent wind direction. This is accomplished by using the lightest and strongest structure, for its weight, in nature: the feather. The reasons are simple. Weight and mass slow down response time and accuracy. *No plastic, cloth or other material is as suitable*—particularly in light winds, when you need it most! True, a feather gets shaggy with time, but it works better that way. Forget color, shape and tricky configurations when you come to selecting the most important addition to your boat. **COME FLY SSI—THE BEST WIND DIRECTION INDICATORS YOU CAN USE.**



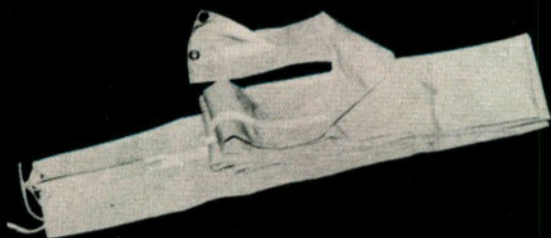
Masthead	14, 16 & 18	\$8.50
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Bridle	18	\$9.00

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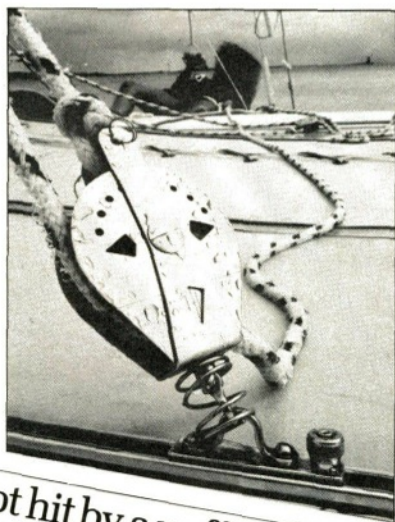
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Michelle Stacy

1981 Hobie 14 Women's National Champion

With only five years of sailing experience, Michelle Stacy has taken the 1981 Hobie 14 Women's Nationals title. The championship, which took place last October in Corpus Christi, Texas, was blessed with "good Texas winds," according to Stacy. She was well prepared for heavy air, though. Outgoing and well-spoken, Stacy tells the story best:

"The first year I sailed," she says, "I realized that whenever the wind picked up, I was at a definite disadvantage—not having the strength and endurance to hold the boat down, it didn't take long at all to get behind. I've worked the last five years at building that strength and endurance so that I could be competitive on all levels."

She started working out with weights, doing exercises on the boat and sailing as often as she could in heavy air, really pushing herself to build the needed endurance. Don Balthaser taught her how to "feather" the wind when a big gust hits. Feathering is when you bring the boat up higher into the wind to keep from hull-flying and having to let your sail out.

She continued, "This last year I worked hard on reading the wind better, making fewer mistakes out on the course. I think a combination of that and the good winds we had through the whole Nationals was what helped me this year."

"I was impressed with all the women this year. They were doing really well holding the boats down. There weren't that many dumped, and I don't think anyone dropped out."

So what, other than winning, was the high point of the competition for Michelle Stacy?

"Probably after the first day—the first two races, I didn't sail well. I couldn't understand why I found myself making those

dumb mistakes that I'd made in years past, so I sat down on the beach and said, 'What am I doing?' There was no excuse for the kind of mistakes I was making out there. In that kind of wind, I had an advantage."


"It had to be mental. I started a new technique. I pretended that the boat in front of me was Dennis McCreedy, who is one of our fleet sailors, and that if I really worked hard, I could beat him. Then I pretended that anyone right behind me was Balthaser and that if I didn't watch it, he was going to pass me before the next mark."

"I thought of it as a local fleet race, on the lake, and I went out and won the next two races."

Of the limelight that follows a winner, Stacy was not so fond. "All the attention was embarrassing," she says, laughing. "So many cameras around all the time. But it was exciting."

Michelle Stacy started sailing Hobie Cats when she was fairly new to Dallas and was looking for things to do. She didn't know many people there, so when her neighbors invited her to go sailing, she was glad to join the fun. They suggested she cruise by Hobie Point and get to know some of the people there.

Not feeling so brave, Stacy declined the suggestion. Her neighbors sailed their Catalina 30 past all the Hobies on the beach and tossed Stacy into the water, close to shore. Having little choice at that point, she swam in and met the people.

"They were very nice. They invited me to their next fleet meeting, so I went. I bought a boat, sight unseen, and didn't miss a weekend the first year. I travelled to all the regattas and instantly got into the racing program. It made a whole exciting social life for me." 

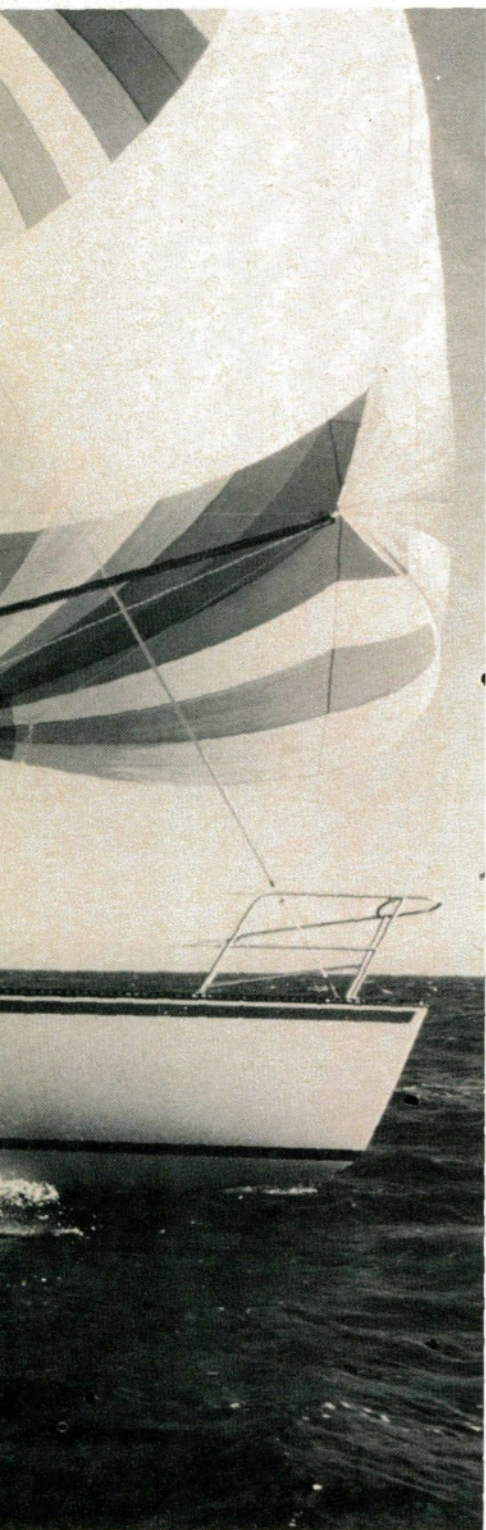


Hobie Alter Goes Offshore

A closer look at the new Hobie 33

by Tom Linskey





A warm, sparkling, November weekend in Southern California, and on board the first production Hobie 33 we are slicing our way upwind in the invigorating afternoon seabreeze. Hobie Alter, in shopworn Levis, faded Hobie 14 t-shirt and old tennis shoes, sits by the shrouds with his legs swung over the windward rail. The expressive face is lined and deeply tanned, sun-streaked brown hair shags over the forehead and ears, the auburn eyes are hidden behind large tortoiseshell sunglasses, and the robust frame is relaxed but alert. Hobie is happily absorbing the scene—the wind on the sails, the heel and motion of the boat, the movement of water around the hull. A smile plays over the thin lips, works into a grin, and out comes Hobie's contagious laugh. "Ted Turner told me, 'You're crazy, go back to catamarans. I'll give you two free weeks at my ranch if that thing works.'" Hobie has as much reason to be excited about his new boat as Turner has to be skeptical—the 33 is one of the boldest ventures to be launched in a long time, and it seems appropriate that it should come from the man who has already changed the face of sailing so much.

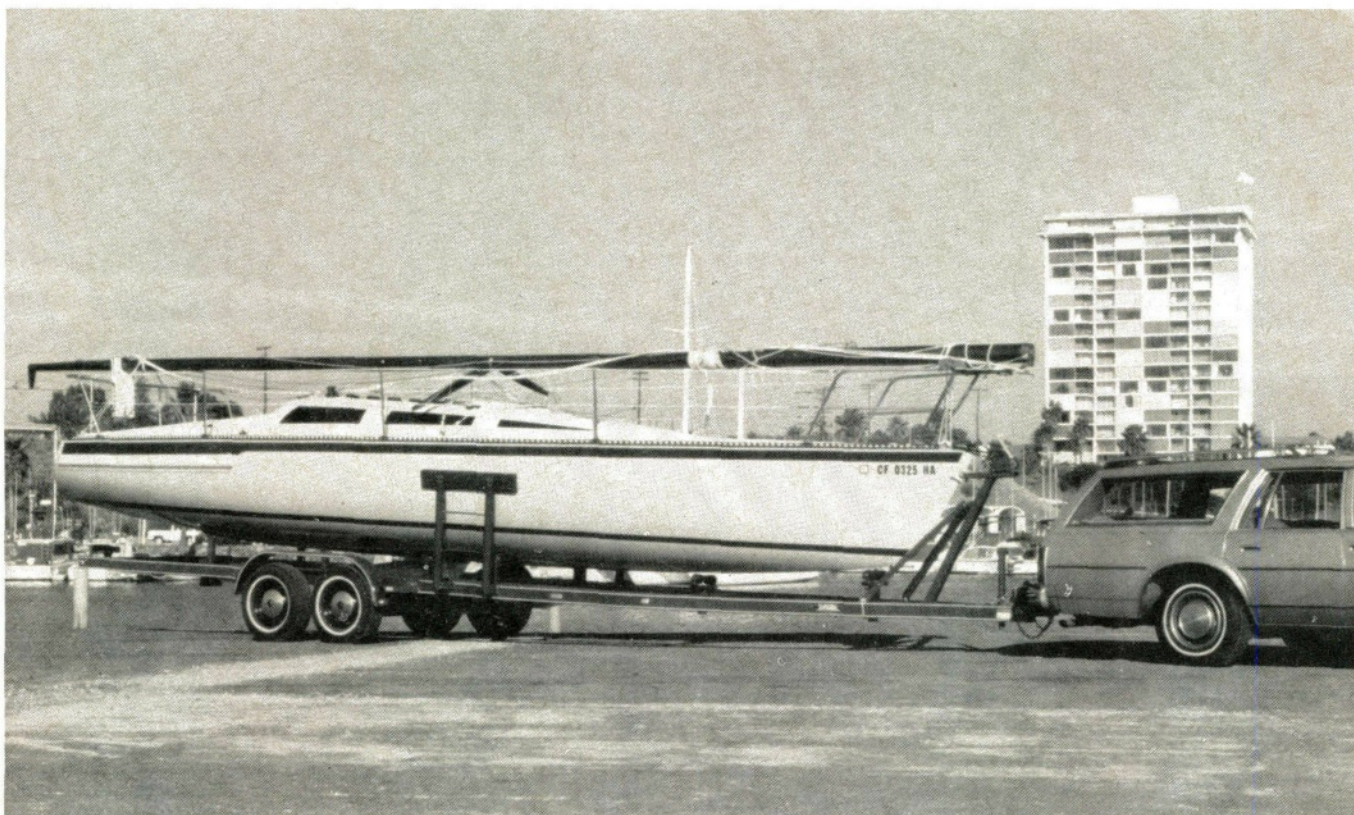
The Hobie Alter story is by now a familiar one—the surfing beachboy who fashioned some funny-looking cats out of a couple blocks of foam, forgot the daggerboards, sold more than 100,000 of them and became a millionaire, a household word. Behind the glossy magazine image lies a systematic approach to problem-solving that first took shape in 1950 when, at age 16, he recognized the need for lighter surfboards. Hobie started building boards out of balsa instead of the customary heavier redwood, created a thriving business for himself, then gambled all the profits on pioneering urethane-foam for surfboards and further revolutionized the industry. Years later, Hobie began growing away from surfing and felt what he calls the "I wants" for a lightweight, easily beachable catamaran. He did his market homework, tested different construction materials and spent a year of trial and error creating the Hobie 14. The boat's overwhelming

popularity confirmed his method, and Hobie produced the 16, 18, the monocats (10 and 12-foot trainers with tunnel hulls) and a radio-controlled glider the same way. Although not all the projects, notably the much-heralded monocats, turned to gold commercially, the Alter method of operation crystallized: research the market, talk to everyone, think a lot, then cut and paste, test and retest, and work like hell until you can improve no more. Now Hobie has entered the well-traveled offshore arena, where the notion of an offshore one-design is certainly not a new one. How and why did Hobie Alter, cat sailor, become Hobie Alter, offshore designer and builder?

The concept of a Hobie offshore one-design began in 1977, not with Hobie but with Sheldon Coleman, 80-year-old chairman of Hobie-owning Coleman Industries. After consulting with Hobie dealers across the U.S., many of whom were selling 20 to 30-foot keelboats to customers ready for a drier, more comfortable type of sailing, the idea of a Hobie keelboat seemed a logical step. Give the people their Hobie sailing, but with a keel and a cabin instead of double trapezes and a trampoline. Would Hobie Alter be interested in transforming the dream into fiberglass reality?

"Four years ago," reveals Hobie, "I had never sailed a monohull. I knew nothing about it." So, in his characteristic, information gathering fashion, he jumped onto a Santa Cruz 27 and began learning about the world of monohulls. Hobie laughs about his first race. "We got one of those light-air deals, ran around the course, made it home and then watched the second-place boat finish. 'Well,' we thought, 'this isn't too tough.' But after that we started getting eaten alive out there by the guys that knew how to sail them. We got lucky the first time." So, after racing many more weekends, eyeing every other design and talking to sailors, designers and builders, Hobie went back to Coleman with the idea of making his own prototype.

"I can't say I saw a boat out there I really wanted to own," he says with his usual candor. "It just seemed to me



Guy Meili

that making another J/24 type of thing wasn't needed; people were moving up. I tried to bracket a zone, just where a couple of couples could go out and run it, and it wouldn't take a couple of brutes to pick up a bag of sails or lift the spinnaker pole. So what we decided to do was make a 26-foot boat that was 33 feet long. It wouldn't weigh more, or be any wider, deeper or carry much more sail than most 26-foot boats.

At first, Coleman sent a few naval architects out to talk to Hobie. "You know, they were sharp guys and good designers, but it seemed like they were going to draw some pictures and do it kind of quick. I thought you should have to put more work into it." So Alter designed and built his own prototype, found that it was fast but too tippy, and in typical Hobart Alter style, began his unique cut-and-paste development process. He hauled the boat back to the shop, flipped it over, glued foam all over the bottom, sculptured new sections, covered it with a couple of layers of glass, and dropped it back in the water to test some more. Didn't Hobie feel it necessary to consult a naval architect for some design numbers? He answers with his typical common sense; "Once you make surfboards, you start watching things that go through the water and you kind of get an idea what the stuff's going to do. I took movies of it and studied them and said, 'It looks like I'd like to relieve it a little bit here.'" Soon

Alter had two prototypes racing against each other, both designed by eye around the parameters of minimum wetted surface, long straight runs and a sure sense of what proportions were "more important than all the fancy doodads you do to the hull."

This same kind of relentless, intuitive experimentation went into all the detail work Hobie did on the 33, a good example of which is his "jewel," the outboard motor well. Hobie figured he had three choices for auxiliary power—a stern outboard, an inboard or a sail-drive (an outboard that is semi-permanently mounted through the hull), or an outboard in a well. He fitted one boat with a sail-drive, discarded it because he felt the drag was too much, rejected a diesel because of weight and cost considerations, and then went to work on a series of outboard schemes. Hobie's eyes bug out with little-boy excitement as he remembers his outboard odyssey. "We had one that rolled out the back on a track and tipped over and dropped down. A gate came off the transom and made a really neat swim step. The only thing that was probably wrong with it was that any stern-hung motor is going to become totally worthless as soon as it becomes real rough out there. They're going to cavitate unless you have a really long, long, long shaft."

Proceeding past the idea of a transom-mounted motor, Hobie imagined and experimented and

worked to come up with the answer, finally devising a tilting arrangement for the outboard in an enclosed cockpit well. Hobie hoped this "inboard-outboard," as he dubbed it, would end the messy struggle between the small-boat sailor and the outboard engine, but during the maiden sail of the first production 33, a minor bug in the tilt-up mechanism sent Hobie grappling with the motor. "See," he is said to have grunted at the time, with his head down in the engine well, "so simple any child can handle it." Always the Hobie sense of humor, the poke at seriousness, the casual flow, while inside the mental wheels were already designing out the bug.

Having to mess with an outboard and the myriad other details of an offshore racer would seem to get in the way of fun for a man stoked on the simple thrill of flying a hull or blasting airborne through the surf. Although Hobie admits, "You're never going to get the total thrill out of any keelboat that you will get out of a catamaran," he finds offshore sailing is still a lot of fun. "You got to have a digital knotmeter," he chuckles, "so you can say, 'Oh boy, a seven, now we're really trucking.'" Hobie's kids josh him with, "You going out slow-boat racing again today, Dad?" but Hobie remembers a wild, surfing run home from Catalina, everyone "hooting and hollering" as they careened down big swells, breaking 17 knots on one wave.

Perhaps the most fun for Hobie in

this new facet of sailing is something that wasn't possible in his one and two-man cats; the camaraderie of a few good friends going out racing and enjoying the day together. Hobie is happy with the idea of the 33 as a "couple couples" boat, maintaining, "If someone gave me all the money in the world, I still wouldn't get a big boat and have a big crew to run it for me. I don't want to sail with a whole bunch of other people." That's how Hobie likes his sailing—friendly and casual—but there's no doubt that he still enjoys winning, too.

When I showed up on the dock for my first race on the 33, I assumed that since the boat was just being introduced there would be the usual factory team aboard, pushing hard to guarantee that the boat won, but I was in for a surprise and a close-up look at the Hobie style of sailing. Aboard were Hobie, son Hobie Jr. (who, while a champion cat sailor, is every bit as laid back as his dad) and Jericho Poppler, a champion woman surfer and first-time sailor. In California "speak," the "vibes were mellow," and the day turned into one


The boat must be sailed fairly flat, which means keeping the crew hiking "legs over" on the rail and reefing or changing down judiciously when the wind pipes up. The helm has that nice, light responsive feel of a small boat and seems quite controllable with the chute up. Downwind the boat moves out, accelerating quickly in puffs and looking for any excuse to start surfing. Hobie's many months of detail work show up in the custom-designed castings on the rig and deck; his inventiveness is visible below in the galley and chart table, which fold out from the settee backs, and the unobtrusive keel-locking system (for the bulb-tipped, lifting keel). This attention to detail is a crucial ingredient in Hobie's attempt to build an easy and fun-to-sail boat that is set up so well that people won't be tempted to change things and jeopardize the one-design nature of the boat. On this rests Hobie's hope for developing "the number one keelboat class in the U.S."

Relaxing after the day's sailing in the glass-fronted Alter home overlooking the surf, Hobie talks about his philosophy of one-design and his struggles

manner naturally put people at ease, and that's where he operates best. "I want to be right there in the middle of it and watch it, because if you're not there and you don't listen to people, you don't learn anything."

What has Hobie gleaned about the staid sport of yachting? He brightens with optimism. "I think sailing has lightened up and it's become more of an amateur weekender's sport." To acquaint the nervous beginner and non-sailor with racing, Hobie has plans for a B and C division in the 33, similar to the systems used for years in the Hobie Cat classes. He leads in new sailors, reluctant to face competition, with a, "Hey, come on out, get in the novice class—the crash kings. Get out there and have fun." Alter also feels that the manufacturer, not the sailors, should run the classes, because unlike the sailors who usually handle class administration, "the manufacturer won't forget to make it fun for the majority." That, he feels, is the key to a class' success.

Hobie's excitement for his 33 has had him pouring out ideas, experiences and feelings at a fast clip for over two hours. "I don't want to make another of something that's already around," he emphasizes. "You feel like... you try and, in your own mind, go a step beyond and give as much as you can come up with for it." To hundreds of thousands of sailors, Hobie Alter—innovator, visionary, regular guy—is the people's advocate of sailing. Will his new venture meet their and the rest of the sailing community's expectations?

All along, Hobie's forte has been his sense of timing. Certainly today's stumbling economy, the abundance of boats already on the market and the less than overwhelming acceptance of many other offshore one-designs would stop other builders from launching a full-scale enterprise the nature of the 33. But Hobie? "I think people are ready for it. There's a bracket of people up there that the boat fits." Hobie sees ULDBs as the wave of the future: light, fast, easy to transport and sail. The world is watching: Will the sailing beachboy pull another yachting coup? Those betting against him may not yet grasp the Hobie Alter secret: "Look ahead, not behind." 

Tom Linskey is the West Coast Editor for Yacht Racing/Cruising magazine. He has been sailing for 15 years. He has crewed for Dave Ulman to win three 470 World Championships.

Reprinted from the February 1982 issue of Yacht Racing/Cruising magazine.

Ted Turner said, "You're crazy, go back to catamarans."

of the most enjoyable I've spent on the water. Two minutes before the start I was surprised to find the tiller passed to me ("Why don't you get the feel of it"), and I nervously stuck our nose over the line early. No problem, no reason to get uptight, we just spun the boat into a quick tack and jibe, restarted and sailed a catch-up game. Nobody got upset when, overlapped with our competition at the weather mark, we tacked and found Hobie had rigged the spinnaker sheets inside of the genoa. Instead we grinned, and the joke was, "Hey, come on, we're supposed to be racing—this is supposed to be serious." Hobie was casual, but still intent on the race, looking for the next mark and the next shift, always thinking, inquiring, testing the best way to trim and sail his baby. We ended up winning the race (a small-club PHRF event), not because of our casual crew work, but because we sailed the right way and the boat was fast.

The 33 is a mover—long, light, and narrow—and like most ULDBs (ultra-light displacement boats), it is ultra-sensitive to sail area and crew weight.

to keep his classes that way. "Class racing with the tightest rules," he states, "is really the only fair way to race. I find that most people have more fun when they think all the equipment is equal." Hobie takes a firm hand in curbing any wanderings from the spirit of complete one-design, considering it his duty to maintain the strictest rules possible. "They want this and that on the boat. Hey look, I know it may be okay, but we don't want any more junk on it, this is good enough." Alter expects a similar assault on the 33 from sailors and equipment manufacturers who will want to load the boat up with additional electronics, sails and hardware.

How does Hobie know what people want, particularly the offshore and yacht club sailors? "You have to sail with them and talk with them and hang around the bar with them and listen to what they have to say, because you'll always be picking up a little something." Part of the Hobie secret is really listening to people, understanding their "I wants," what is most important to the most people. His quick smile and engaging easygoing

not make up for sloppy helmsmanship due to poor concentration or late or inadequate responses to changes in the wind. A very common mistake is to fall off to play a forward wind shift and have it shift back before you head up. At this point, the apparent wind speed drops, the cat decelerates and all you can do to get going again is make a sharp turn to weather. By the time you do this, a new forward shift appears and you have to make another sharp turn back down. This is called getting out of synch with the wind. Only firm concentration on the sails and bridle-vane, combined with smooth, gradual movements of the tiller, will keep you from such a ground-losing bind.

Playing the Puffs

Most wind velocity conditions have their ups and downs. In heavy as well as light air, puffs are a reality. Playing puffs is crucial off the wind: In a puff, you can sail closer to the rhumbline without losing speed. This occurs without a favorable forward shift of the wind, because a wind velocity increase lets the cat generate more apparent wind speed. When the apparent wind goes forward, you can sail a little lower than you could have prior to the puff,

without losing a 90 degree apparent wind. Keep a constant eye on the bridle-vane in puffy conditions, and helm the cat in broader arcs to squeeze the most downwind ground from each puff.

Surfing Swells

In many ways, the swells afford the same opportunity to stay low without losing speed that forward shifts and puffs do. When surfing a swell, the same rules apply. When you catch a wave, ride it down low, and when you're losing or have lost a wave, head back up. In surfing, however, the possibility of getting out of synch is magnified. Surfing conditions require a great deal of steering. It is easy to accelerate down a swell, head low, have the wave pass and find your cat in dead water. The secret to surfing is staying one step ahead of the boat. Begin to head up well before the bottom of the wave, and begin to fall off just before the wave is caught.

Because the Hobie 16 is an excellent surfing cat, it's easy to ride over one wave and onto another in anything but the highest breezes. Practicing the technique of heading up before reaching the bottom of a wave is essential. Otherwise—you would have to wait for

waves and be limited to their speed. To use this technique, you must be moving fast and in synch with the pattern of the swells. If you are not, you must catch a wave. This is done by sheeting in somewhat and heading up until the cat has gained enough speed to let her ride over the backside of a swell and down its face.

Sail Trim

Also critical to downwind speed is proper sail trim. This is demonstrated when it becomes impossible to keep the sails' leeward sides from being cut off from the wind without heading at more than a 90 degree apparent wind. In such an instance, the sails are in too tight. The converse can also occur. If it becomes impossible to keep the sails from luffing without heading at a less than 90 degree apparent wind, the sails are too far out. Only a proper trimming-in can correct the problem.

One factor that frustrates proper sail trim is the earth's atmosphere. It has a 100-foot boundary layer that can make a surface wind blow ten knots while a wind at 25 feet blows 14 knots. This means the relative wind angle becomes more abeam at the top of the sail. To align the telltales, which is the basic

Continued on page 43

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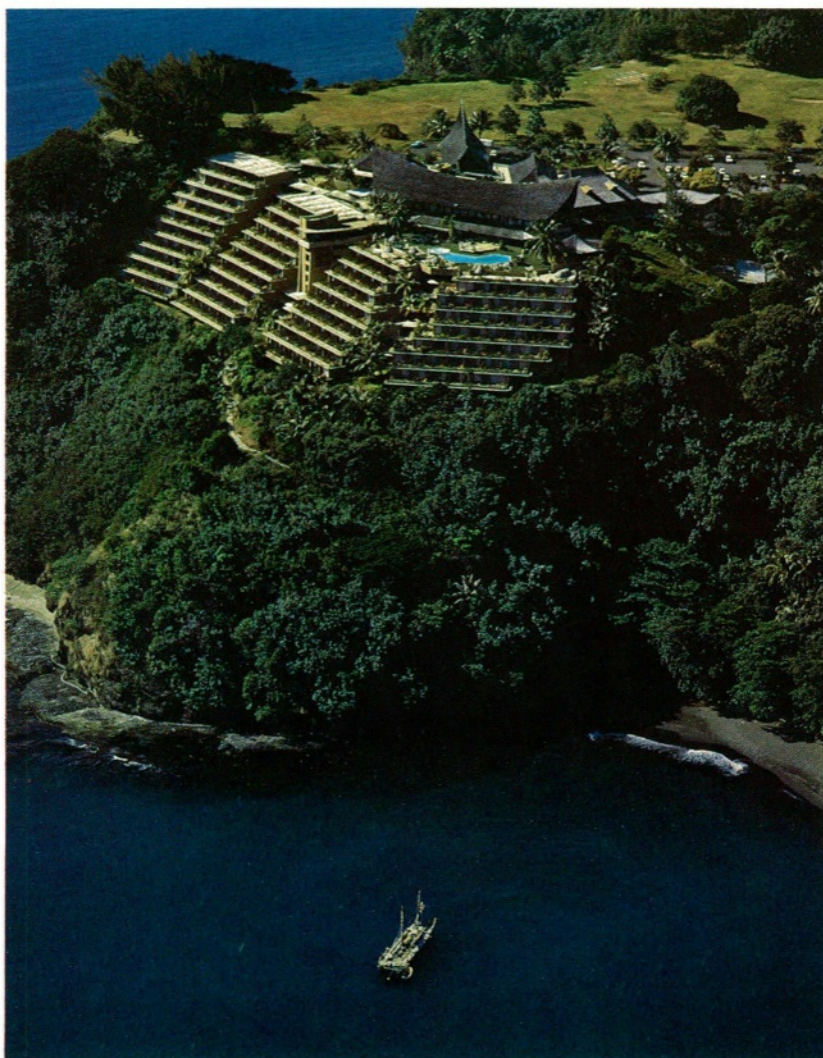
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The Tahitian atmosphere is a blend of French sophistication and Polynesian gaiety.

The people approach life with a joyous spirit, with laughter and song. Hospitality is second nature—the Tahitian organizing committee has some wonderful events planned for Hobie visitors.

Headquarters for the competition will be the Hotel Tahara'a just outside Papeete. The hillside location of the Tahara'a affords spectacular views of Matavai Bay, Moorea Island and Papeete. Such early explorers as Cook and Bligh anchored there, but in August Matavai Bay will be filled with colorful Hobie sails and brilliant Hobie smiles.

Start with the fourth Hobie 16 Worlds, add the excitement and wonder of Tahiti, and you've got a winning combination. Be you skipper or spectator, *don't miss it for the Worlds!*



Sunset from the Tahara'a.

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Land Only (Per Person, Double Occupancy)	698

Note: The seven-night packages are for pre-qualified skippers only. Seven-day people miss the first day of qualifying races.

Economy packages: Plans C & D are designed for the budget-minded traveler. The hotel used is about 20 minutes from the race site. A morning and after-race shuttle will be provided. The Hotel Tahiti is a comfortable tourist class hotel.

Plan C Ten Nights From Los Angeles Aug. 12-22

Includes:

- Ten nights accommodation at the Hotel Tahiti.
- Everything else included in Plan A.

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Single Supplement	165
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Includes:

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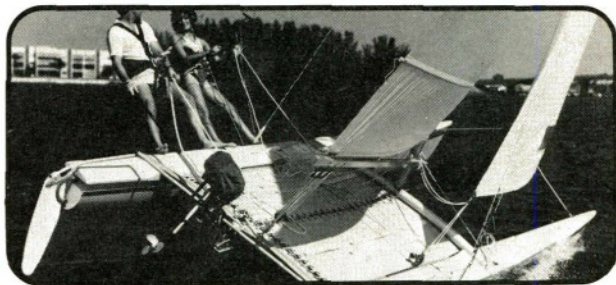
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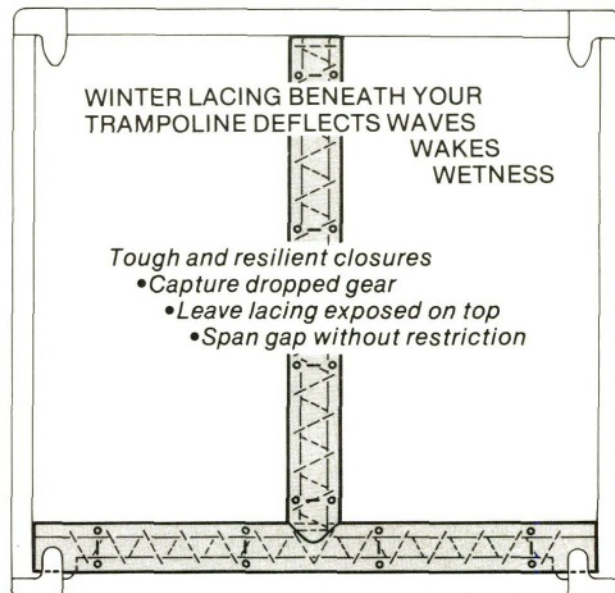
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Hobie Briefs

High Volt Wire Heights

Under the 1981 edition of the *National Electrical Safety Code of Standards for the Minimum Vertical Clearance of Wires, Conductors and Cables Above Water*, minimum clearances are required only in areas that are posted for launching. Your favorite beach or that little cove you've been meaning to try may have high power lines below the standard minimum. Look up whenever launching or raising the mast.

The January/February *Hot Line* stated the mast heights for the Hobie 14, 16 and 18. This measurement is extended once the mast is raised on the boat. Keep in mind that the raised mast heights from the keel to the masthead are: Hobie 14, 24'10"; Hobie 16, 29'3" and Hobie 18, 30'9". The same article (Hobie Briefs) contained an error. The actual wire height for 20 to 200-acre bodies of water is 26 to 30 feet instead of 16 to 30 feet. The original error was made by NMMA in their publication.

Did You Lose This Sail?

A Hobie 16 Carumba sail was found in the center divider on Fwy. 60 in Los Angeles, California in early January. For more information, call Mark Seaton at (213) 545-1723.

20 Sailors Elected to Hall of Fame

Yacht/Racing Cruising magazine announced the names of 20 sailors elected to the first Hall of Fame in the history of sailing. The Hall of Fame was chosen by the readers, who were asked to select the 20 sailors who had contributed the most to the sport over the last 20 years.

Almost 10,000 votes were cast for 380 international sailors. Hobie Alter was selected as one of the 20 out of a large field of renowned sailors.

A Regatta? What For?

Have you ever stopped and considered why you go to a Hobie regatta? I bet the answers would be as numerous as the people in attendance. Some people go to watch, some to sail, some to socialize, some for a T-shirt, some to see their names in writing, some for fun, while others go to compete in a serious and fair manner against other Hobie Cat enthusiasts. It was for these "others" that the Hobie Class Association was formed and it's for these "others" that a Hobie regatta should be geared—be they one or be they many.

At a recent Hobie Divisional meeting, the executive director of the World HCA, Sandy Banks, summed up his feelings on the ultimate Hobie regatta. "First and foremost, all considerations for the serious racer should be met. The start line should be square and fair to all racers. All marks should be set with respect to the wind for a safe and proper course. If the wind shifts, the course and lines should be reset. The regatta should be run in a safe and organized manner and once this is accomplished, the frills that make each regatta unique can be pursued."

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Continued from page 36

goal of sail trim, sheet the sails so the leeches slack off at the top. This is called putting twist in a sail. If all the telltales are flowing aft nicely, except for one or two leeward sets up high, put some twist in the sail. More twist is put into the sail by travelling in and sheeting less tightly. If, on the other hand, the upper windward telltales will not flow correctly, there's too much twist. Twist is reduced by travelling out and sheeting in more tightly.

As twist is vital to proper sail trim, so is slot adjustment. To adjust the slot, have the crew duck down to leeward (unless it's too windy) and take a look at it. The crew should look for a slot that might be too open or closed. If the leech of the jib is hooked toward the main, it will throw air against the back of it and slow you down. A jib leech that's too loose will hook away from the main and create a slot too wide for efficient sailing. Since the traveller for the jib will be all the way out for the run, final slot adjustment will be made with the jibsheet.

After the twist and slot are correctly set, sails should need readjustment only when a major increase or decrease in the wind occurs, or when a wave is caught or lost. Whenever a wave is caught or a puff pushes through, it's smart to sheet out a bit as you fall off. This allows lower sailing, preventing the cat from stalling should you lose the wave or have the puff pass without having time to head up soon enough. The sails will, however, need to be retrimmed as soon as you begin to climb back up in an effort to reestablish speed.

One error to avoid in sail trimming is excessive sheet play. This is especially true if sheet play takes precedence over steering. The two must work together. Skippers are not the only ones guilty of excessive sheeting. Be careful about giving free reign to the crew with the jibsheet. You will often be steering according to the telltales on the jib. If the crew is constantly letting the jib in and out to accommodate steering changes, you will end up confusing one another. As a result, the cat will move slower.

Weight Distribution

Forward and aft weight shifting is essential to catamaran sailing. It's not difficult to determine where your weight should be. Keep the sterns riding just out of the water and the bows about six inches from the water. Carry a very slight heel to leeward. Generally, this is accomplished in light and moderate air by having the crew sit near the leeward hull, well forward of the shrouds. Commonly, the Hobie

16 crew sit as far forward on the trampoline as possible, hanging their upper body over the forward crossbar. The skipper sits on the windward side of the cat, well forward of the shrouds. As the wind increases sit further aft to keep the bows up and further to weather to deter excessive leeward heel. In winds of more than 12 knots, the crew should be stationed on the windward side. In surfing conditions, skipper and crew should move forward when trying to catch and descend a wave, and aft when hitting the bottom of a wave.

Like any athletic endeavor, sailing fast is not something one can learn to do from an arm chair. The only way to learn is by doing. Good luck in your next regatta!



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Phil Berman was the 1979 Hobie 14 World Champion and finished second in the 1981 Hobie 18 Worlds. He is author of Winning in Catamarans and Catamaran Sailing from Start to Finish, and co-author of Multihull Racing: The Hobie Cats.

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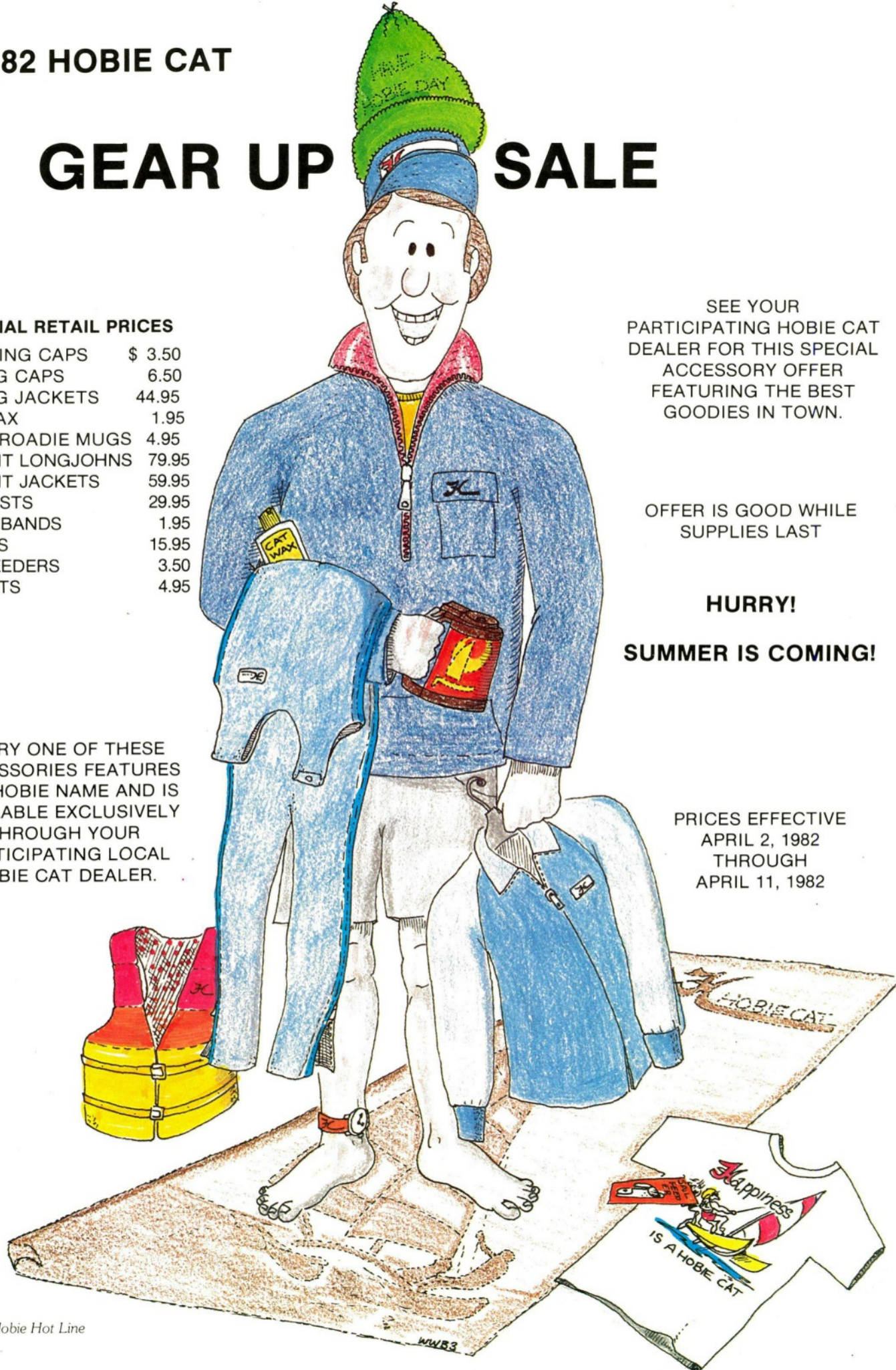
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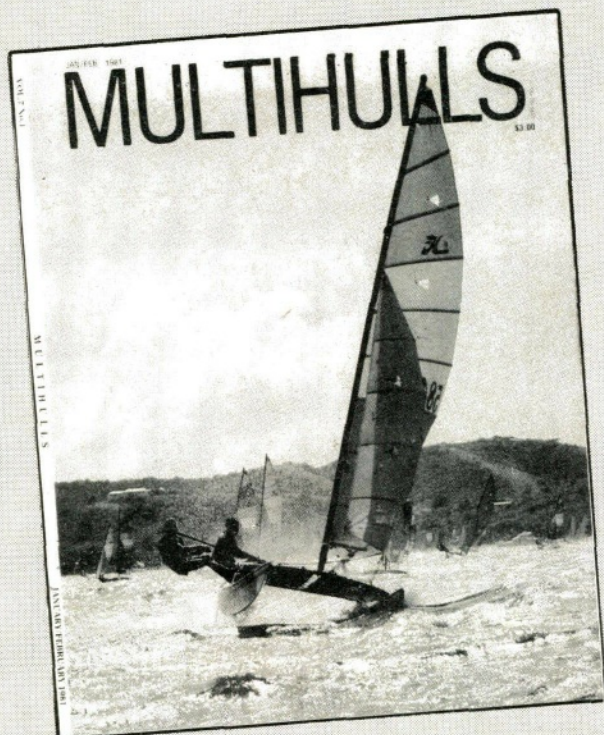
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A New Sailing Season

Many of us are already planning for our first weekend race or a few days' casual sailing at a favorite spot. Then there are others who are still waiting for the sun to come out, the snow to melt and the ice to thaw.

Nonetheless, Hobie sailors around the country are prepping for their first regattas—tuning up for the beginning of the season. Fleet activity and race attendance continue to increase each year. People all over the country are involved in Hobie racing!

Day sailing is fun, but so is organized racing. It helps to improve one's sailing ability, as well. Many people discover through racing that they know much more about sailing than they ever thought they did.

I remember the first regatta I skippered in. It was a Mid-Winters West. I was sure I would tarnish the family reputation by spearing another sailor with my hull, flipping the boat or not knowing a rule—in short, by somehow making a mess of the whole event.

I thought of the worst possible situations and tried to talk myself back into crewing, but with the first Women's Nationals coming up, I knew the Mid-Winters was a better place to take a chance on looking ridiculous and get ready for the next regatta.

Skippering at the Mid-Winters, I found I knew more than I gave myself credit for. At the same time, I found there was a lot about sailing a boat fast that I didn't know (yet!). Sailing in an organized fleet race or divisional race will improve one's skills dramatically, yet it's not always as serious as one might think. Racing is fun. Of course, some people treat it as if their lives depended on the outcome, but there are enough sailors out for a good time to make it fun.

I'd like to invite everyone who has thought they'd like to try racing... someday... to come on out and try it. The Hobie Class Association is made up of racers ranging from beginner to expert. Many races have divisions according to ability: Novice (crash kings), C Fleet (they're learning), B Fleet (they know the rules) and A Fleet (the pros). Novice fleet is as much fun as A fleet—whenever people of matched abilities sail together, it's a good race. When it comes to selecting a race to enter, there is a variety of atmospheres to choose from: a friendly fleet race, a division regatta or a national or worlds competition. Whatever your background, abilities or experience, give it a try. The race section of the *Hot Line* has a schedule of races all over the country, and some international ones, as well.

If you need reassurance or advice, talk to local fleet members. It's not hard to find someone who will give you some tips on rigging or how to get the best start in your fleet.

Good Sailing!

Paula Alter

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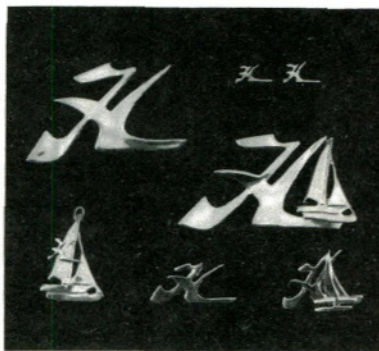
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<input type="checkbox"/> Catamaran with small 1 1/4"	\$85.95	_____
<input type="checkbox"/> with Catamaran 1/4 (small)	\$69.50	_____
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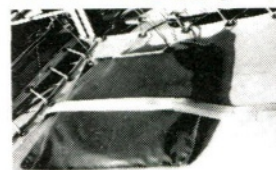
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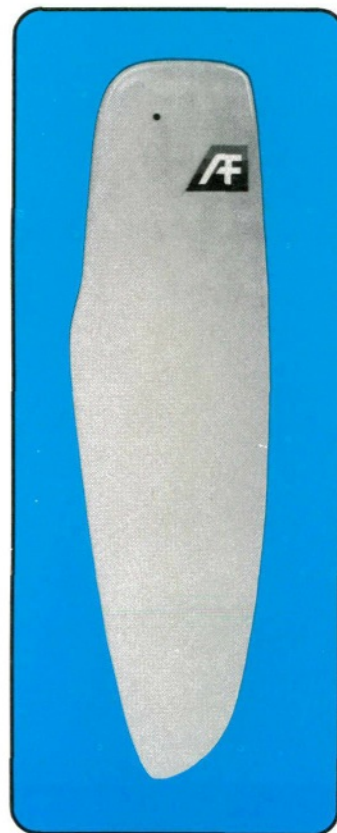
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Art Form Products Company is a subsidiary of General Fabricators, Inc.



Dealer inquiries invited.



Matthew Cohen



Fritz Braun

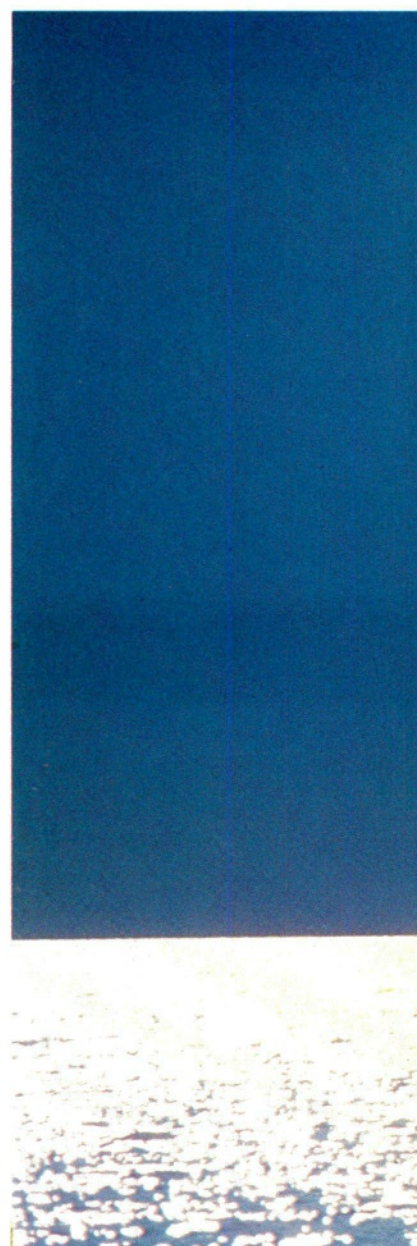


Photo Contest

The last two months of the photo contest brought in many photos from around the world. December's winner (top left) was taken at a Mattapoisett, Massachusetts Divisional Regatta. Starting on port in a large fleet is often touchy business. Matthew Cohen captured the action. Second place photo in December was taken by Fritz Braun at Alder Lake in Elbe, Wisconsin. (bottom left). The winning

photograph for January was also taken at Alder Lake, but on the other side of the country—in Washington, by Gary Edson. (above). Second place photo in January, an unusual shot of a Hobie 16 flying a hull with no wind was taken in Ocho Rio, Jamaica by R. Tryou (right). Grand prize winner of the Hobie 16 will be announced in the May/June *Hot Line*.



Gary Edson



R. Tron

Hot Line Back Issues

September/October 1980

*Bo Derek /Part II Tuning a Hobie 16

November/December 1980

*Windshifts and the First Beat to Weather by Phil Berman

January/February 1981

*Hobie 16 World Championship

March/April

*Predicting the Wind/The Making of a Hobie Cat

May/June 1981

*Tuning the Hobie 16 by Hobie Alter Jr.

July/August 1981

*The Ultimate Crew/Hobie 18 Worlds

September/October 1981 (limited supply)

*Worrell 1000

November/December 1981

*Winterizing Your Hobie

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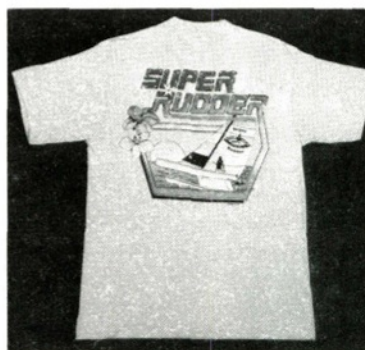
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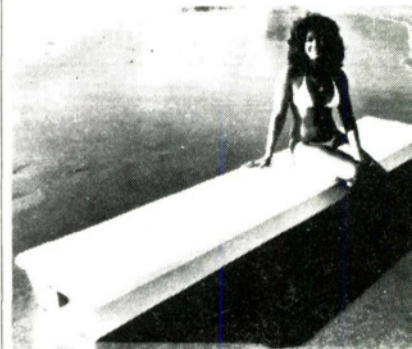
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YELLOW (please circle)

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9'8" wide, 10" deep. Manufactured with same quality as **SUPER RUDDER**. **SUPER SAILBOX** has reinforced foam corelid, same as Hobie Hull. Bottom of **SUPER SAILBOX** has three (3) cross stringers for extra strength to allow sails and equipment to dry without resting directly on the bottom. Lid opens at either end for easy access. Price \$225.00

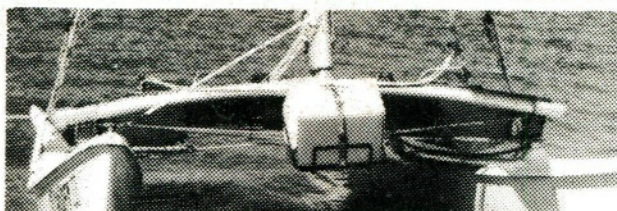
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We ship anywhere in the U.S. for \$25.00 on all prepaid orders. Fits all catamarans.

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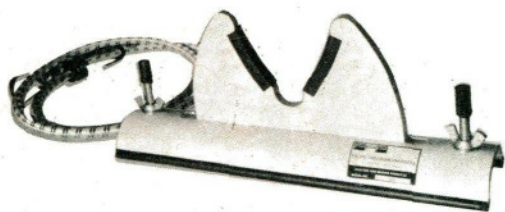
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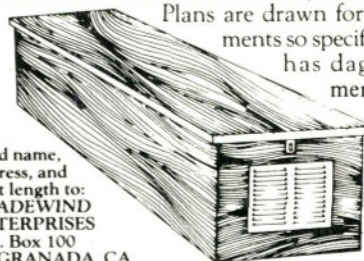
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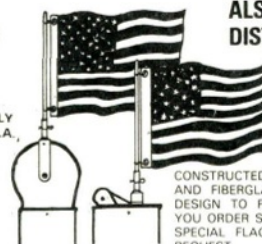
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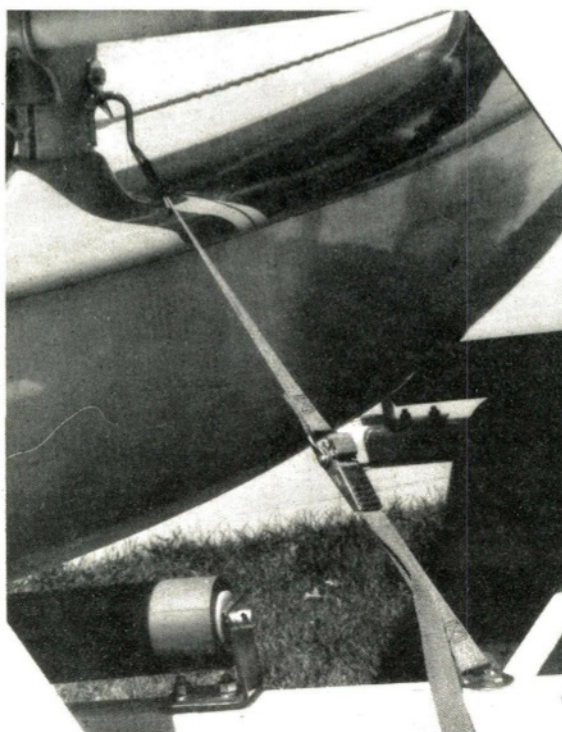
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Schedule of Events

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1:00 p.m. – Media Race

6-10:00 p.m. – Early Registration and Welcome Party

Saturday, May 1

8:30 a.m.-12:00 p.m. – Late Registration

12:00 p.m. – Skippers Meeting

1:00 p.m. – First of three races, back to back

8:00 p.m. – “How I went from first to last” Party, entertainment, door prizes, lots of fun, plus a special grand prize.

Sunday, May 2

10:00 a.m. – Skippers Meeting

11:00 a.m. – Two races, back to back

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1982

Women's - September 22-25
Open - September 27-October 2

Charleston, South Carolina

**Hobie 16
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Sponsored by Lone Star Beer

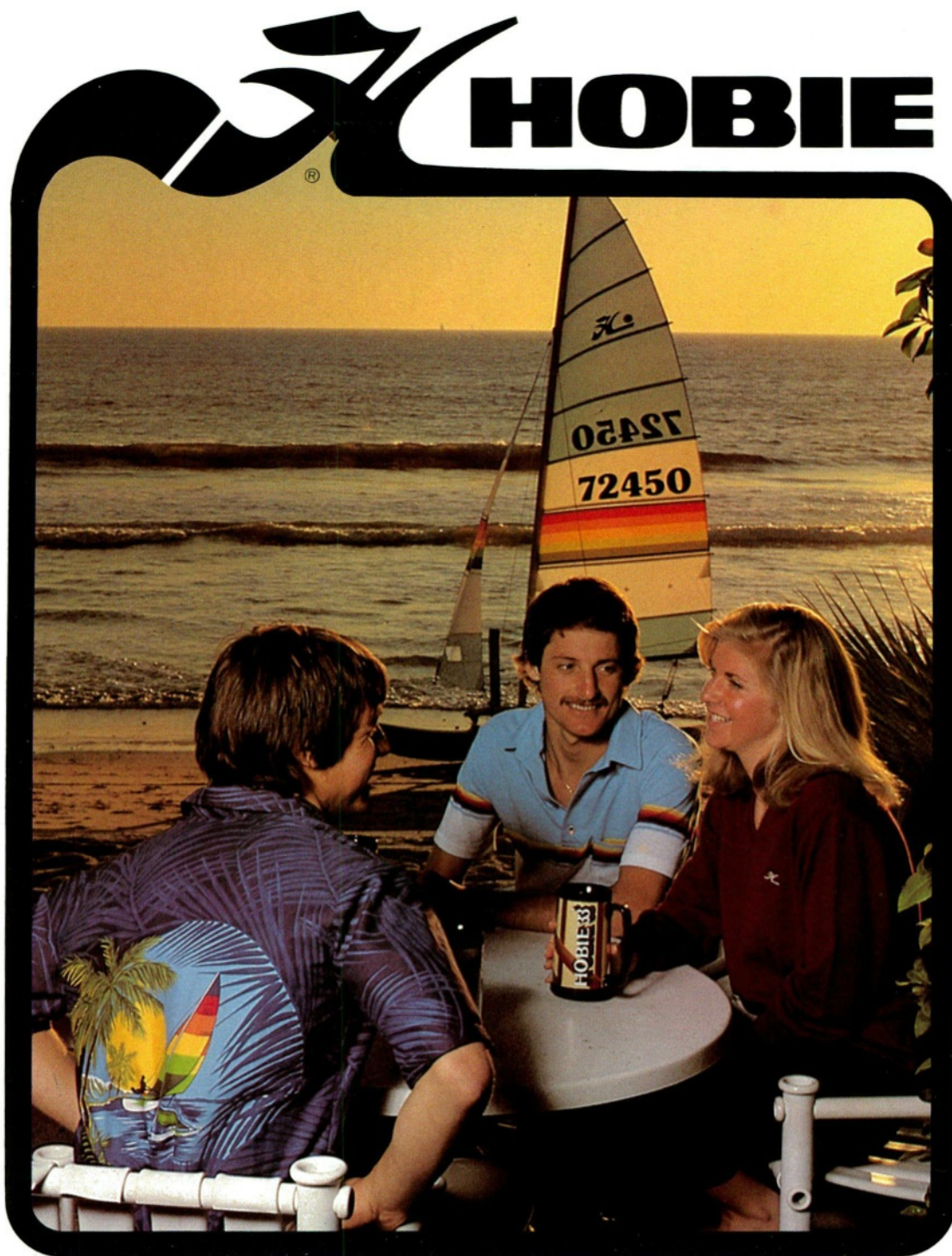
October 10-16, 1982
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**Hobie 18
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Additional Information Will Be In The May/June Issue of The Hotline



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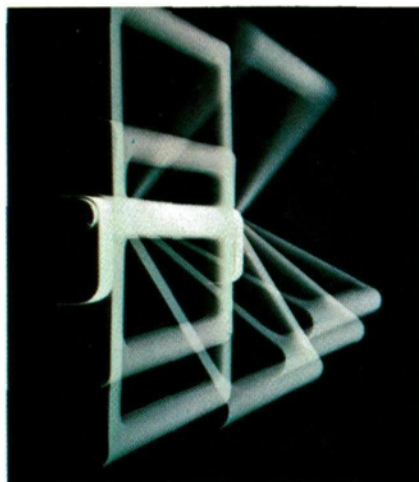
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Latches. Check 'em for con-



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