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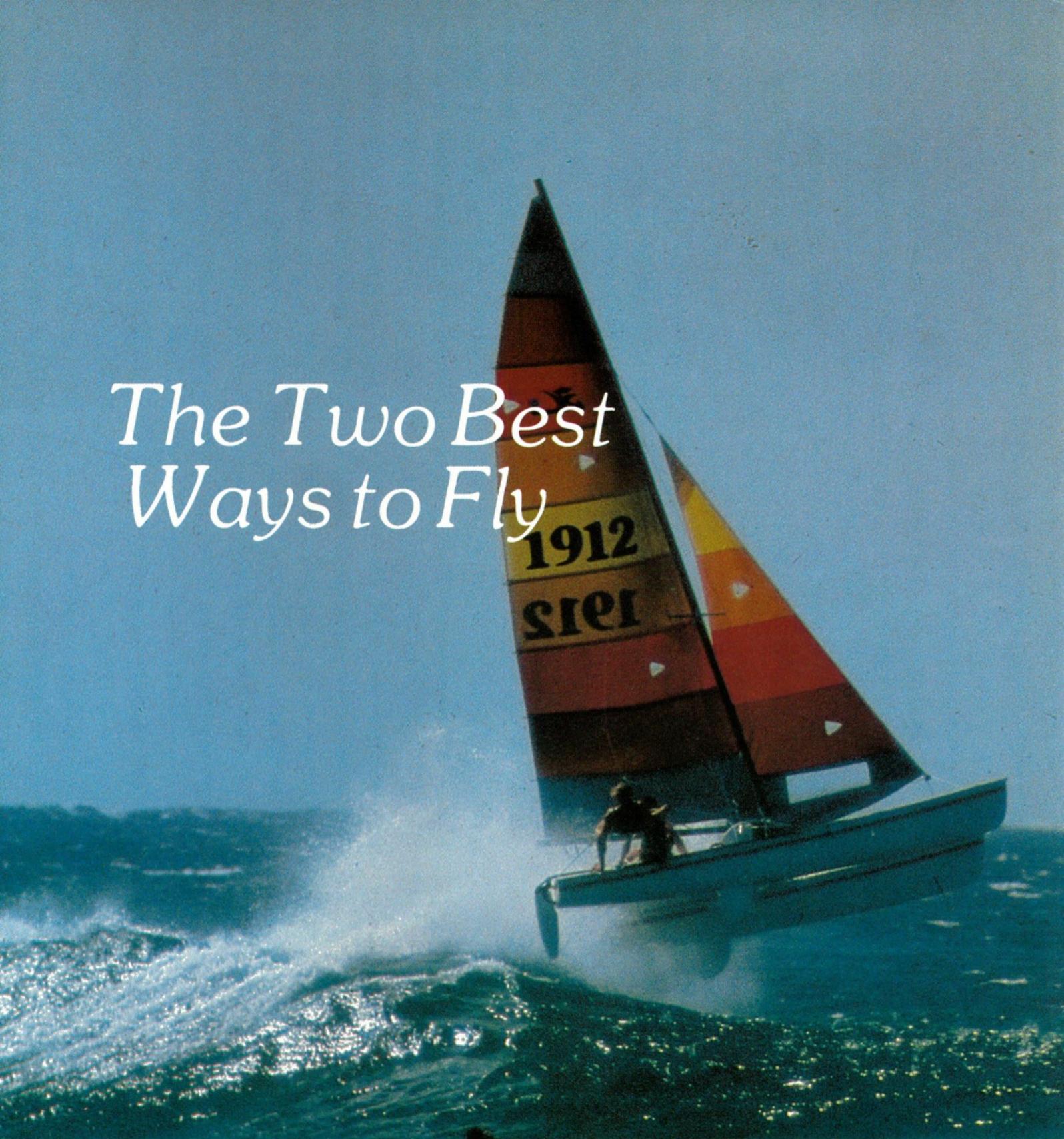
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Hot Line

January/February 1980

Volume 9, Number 1

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Hot Line Publications

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"HOT LINE" DIRECTOR
Bob Brown

EXECUTIVE EDITOR
Bella Lagmay-Singh

RACING EDITOR
Michele Kohlmeier

CONTRIBUTING EDITOR
Paula Alter

DESIGN
Bella Lagmay-Singh

TYPOGRAPHY
Dyna Graphics

PRINTING
Dyna Graphics

CIRCULATION
Kelly Krivdo

HOBIE CLASS ASSOCIATION
Sandy Banks, Director
Michele Kohlmeier, Class Secretary

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ON THE COVER

The world's top Hobie Cat sailors vie for the prestigious Worlds championship title in South Africa. Photo by Sandy Banks.

Letters to the Editor

EAST COAST HOBIE CRAZE

I would like to take this opportunity to advise you about the Hobie craze in the east. Two years ago on the Hampton beach shore I observed five vans pull onto the beach with Hobie 16s. I watched them rig, play in the surf, then head out to sea for the afternoon. I was hooked.

Being an avid skier (ski patrol), I spent the following winter searching for a Hobie. Finally, I struck on a 16' lime green 1974 beauty that due to new family and house commitments, had all but been forgotten. Well, I bought it and set her up at our home on a small pond. Soon, I was flying up in the trapeze and had the attention of the whole pond.

The point of this whole story is that this summer we at Little Island Pond have gone from one 16', one 14' to five 16s, six or seven 14s and an assemblage of other makes. I've been approached by several people concerning the Hobie Cat and I believe we've started something. The poor waterskiers have no chance when we're out in force flying high!

Glenn E. Benedix
P.S. Your mag is super!!!

AT THE 16' NATIONALS

Fort Walton Beach is a town where the beaches are squeaky clean and the biggest decision of the day is figuring out which bathing suit is most color-coordinated to the glasses used for the breakfast mint juleps.

But... some weather bureau moron pushed the wrong button and FWB became Frostbite Falls, Minnesota. **How cold was it?** It was so cold that room at the mark was forgotten; room at the charcoal grill became total combat. It was so cold that one protest hearing was discontinued when both parties burned the protest form and the rule book trying to keep warm. It was so cold that the kid from Alaska finally put on a tee-shirt.

Taking radical action, the entire FWB Chamber of Commerce surrounded the Channel 3 weatherperson, chanting mad incantations. On the fourth day, in a grand gesture appreciated by all, the weathergirl broke the evil spell by committing ritual suicide during her six o'clock newscast.

The weather, be it too anything, phased not the RC. They trundled about on their appointed rounds delivering course #7s with the sincere glee of a dedicated group fueled by multiple cases of suds. When the Michelob ran out, the stout trouper would switch to Sea & Ski. Egads, what dedication.

The overall size of the Nationals fleet was held to 80 crews. Pre-qualified crews held 65, leaving 15 openings for on-the-spot qualifications. We (with 63 other hopefuls) flogged our boats around four courses in one day and made the Nationals fleet in second to last place. Carol and I were happy, figuring this to be the equivalent of getting a "Best Supporting Dancer from among A Cast of Thousands" nomination from a Dino DeLaurentis beach-party/bible epic.

Using the assigned rotation factory-supplied boats, I was quick to note a peculiar quirk which perversely dogged my cats. Temporary overt slowness afflicted all of my efforts to grab a victory. For example, I took the boat which Hobie Alter, Jr. had just sailed to a horizon job victory, didn't let him even loosen the downhaul, and went out to duplicate his rapid transits. Despite the

DANGER



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

union of my renowned tiller-tickling touch and the well-tuned boat, a strange malaise affected the boat... such that we had to drop-kick the sucker around the marks. Returning to the beach, Hernandez prevented me from fine-tuning the hulls with my 18" pipe wrench. He even insisted on sailing the boat without alteration, taking a Top 10 finish. This is but one example, proof positive, of the unreliable mental condition of the factory supplied boats. Many other skippers complained of slow boats which later won races. The factory-supplied boats are suffering from temporary psychiatric imbalances which result in uneven finishes, skipper to skipper. To this problem we need positive action from the top echelon of Hobie Cat executives. Harvey, himself, should mandate a factory-supplied cat psychiatrist to accompany factory-supplied boats to all future Nationals, dealing with the catatonic lapses.

Enough of the minor technical problems such as boat speed and tuning. The parties were great.

dedicated water ballooners practiced their craft even in the rain, and we had super fielding percentages handling the hot dogs, sodas and beer. This time we finished at the upper 1/3 compared to the previous upper 8/9ths. I am now in search of a job as middle age is becoming to my mind.

Spence Lycan
Houston, Texas

HOBIE HUSTLER COVER?

We would like to inform you that we were very offended by your cover on the July/August 1979 issue of the Hobie Cat magazine. We do not think it necessary to ruin the beautiful lines and colors of the Hobie Cat sails with nude women.

President and Sister
Sloan Alma Smith
Jesus Christ of
Latter Day Saints
Greensboro, North
Carolina

HOBIE SAILING SO FINE

I bought a Hobie 16' several months ago. It's a black and white special edition, which you call "White Knight"... and I must tell you that I'm feeling like a "Knight" when I'm shooting along the Baltic coast on one hull and sometime passing power boats too. In the years before I was "Topper" and "Laser" sailing.

I must say I have never before enjoyed sailing as much as I have since we got our "Hobie Cat." It's a fantastic feeling — I and my sailing friends call it "the Hobie fever" when we are in action and relaxing while sailing. Always we are singing: "In the summer of '79 we were Hobie sailing so fine..." (the melody is from the European summer top hit, "Casanova" sung by Luv from the Netherlands).

Next year, I'm going to buy a second Hobie 16'. My wife, daughter and son enjoy Hobie sailing as much as me. They forgot their Topper and Laser too. With a second Hobie 16' in our family we will get more fun. And I think in the next sailing season in Summer '80 some of my friends will be Hobie yachtsmen too. You see, the Hobie fleet at our Baltic seaside is growing more and more; even two Hobie 18s have been here since last May (No. 1509 and 1629).

We named our Hobie 16' "El Hana" — that's Arabian for "Luck" or "Happiness" and that's indeed what we are really having with that cat.

Gerhard Beckmann
West Germany

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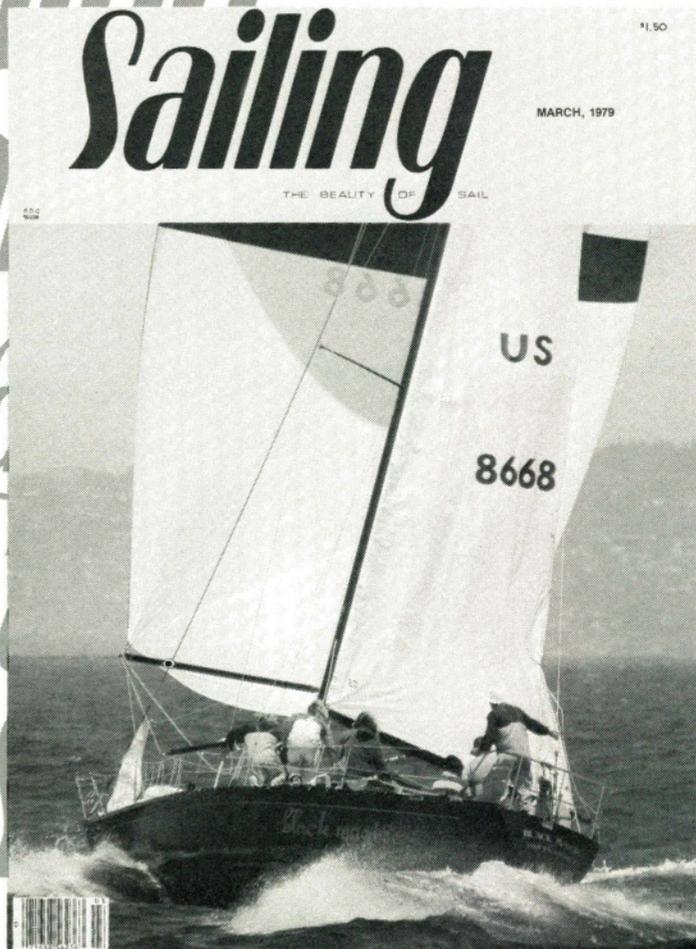
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PHIL BERMAN VICTORIOUS IN SPONSORED BY HANG 10



Phil Berman of Team U.S.A. sailed through to a fantastic victory in the Hobie Cat 14' Worlds held Nov. 25 - Dec. 1 at Plettenberg Bay, South Africa.

Berman fought off determined challenges from Kitty Salmon of Tahiti and the hard sailing Australian, Ian Bashford. The result was always in the balance with only 14½ points separating the top four by Friday - evening of the week-long race series.

Let's take a look at the whole story . . . By Sunday, November 25, skippers from 12 countries had arrived at Plettenberg Bay — perhaps one of the most beautiful sailing venues in the world. Hot, sunny, summery weather greeted our visitors with not a trace of wind. The magnificent bay sparkled in the sunlight — the surrounding mountains, a hazy blue. Inside the magnificent Beacon Island Hotel, orderly chaos reigned. . . and the beer flowed.

"Don't worry" said John Whitmore, the wisecracking genial head of Coast Catamaran South Africa. "We've had two days of screaming south easter for our South African Trails. There's no sailing today, so we asked for a calm day. But I've laid on wind for the rest of the week."

And how right he was. Monday dawned fair with an offshore south westerly wind blowing. This produced a beautiful flat sea and augured well for the championships.

The plan was to have four races for the qualifying series and at 9:30 a.m. the Hobies hit the water. Racing started at 10 a.m. precisely. By now, the wind had piped up and was coming through at 15 to 20 knots.

The South Africans revelled in the conditions and dominated the four qualifying races. Led by the current Hobie 16' Worlds champion, Mick Whitehead, six South Africans topped the list at the end of the day with 18 of



1979 HOBIE CAT 14' WORLDS

IN SOUTH AFRICA

them making it into the Worlds series. The surprise of the day was Australian Anthony Duchatel who came in seventh. From the United States, Tom Materna and Bruce Fields made it.

On Tuesday, the start of series, the wind really pumped through at 20 knots plus. Again at 10 a.m. precisely, racing got underway. The starboard boats battled to lay the start mark and a bunch of port starters came screaming through.

There were spills aplenty and a few skippers found the conditions a little too severe for them.

Berman was pipped on the finish line by Australian Rob Waterhouse with Hobie Alter Jr. third, Dodds of South Africa, fourth, and Tom Whitehurst of the United States, fifth. By the second race the wind was really blustery, gusting up to 30 knots. South African Mike Collier led all the way followed by a trio of Australians, Ian Bashford, Rob Binnedel and Phil Smythe. Randy

Hatfield of Team U.S.A. filled the fifth spot.

The third race gave Berman his first win. He sailed brilliantly to beat Binnedel and Bashford, who really put the pressure on him. Fourth was Collier and fifth, Waterhouse, who seemed to enjoy the heavy conditions.

For the fourth race, the wind dropped slightly and boats moved very fast to weather. This race turned out to be a triumph for the South Africans. Four of them, Leonard Mann, Colin Hancox, William Edwards and Craig Ryall, took the line honors. Paul Cuanillon of Switzerland came in fifth.

The positions at the end of the first day were:

Phil Berman	Australia	2 3/4 points
Rob Binnedel	Australia	4 points
Mike Collier	South Africa	4 3/4 points
Rob Waterhouse	Australia	5 3/4 points
Ian Bashford	Australia	6 points

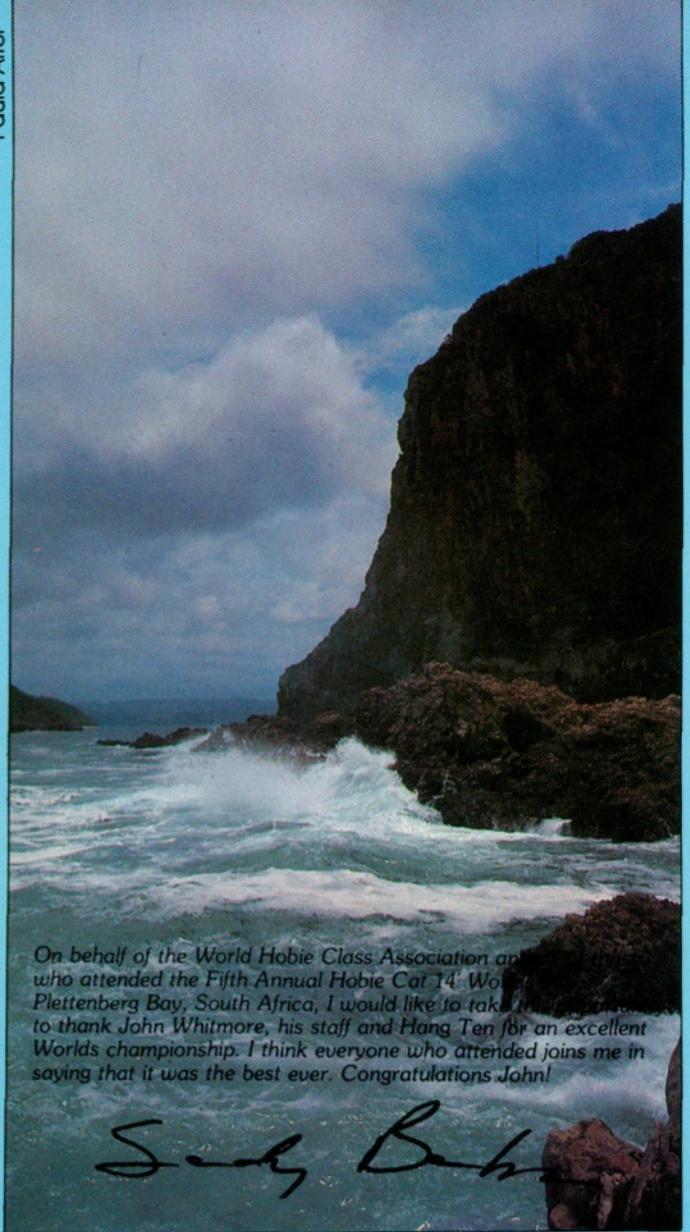


By Mick Killeen
Photo by Sandy Banks

(L-R) Eric Paofai of Tahiti excitedly tells friends of his great day on the water; Rob Binnedel of Australia hangs in there; Kitty Salmon of Tahiti, 2nd place, relaxes on the beach; Ian Bashford of Australia, 3rd place, checks out his competition; and skippers line up for the start.



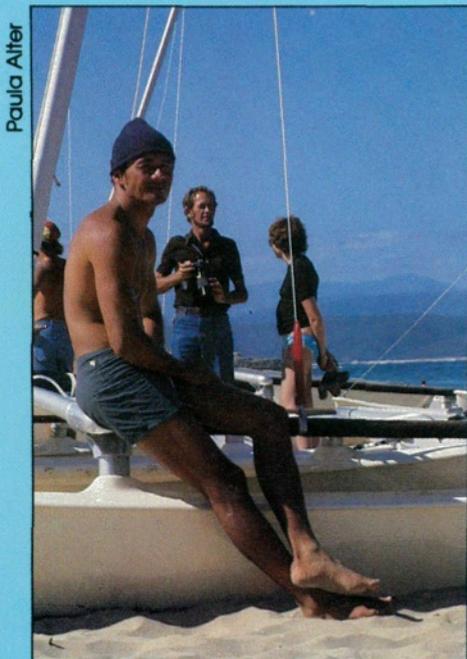
Paula Alter



On behalf of the World Hobie Class Association and those who attended the Fifth Annual Hobie Cat 14' Worlds in Plettenberg Bay, South Africa, I would like to take this opportunity to thank John Whitmore, his staff and Hang Ten for an excellent Worlds championship. I think everyone who attended joins me in saying that it was the best ever. Congratulations John!

Sandy Banks

Paula Alter



Paula Alter



Paula Alter



Sandy Banks



On Wednesday, once again the wind did not let us down. By 10 a.m., the westerly was coming through at 10 to 15 knots.

First place went to Waterhouse with Whitehurst of the U.S.A., second; Dodds, third; Enrique Figueroa of Puerto Rico, fourth; and Mike Shearer of the U.S.A., fifth.

By the time the second race of the day got underway the wind had freshened considerably to 25 knots. The Australians and South Africans definitely found the weather to their liking. First place went to Duchatel of Australia, followed by Hancox and Collier. Fourth place was taken by Kitty Salmon of Tahiti with Eric Hasselbach of South Africa, fifth.

For the third race of the day (the seventh of the series), the wind dropped slightly but still came barreling through.

It was becoming obvious that the heavy winds were what the Australians and South Africans wanted. With the exception of Salmon of Tahiti, the top placings at this stage were mainly occupied by them.

In this race, however, with the wind dropping off slightly, Evan Borges of the U.S.A. got a very good second and Dean Froome, also of the U.S.A., a fifth. Top spot went to Bashford of Australia with Collier of South Africa, third; and Salmon fourth.

For the final race of the day the wind began to freshen — at times gusting at 28 knots. The lanky, bearded Hancox of South Africa powered into first place, followed by fellow countrymen Mann and the evergreen Gerhard Koper (known as Gary Cooper to one and all!) Berman came in fourth and Allen Paquier of Tahiti was fifth.

The points position by the end of the day was as follows:

Mike Collier	South Africa	10 3/4 points
Rob Waterhouse	Australia	12 1/2 points
Ian Bashford	Australia	16 3/4 points
Phil Berman	U.S.A.	16 3/4 points
Colin Hancox	South Africa	17 3/4 points
Leonard Mann	South Africa	17 3/4 points
Rob Binnedel	Australia	19 points

The Australians and the South Africans were full of confidence going into the third day.

The wind, still coming from the west, kept the sea flat and produced ideal conditions.

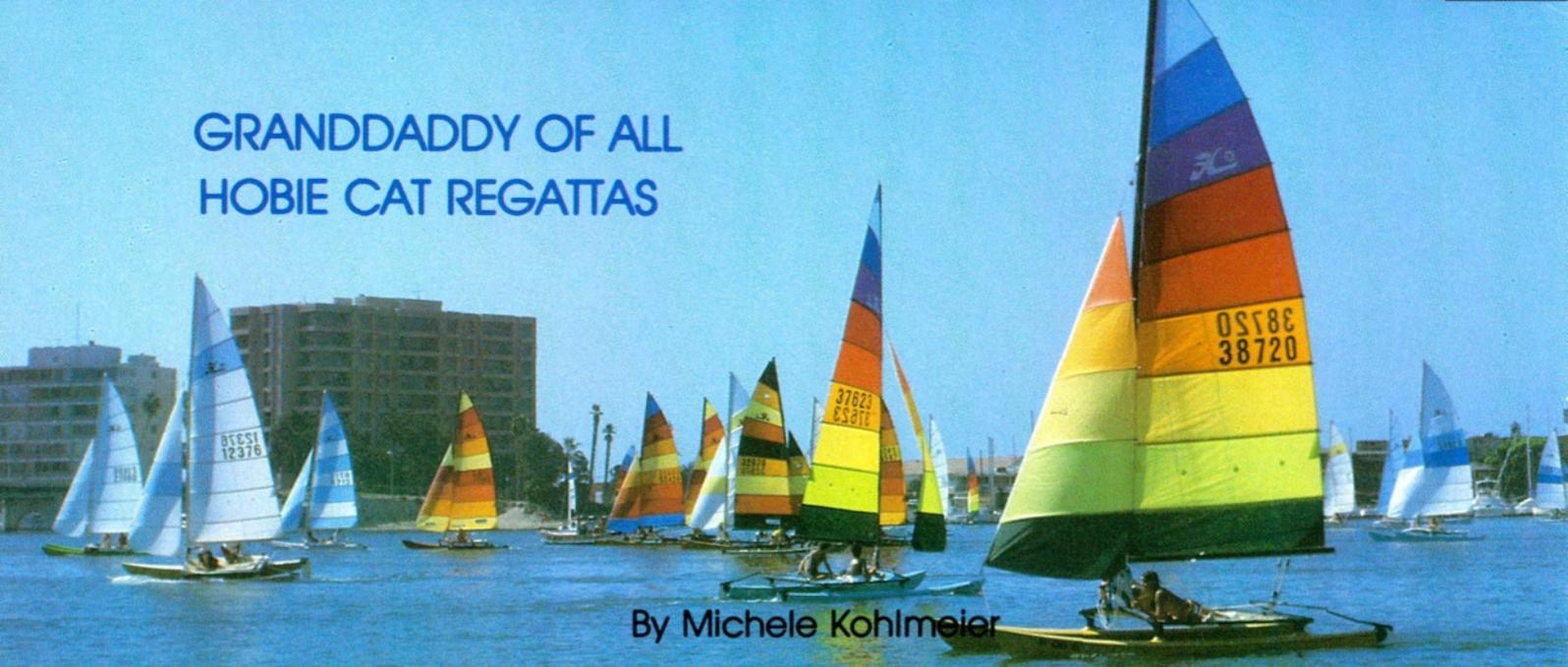
In the first race of the day, Mann took first place for the second time of the series. Gerhard Loos of Holland had his best race to date, taking second position, Salmon, third; Bashford, fourth; and Collier, fifth.

In the next race, Berman came to light. His accurate tacking took him

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GRANDDADDY OF ALL HOBIE CAT REGATTAS



By Michele Kohlmeier

Sandy Banks

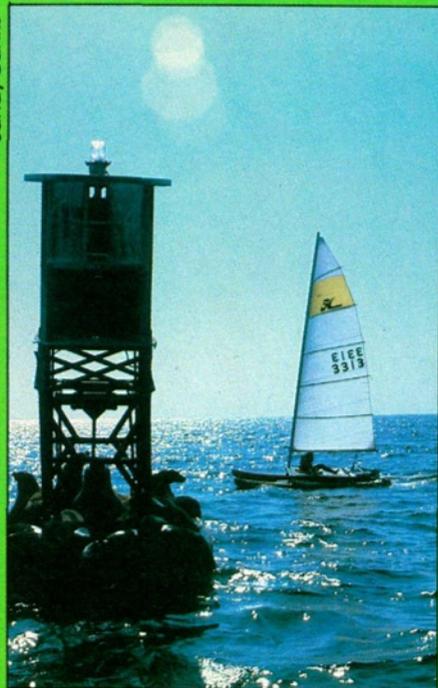
ANCIENT MARINER REGATTA HELD IN NEWPORT BEACH

Since that weekend in September 1968 when “old timers” such as Hobie Alter, Sandy Banks, Dick Barrymore, Bobby Patterson, Wayne Schafer and Pete Syracuse sailed to the Ancient Mariner in Newport Beach, California from Poche in Capistrano Beach, the event has been considered the “Granddaddy” of all Hobie Cat regattas.

The 12th Annual Ancient Mariner Hobie Cat Regatta held recently proved to be just that — 21 Hobie 14s, 130 Hobie 16s and 19 Hobie 18s showed up in the Ancient Mariner parking lot to register for the weekend activities. Coffee and donuts, provided by the Ancient Mariner, warmed the skippers as they got their t-shirts and dinner tickets.

And then there was wind! This was a change from the past few years when mother nature frowned upon the weekend without enough wind to get the skippers to the starting line. This was finally going to be a good one. The first race was called at noon and the skippers headed to the Newport pier. Nick Steele was the first 18' skipper to cross the finish line (Steele was going for two in a row, having won the 18' class in 1978). Lewie and Sherry Wake were first in the 16A fleet; Lori Klaidman, 16B; Ken Biakanja, 16C; David Arnstein, Novice; Geoff Walsh, 14A; Steve Hatch, 14B; Sue Henderson, 14C and Dave Boyle, Orca fleet.

Sandy Banks



The second race of the day started at the Newport pier and finished at the Ancient Mariner. This was a scenic race — even the seals came out to watch. Dick Crail was the first Orca to cross the finish line with Sue Henderson taking first in the 14C fleet. Jack Spottswood claimed first in the 14A fleet and Steve Hatch was the first in the 14B fleet. The races were over for the day — let the partying begin!

Under the supervision of head “chef”, Byron Keough, the Ancient Mariner chefs provided a country barbecue dinner, complete with all the trimmings for the skippers and crews at Bommer Canyon Park. But wait, it didn't stop there. Besides the great food, a “foot stomping, shit kicking,” get-down country band provided entertainment for the John Travoltas of Hobie Catting. Between dances, plenty of beer and wine dander.

Despite a few weary looking skippers and crews, the races started at noon. With second, sixth and first finishes, John Hauser took home the first place 16A trophy. Jim Raffeto claimed first in 16B fleet; Ken Biakanja, first in 16C fleet; and David Arnstein, first place in the novice class with 6¾ points (novice fleet consisted of 51 boats — good going David). Geoff Walsh took first place in the 14A fleet for the second year in a row; Steve Hatch, first in the 14B fleet; Sue Henderson, first in 14C fleet; and Dick Lantz, first in the Orca fleet.

The trophies, teakwood cutting boards and bowls, were presented after the last race in the bar of the Ancient Mariner by Keough and Banks.

Special thanks for assistance with this event goes to Ron Newman of Hobie Newport, Andrea Daly, Sherry and Terry Niemeyer and especially, Byron Keough and the rest of the gang at the Ancient Mariner. 

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by Phil Berman

1979 Hobie 14 WORLD CHAMPION
Plettenberg Bay, South Africa, Dec. 1, 1979



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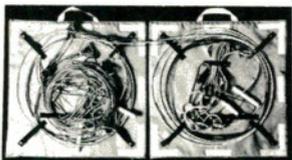
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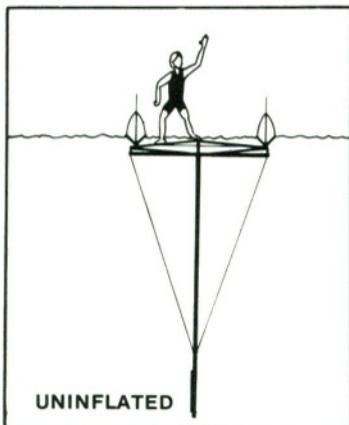
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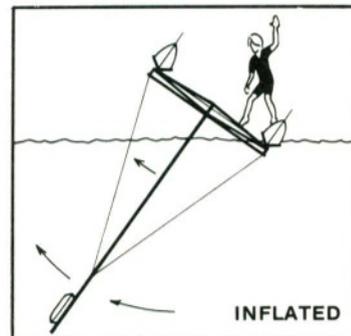
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WINTER PROJECTS

GETTING READY FOR THE NEXT SEASON

By Robbie Roberson and Paula Alter

It's wintertime and Hobie Cats are scattered throughout the country, some buried beneath the snow, some tucked warmly away in garages, a few are sitting on beaches weathering in the salt air, and a few lucky Hobie Cats are sailed all year around. Whatever the case may be, this time of the year is a good time to check your boat over and get it ready for the next sailing season.

Whether you race or just go sailing for fun, you want your boat to be in good working order when the sun and wind call again. All things require a little care and a Hobie Cat that has been sitting around is no exception. Some of these projects are good winter time endeavors, others such as the ones involving lubrication might be saved until it's closer to the actual time that you'll be sailing again.

If you noticed that your boat was taking on excess water last year this is a good time to remedy that by resealing all the fittings on the boat. A good silicon seal is G-E RTV, which comes in tubes. Unscrew the drainplug housings, rudder mounts and anything else that is screwed through the hull. Clean the part of the old silicon, then make sure that all the surfaces are dry. Spread a ring of silicon around the area and remount the part. Another place to seal is around the pylon area where the pylon is inserted into the hull and also around the anchor pins where the shrouds attach to the hull. Sometimes, the mast will leak and may need resealing too. When resealing the mast, replace any loose rivets and add a little silicon over the rivets and fittings, making sure again that all the surfaces are dry before applying the silicon. Look underneath the lip and between the hull and deck, and spread silicon over any areas that have cracked. It might be a good idea to clean all the old silicon on the glue seam and replace it with fresh silicon making sure to fill all the voids. The centerboard well on both old and new Hobie 18s should be resealed if there is any indication of leakage. If any of the cracks look really bad you can do some fiberglass repair. Look at the bottom of the hulls, especially if the boat gets dragged up

and down the beach a lot and see if a keel reconstruction is needed (see "Backyard Boat Repair" article in this issue).

Next, check all the wires, shrouds and halyards for frays, excessive rust, wear or any kind of damage, and replace those that are needed. Be sure and look around the swedges and thimbles (the eye-shaped fitting on the shrouds) for worn areas; check this area on the halyard closely. If you want to clean the wires up, check with your local marine supply. There are quite a few stainless cleaners on the market. If a marine supply store is not accessible, powdered cleansers such as Bon Ami or Comet will work.

Another area to inspect, especially if the boat is old, is the anchor pins. Look for hole elongation or for any cracks in the metal. Check the corner castings for cracks also. Look for loose rivets over the entire boat and replace the loose ones by using an oversize drill bit to cut the top of the rivet off, then punch it through.

Other miscellaneous things to check on the boat include the following. It might be time to have the hiking straps resewn before they pull out while you're hiking your fanny off — in the lead — during the most important race of the season. See if any of the stitching on the trampoline is rotting. Replace any worn lines (sheets, halyards, righting lines). Old batten caps may eventually crack and fall apart; it's worth checking into some of the different types of batten caps that make adjusting batten tension easier. If your boat is exposed to a salt water environment, it's a good idea to soak the blocks and sheet lines in fresh water now and then. Prior to sailing, lubricate everything that moves on the boat. Clean the jib and main traveler tracks, double checking for loose rivets, then lubricate with a good lubricant. Lubricate the blocks and make sure everything on them moves properly.

Another job especially for those sailors who race is to check the rudder assembly, lubricate all parts and make sure that everything is in working order. Sometimes, it's too much work to disassemble the rudder assembly or it may even be impossible. Without

having to take the whole thing apart, you can apply marine aqua lube to the ball, rotate it and reapply the lubricant until the ball is fully covered.

As winter melts into spring, there are other projects to do. If you like the look of shining hulls but yours have that well-used, weathered look, there is some hope. Polishing compounds and an electric buffer can do miracles to old funky-looking hulls. After cleaning the oxidation and heavy grime with a polishing compound, it is recommended that you protect the gel coat with a good fiberglass polish wax. Be gentle with the buffer as you can buff right through the gel coat finish.

For cleaning the metal on the boat, such as light oxidation and rust spots, a polishing compound will work. Be careful on black anodized metal; use the polishing compound very lightly as it will easily go through the anodizing. After sitting around all season in a sail box, or on the garage floor, your sails may get a little oil or grease on them. Oil and grease can be removed from the sail by using a chemical called Trichloroethylene (sorry, we don't know what form this comes in and we have not had any experience with it although it is reported to work well; please use at your own risk). You may also want to replace some parts such as the teflon chip in the mast base, the drain plugs and O-rings, the tiller connecting washers and any bent ring-dings and pins.

The biggest thing that seems to go wrong at the beginning of the season the first time you load your boat up is the trailer. Before even attempting to trailer your Hobie Cat, take some time to get the trailer ready. First, replace any frayed electrical connections and make sure no bare wires are showing. Check the brake lights and turning signals. Make sure that the wheel bearings have plenty of grease and the tires are still holding pressure. A good lubricant for all-around use on both your boat and trailer is LPS, which displaces moisture and also contains good lubricants.

Once you have everything ready to go, all you need to do is wait for the wind and sun or if you're of the hardy variety, don that wetsuit and wool cap and go for it now! 

BACKYARD BOAT REPAIR

By Robbie Roberson

Robbie Roberson is a fiberglass technician. He has worked at Hobie Cat for 10 years in a variety of positions, all dealing with fiberglass and resin. He spends his spare time working on other sailboats. In order to write this article, he actually repaired the bottoms of a Hobie 14' in four hours. Roberson went about the project from the point of view that he had no tools or materials and recorded his step-by-step procedures. He hopes that this article will make it easy for even the most inexperienced Hobie Catter when doing fiberglass repair on their hulls.

People from various parts of the country have written and asked about technical information on how to do fiberglass repair on their Hobie Cats. Many incidents occur in which the catamaran gets banged, dinged, scratched and dragged up and down the beach, wearing the bottom off and thereby needing professional attention. Keel repair seems to be the most informative subject; the steps, tools and materials involved will also help to repair other fiberglass parts on the catamaran. With a little technical help, you can attempt to reconstruct any damage occurred and be successful.

Step one involves a trip to a local hardware store to purchase tools needed for the job. Presumably, you have already obtained the correct color of gel coat through Hobie Cat Customer Service, your local marine supply or your local boat manufacturer. However, if it is not

available there are substitutes that will work satisfactorily.

TOOLS NEEDED

1. Two 8" half-round, medium cut Stanley Surform blades.
2. Five sheets of 36 or 40 grit production sandpaper. Five sheets of 120 grit production sandpaper.
3. If you will be spraying a finish coat of gel coat, you might also get: Three sheets of 220 wet or dry. Three sheets of 220 production paper. Two sheets of 400 wet or dry. Two sheets of 600 wet or dry. One can polishing compound. Fiberglass wax and polish.
4. One low-cost 1" or 2" pure bristle brush (plastic bristles tend to dissolve in the resin).
5. Two small paper buckets size 16 oz. or 83 oz. (a flexible plastic bucket is actually better because it can be reused by removing the resin after it has hardened).
6. Empty coffee cans in which to clean the brushes.
7. Three or four stir sticks or tongue depressors.
8. One pair of scissors.
9. One razor knife or several single edge industrial quality razor blades.
10. One roll of 2" masking tape (one inch tape can be used).
11. One small piece of wood for sanding block 1"x3"x12".
12. Disposable tight fitting latex gloves.
13. Small hand broom.
14. Soft rubber squeegee (a medium-hard rubber scraper used to work air bubbles out of the wet, saturated fiberglass cloth).
15. If you are planning to spray the gel coat try and find a spray propellant bomb with a glass canister.

The materials you will need are:

1. Resin - one half gallon
2. Catalyst - 3 ounces
3. Acetone - one gallon
4. Wax (surfacing agent) - 2 ounces
5. Fiberglass - 10 oz. or 12 oz. cloth 1/2 yard
6. Mat - 3/4 or 1/2 oz. 1/2 yard

Step two involves becoming familiar with the materials and chemicals and their purpose.

1. **Resin** (Isothalic Polyester Laminating Resin)
This is the most commonly found resin anywhere.

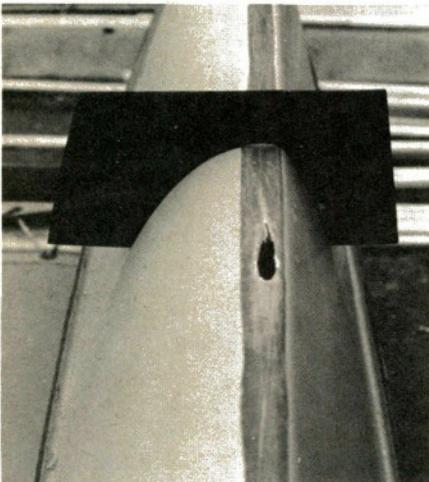
2. **Catalyst** (Methyl Ethyl Keytone Peroxide, M.E.K.P.)
This is a hardener, when used in proper ratio with polyester resin produces polymerization (hardening or gelling).

3. **Acetone**
Acetone is a solvent. Use with extreme caution; it's highly flammable. Avoid contact with eyes.

4. **Surfacing Agent**
Used for sanding purposes, this is a wax which rises to the surface of the resin and seals it. It prevents sandpaper from gumming-up. It is not for laminating! If surfacing agent cannot be found, melted parafin wax can be sub-



Prepare the bottom of the hull by leveling the surface with 36 grit sandpaper.



Use the template to determine the amount of material build-up needed. Bevel the edges of any holes and fill holes at this time as needed.



Tape off the worn surface 1/2" below the gel coat line. Crease the tape in the middle to allow excess resin to run off.

stituted. Take one cup resin, add 1/3 cup melted parfin. Let sit for approximately three hours. Strain resin, this may be used as a surfacing agent. A surfacing agent will cause a more rapid gel time.

5. Fiberglass

Ten and 12 ounce cloth are the most commonly used fiberglass cloth, although whatever is available will have to do. Heavier grades such as woven roving can be used, but beware of the resin draining out, which causes a dry laminate.

6. Glass Matting (Mat)

This is made of chopped-up strands of fiberglass, bonded together chemically in weights of 3/4 ounce and 1 1/2 ounce per square foot.

With all of your materials at hand you can begin the actual bottom restoration. Naturally, there is no great magic to resurfacing one's keel; the trick to this type of fiberglass repair is to try and be very neat. You can count on it becoming messy at different stages.

Taking a few precautions in the beginning will insure good quality work.

1. Work in a well ventilated area. Do not try to work outside in direct sunlight, the sun will increase the gel time 50% to 75%.
2. Keep out of the wind.
3. Protect the floor, resin gets pretty messy.

HULL PREPARATION

Start by cleaning the hull with acetone, especially if it is oily or dirty. Tape off the worn surface about 1/2" below the original gel coat line. Next, crease the tape in the middle, this will form a drape allowing the excess resin to run off in a stream and not down the side of the hulls. After the hulls are taped off, take a sanding block with 36 grit sandpaper and level out the worn area, creating a clean feathering into the original gel coat.

If there are any holes all the way through your hulls this is an excellent time to repair them. Take and bevel the total circumference of the hole. From inside of the boat, back up the hole with a piece of very thin cardboard with a string attached pull up against the hole and tie off to a pencil or stick that is laid across the opening. Then, do a dry run making sure the cardboard fits properly. Mix a small one ounce batch of resin to glue the cardboard in place. When working with such a small batch of resin add the catalyst by the drops. This can be done by poking a little hole in a plastic container, or using a dip stick and allowing the catalyst to drop from the stick.

It is difficult to weigh out small percentages for a small batch of resin. Assuming that a very short working time is needed, use about five drops of catalyst.

This will give you ample time to glue the cardboard in place. Once the cardboard is in place break off pieces of matting and mix with about 1/2 cup of resin (or more depending on the size of the hole). Mix into a mish-mash, catalyze and fill the depression slightly higher than the top of the hole to allow for shrinkage and to give you something to sand. Try to surform when freshly cured or crispy; this is referred to as green.

Now that the worn area is cleaned, taped, holes repaired and sanded, it is time to begin on some serious fiberglassing. Cut all the fiberglass cloth and mat into strips 1/2" wider than the worn surface. Try to overlap the tape by 1/2" or so to allow for a clean trim with the razor knife when cured. The templates and dimensions on the following page will enable you to determine the amount of material needed to be replaced, There is one keel shape template per Hobie 14', 16' and 18'.

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Used in reverse, they will give you port and starboard hull shapes. Most of the outline shape will depend on your eye, using the template as a guide, and by checking dimensions from the chart. Using the template, you get a good idea of the amount of buildup and in what area to apply the bulk of the material. A standard 10 oz. cloth or 3/4 oz mat will give about 1/16 inch thickness.

A good standard lamination consists of one layer of 3/4 or 1 1/2 oz. matting, and one layer of 10 or 12 oz cloth. The mat is laid on first, then the cloth, and wet out at the same time. Wetting out is the saturation of the dry fiberglass with the catalyzed resin. Then, work out the wrinkles and air pockets, on this type of repair, two or three laminations can be done at the same time. Be very careful wetting out, all layers of unwet cloth and mat will become unmanageable. Lay out the strips of mat and cloth along the keel line to get a feel of the material. Work with one mat, one cloth. Now with all the strips laid on the hulls begin to catalyze.

Before actually mixing up a batch for the hull, do a practice batch. By practicing with small "practice batches" you can become successful in mixing resin and catalyst; properly termed "catalization". The chart will assist you in getting the proper catalyst/resin mix. The amount of work time with catalyzed material will vary greatly due to different air temperatures of the resin.



After the resin has cured. . . trim along the tape line with a razor knife.

Air Temperature		55	60	65	70	75	80	85	90
Percent of Catalyst		3%	2.5%	2.25%	2%	1.75%	1.5%	1.25%	1%
Amount of Resin	3.5 oz.	3.15 cc	2.6cc	2.4cc	2.1cc	1.8cc	1.5cc	1.3cc	1.05 cc
	16 oz.	<i>amount of catalyst</i>							
Amount of Catalyst		13.2	12.0	10.8	9.6cc	8.4cc	7.2cc	6.0cc	4.8cc
Amount of Catalyst		1 oz. = 2 tablespoons			1 teaspoon = 5cc		1 oz. = 30cc		

Curing or hardening speed is affected by temperature. A change of temperature of ten degrees will result in doubling or halving the cure time if the same amount of catalyst is used in both cases. Cure time can be altered by using more or less catalyst depending on the amount of material and the air temperature.

Always prepare a test batch and spread it as it will harden faster in bulk. Wearing tight fitting latex gloves will help you conserve on acetone and also enables you to have clean hands when needed.

Pour approximately 2 1/2 cups of resin. If more is needed be prepared to catalyze another cup or so. Use the appropriate amount of catalyst, being sure to watch the temperature and the sunlight. Mix well including the sides of the bucket. Once the chemicals are mixed there is no time to waste. All the strips must be laid out on the hull. Using your brush, start in the middle and wet out the dry strips with medium saturation. Work the wrinkles out from the middle to the ends. Once it is wet, you can rub with your squeegee or fingers to saturate and work out any bubbles.

Take the brush and wring out the resin and use it to mop up the excess resin that overflows from the tape drape. Once the air bubbles have been worked out, you can clean the brush in acetone. Drain any excess resin in the container as it can heat up and produce foul fumes.

While the laminate is still green, trim with a razor blade along the tape line. If you trim too late it will be very hard, trimming while the lay up is too soft can tear! Make a nice clean cut.

After trimming, take the half round surform blade and start to shape to the original hull shape while it is still green. Be sure not to surform

too early or the glass might tear and fracture. After the rough shaping, use the template to shape with. Notice where material needs to be added or subtracted. Once you have an oversize build-up of glass to shape it's time to hot coat. Hot coating is the application of a sanding coat of resin with wax in it so the sandpaper does not gum up. If you prefer, you can add the wax to the resin for the lay up of the final layer of glass.

If you do not add the wax to your last layer, use this hot coating method.

After surforming the glass buildup to a pretty fair hull shape, tape off about 1/4 inch past the glass edge. Again put a crease in the tape and make a drape. Mix about two cups of resin, adding 2% wax and 2% catalyst. Mix and brush over entire glassed area. This will provide a sanding coat to get a fairer hull shape; it also acts as a preparation for spraying the color gel coat. Use a sanding block with 36 grit paper to fair.

COLORING

After obtaining the right color of gel coat to match your hulls, you are ready to spray and finish with a glamour coat of color. Use 120 production paper to get most of the 36 grit sanding scratches out. Next use 220 production paper. Sand about 1/4 to 1/2 inch past previously sanded area each time you change to different grits. Once you have finished with the 220, wipe clean with acetone and tape off

about one inch past the sanded area. Tape sheets of newspaper over the rest of the hull to prevent overspray from reaching the rest of the boat. The reason you tape off so far away from the sanded area is to not leave a thick line to sand down. It will be easier to sand and feather a spray without the tape line. When spraying, feather the spray up to the sanded area not the tape.

If you were able to purchase a spray bomb, you are now ready to spray. First thin about three cups of gel-coat with 1/2 cup acetone (or thin as necessary to spray). Some colors may not cover as well as others; spraying twice may be necessary. If so, do not add wax to first coat, only to second sanding coat. If you were unable to obtain a spray apparatus, you can brush a hot coat of gel-coat thinned down with resin, although the results will be somewhat inferior to a spray job.

After the gel-coat or hot coat is applied, start with the 220 wet and

sand out the orange peel and small runs. Next, work to 400 wet and finish with 600 wet. Sanding blocks with a thin layer of neophrene (wet suit material) about 1/4 inch thick works well with 400 and 600 wet sandpaper. After sanding, polishing compound is applied and buffed. A fiberglass wax is then applied for gloss and protection.

Other coloring methods such as spray lacquers and urethane enamels can be substituted. However, watch for the color

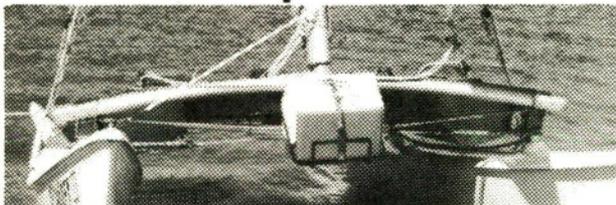
match. Let a test dot of color dry before judging how well the colors match. Another alternative is to hot coat the repaired area using resin with wax, leaving the finish clear. This is fine especially if your boat is dragged on the beach often.

Fiberglassing is always a messy job, but feeling a nice round bottom is worth the effort. This winter when you're dreaming of windy days, check out those hulls—you might want to do a little backyard boat repair yourself! *FL*

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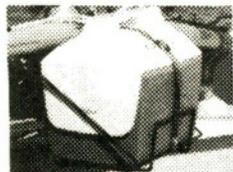
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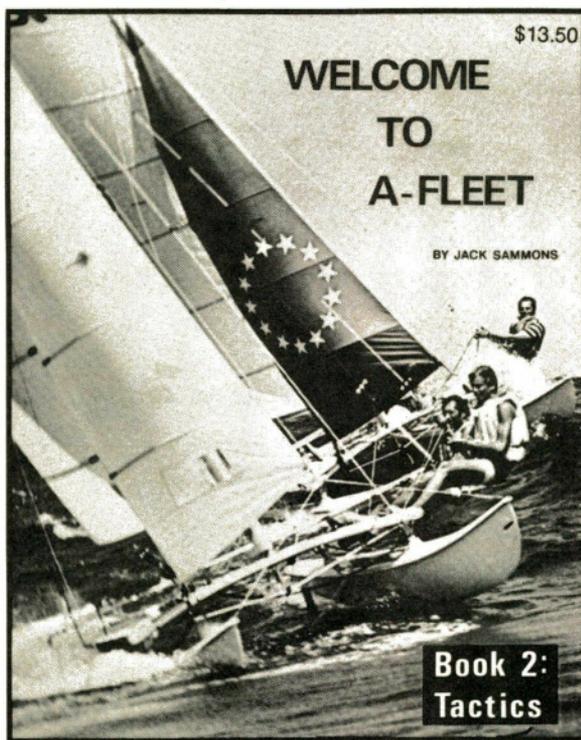
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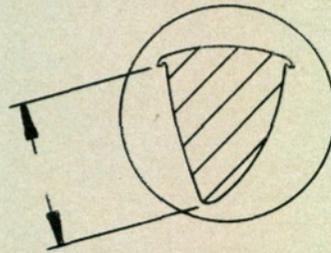
HULL TEMPLATES

14'

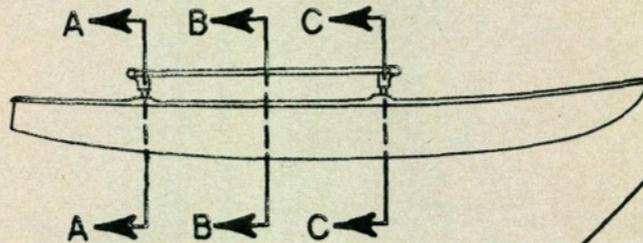
16'

18'

Rebuilding the worn bottoms to these dimensions will ensure that they're class legal. Glue the diagram to a piece of 1/4" plywood, then cut along the outline with a jigsaw. The measurements given are of a cross section from the underside of the lip to the bottom of the hull (on a Hobie 18' measure to the center of the bottom). The dimensions should be maintained precisely so that the exact hull shape can be achieved. Good luck.



	Hobie 14	Hobie 16
Dimension at "A"	12 1/8"	15 1/4"
Dimension at "B"	14"	17"
Dimension at "C"	14 1/4"	17 5/8"



	Hobie 18
Dimension at forward edge of daggerboard well	21 3/8"
Dimension at aft edge of daggerboard well	20 3/4"
Dimension one foot forward of daggerboard well	21 3/4"
Dimension one foot aft of daggerboard well	20 1/8"

Drawing by Thurman Young

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HOBIE

RACING

WORLD HOBIE CLASS ASSOCIATION
P.O. BOX 1008, OCEANSIDE, CA 92054

RACING EDITOR
Michele Kohlmeier
REGATTA SCHEDULE
Rose Roberts

IN THIS SECTION

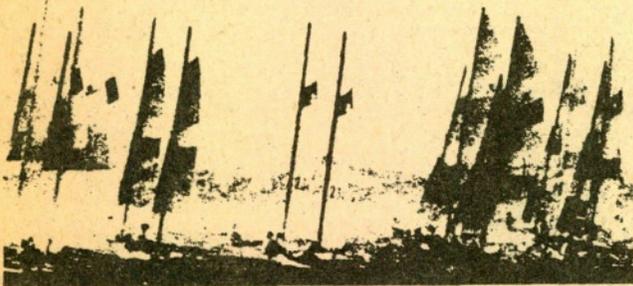
REMINDERS - this month featuring a warning on Hypothermia

REGATTA SCHEDULE - the first races for 1980

FLEET NEWS - highlighting the Arizona Hobie State Championships, Open Catamaran Regatta in Italy

REGATTA RESULTS - covering the major regattas for the past few months

FLEET LISTING - fleet location list of the fleets around the world

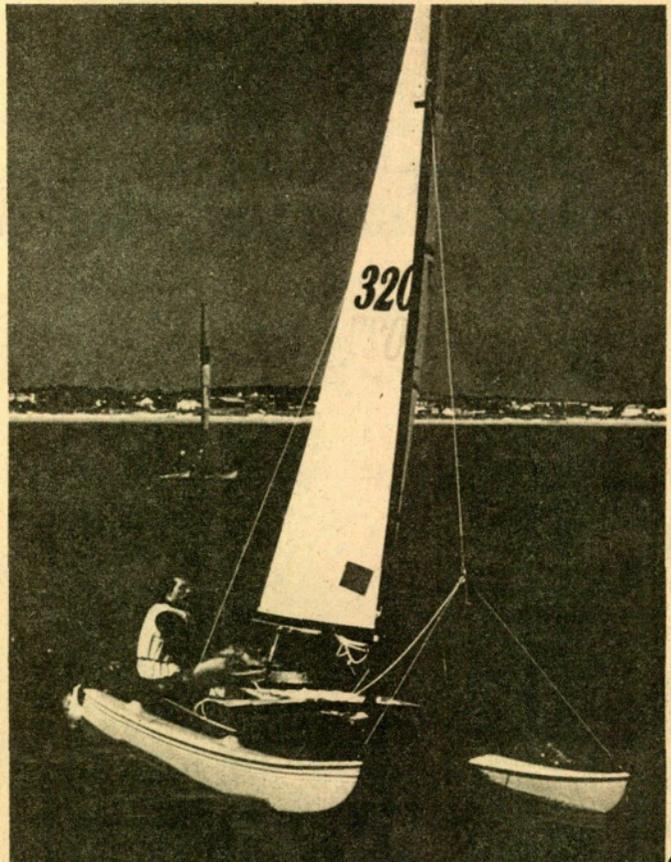


HOBIE REGATTA'S ARE...

A CATAMARAN NAMED TOMORROW

Friends together for a sail,
Laughing, loving, sharing.
Racing head long for a gale,
Helping, coaxing, caring.
Orange hulls racing side by side,
Turning, wheeling, skimming.
Sails puffed with ancient pride,
Flapping, tugging, trimming.
Black mast flashing against the blue,
Holding, snapping, taking.
Cables tight and tough and true,
Singing, humming, shaking.
Sailors shifting on the tramp,
Tacking, trimming, tilling.
Rope and cable, cleat and clamp,
Leaping, splashing, spilling.
Slow and steady to the pier,
Slacking, slowing, gliding.
Drop the sail and gather gear,
Hoisting, lifting, sliding.
Today was ours, we did not borrow,
We sailed today upon Tomorrow.

CHARLES M. CALLISON



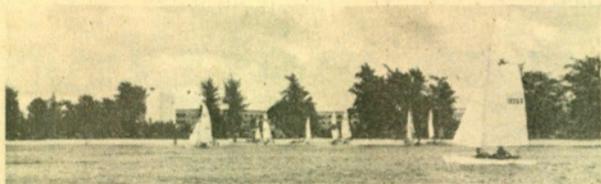
REMINDERS

WARNING ON HYPOTHERMIA
FLEET #95
DIVISION #4

Hypothermia, the lowering of the body temperature due to excessive loss of body heat is a real hazard for the "cat" sailors all year long, but especially so in the winter.

The lowering of body temperature can result in death, it can bring you to the point where an attempt to rewarm you can cause death.

Immersion in cold water will do it to you of course, but just as serious is sitting on the trampoline, wet to the skin with a breeze blowing. Under these conditions your temperature can be reduced to a dangerous level even when you are not experiencing discomfort.



The best bet is the wet suit. If you are not going to wear one, use REAL WOOL, it is the one material that provides insulation when wet. Don't forget wool hat, gloves and socks. The head, hands and feet are very efficient at dispersing body heat. If you do not wear wet suit feet, wear wool socks, then plastic bags over the socks and finally your tennis shoes.

SO, WATCH THAT BODY HEAT AND LET'S

NOT HAVE ANY

DISASTERS!!!!



REGATTA SCHEDULE

DIVISION 2

Jan 26	DIVISIONAL MEETING Riverside, CA	Les Luby 213/345-4531
March 1 & 2 (tentative dates)	MIDWINTERS WEST San Felipe, B.C., Mexico	H.C.A. 714/758-9100
March 22 & 23	Ides of March/Fleet #66 Arizona	Ron Levetin 602/991-1071
April 12 & 13	Fleet #15 Points Regatta Ventura, CA	Dave Churchill 805/252-6841
April 19 & 20	Dana Point Regatta/Fleet #1 Dana Point, CA	Norm Heidner 714/768-3699
May 3 & 4	F.A.L.H.H.C.F.F.R.R. Lake Havasu, Arizona	H.C.A. 714/758-9100
May 24 & 25	Fleet #180 Points Regatta Castaic Lake, CA	Lou Poitras 805/252-6591
June 7 & 8	Hurricane Gulch/Fleet #3 Long Beach, CA	Carol Kofahl 714/898-7056
June 21 & 22	San Diego Classic/Fleet #4 San Diego, CA	Jeff Hardgrave 714/565-4224

REGATTA SCHEDULE

DIVISION 2

June 28 & 29	Big Bear Regatta Big Bear, CA	Larry Cooke 714/866-7717
July 19 & 20	Del Rey Regatta/Fleet #57 Marina Del Rey, CA	Jack Linn 213/676-8933
August 2 & 3	Division #2, 16' Divisionals/Fleet #3 Long Beach, CA	Carol Kofahl 714/898-7056
August 9 & 10	Division #2, 14' & 18 Divisionals Oceanside, CA	Mike Staudt 714/565-4224
August 16 & 17	Todos Santos/Fleet #4 Mexico	Jeff Hardgrave 714/565-4224
Sept 6 & 7	Fleet #167 Points Regatta Lake Isabella, CA	Phil Auer 805/324-7286
Sept 20 & 21	3rd Annual Ladies Regatta/Fleet #30 Lake Isabella, CA	Doug Griffis 714/886-3632
August 4 & 5	13th Annual Ancient Mariner Regatta Newport Beach, CA	H.C.A. 714/758-9100
October 11 & 12	Single Handed Regatta/Fleet #3 Long Beach, CA	Carol Kofahl 714/898-7056

DIVISION 4

Jan 20	Nut Freezer #4 Gas Works Park Lake Union, Seattle	Merv Eaton 206/362-7412
Feb 9	Nut Freezer #5 Greenlake, Seattle	John Rueter 206/822-0068
March 8 & 9	"Ski and Sea" races. Ski area to be determined Sand Point, Lake Wash- ington	Stan Carter 206/364-4327
March 30	Nut Freezer #6 Sandpoint, Lake Wasington	John Halloran 206/488-8619
April 12 & 13	Victoria B.C. Fleet #261 North Cove Hobie CAT	Brian McCloud 604/656-6413
April 26 & 27	Sand Point Lake Washington, Seattle Fleet #14 Hobie Cats NW	Paul Ulibarri 206/782-8080
May 10 & 11	Eastern Washington Fleet #95 Hobie Cats NW	Hugh Lade 206/524-7591
May 24 & 25	Ocean Shores Fleets #95, #212 & #230 Bettines 30. Sound	Hugh Lade 206/524-7591
June 7 & 8	Vancouver B.C. Fleet #214 Kitsland Marine	Dave Norman 604/879-5824
June 21 & 22	Lake Washington, Seattle Fleet #95 Hobie Cats NW (Div. #4 Championship)	Hugh Lade 206/524-7591
June 28 & 29	Yale Lake Fleet #72 Windjammers West	Bob Rueter 503/282-1444
July 12 & 13	Sudden Valley, Bellingham Fleet #37	Dave Jarratt 206/733-1921
July 26 & 27	Northwestern Championship, Golden Gardens, Seattle Fleets #14 & #95 Hobie Cats Northwest	Paul Ulibarri 206/782-8080
August 9 & 10	Portland, Oregon Fleet #37 Windjammers West	Bob Rueter 503/282-1444

DIVISION 8

April 26 & 27	MIDWINTERS EAST, Fleet #36 Miami Beach, Florida	Steve Grisham 305/592-1702
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FLEET NEWS

DIVISION 2

ARIZONA HOBIE STATE
CHAMPIONSHIP REGATTA
FLEET #66
DIVISION #2
LAKE PLEASANT, ARIZONA
NOVEMBER 3 & 4, 1979

Partially cloudy skies and light-moderate wind prevailed for the second annual Arizona Hobie State Championship Regatta held at Lake Pleasant on November 3rd and 4th. Sponsored by Golden Eagle Distributors (local suppliers of Michelob) and Fleet #66 of Phoenix, the regatta drew 41 participants from the Phoenix, Tucson, and Wickenburg areas. A, B, & C fleets of Hobie 16s enabled each skipper to compete at his own level of experience. The largest turnout was in C-fleet where 19 teams competed; many of them relatively new boat owners. Competition was fierce in A-fleet as 10 teams battled for our perpetual trophy; a beautiful ship's clock and barometer donated by American Estate Life Insurance Company.

A cold front which was predicted to hit Arizona Saturday night or Sunday, raised hopes for super windy weather. Unfortunately the full brunt of the storm missed us, but Mother Nature did provide enough wind to keep the boats moving on the course. Three races were run on Saturday in light, shifty breezes from 5-7 mph.; testing the sailor's patience and skill. A clear cut winner had emerged in A-fleet by the end of the day; however, the rest of the fleets needed that final race on Sunday to break some very close scores.

Determined not to waste the 10-15 mph. winds which developed early Sunday am, a Ladies Race was run with 8 teams competing for a brand new ladies perpetual trophy donated by V.I.P. trailers. Chuck Rahn, owner of V.I.P., personally made a gorgeous copper replica of a Hobie Cat mounted on a wooden Hobie logo. A promotional race was begun shortly after the ladies start for interested sponsors and sportscasters; giving them an opportunity to crew for an experienced Hobie skipper.

By mid-day, the fourth and final race was underway with the wind holding and occasionally gusting to single trapeze conditions. It was swiftly completed and the sailors headed for shore to enjoy more of the endless supplies of Michelob which they had been treated to throughout the weekend. Golden Eagle also provided each participant with Michelob patches and stickers. Super

giveaways donated by Clark Lowry Hobie House and London Shop Hair Designs, kept the sailors happy while final scores were tabulate

Winning skippers and crews were presented with sandstone trophies depicting desert scenes. Ladies race winners received large engraved silver-plated trays. Jud Levetin and Frankie McCulley became the first winners of the ladies perpetual trophy; while, for the second year in a row, A-fleet was won by parents of a new baby. Bob and Desne Roe took home the wall clock and barometer sweeping A fleet with two firsts and one second place.



DIVISION 3

TRANSBAY CHALLENGE
FLEET #222
SEPTEMBER 7, 1979

Seventy Hobie Cats prepared to launch for the start of the 3rd Annual Transbay Challenge on September 7, 1979, a 25-mile ocean race from Santa Cruz to Monterey, California. Perfect weather, no fog, and a slight breeze prevailed as cats approached the starting line. Our escort, 3 Coast Guard craft and 2 radio-equipped bay liners provided by V.I.P. Motors (Salinas), waited for the race to start. Only experienced crews were invited for this race.

12:30 The flag went up and the wind died. Almost too hard to believe. For the next hour cats drifted around, trying to get to Mile Buoy Santa Cruz. Crews sweated in their wetsuits under the hot sun, wondering if they would even get out of Santa Cruz.

1:35 As if by magic, white caps appeared and the wind suddenly came up. Those prepared screamed off on a Broad Reach in the direction of Monterey, still 25 miles away.

Other skippers were caught unaware as the wind gusted to 30 knots. At one point, 9 cats were down, keeping the crash boats busy.

Hobies could be seen exploding through the big swells, crews hanging on, trying to avoid going down. As the fleet approached the center of the bay the swells got bigger and bigger. The race became a roller coaster ride with cats howling along at speeds in excess of 25 knots. The Hobies appeared to be like submarines as huge waves exploded across their decks. Every now and then a cat would be seen to pitch pull, its crew hanging on for dear life.

The chase boats occupied with boats upsidown in Santa Cruz headed after the fleet, looking for cats in trouble on the Bay. Several boats had already retired to Santa Cruz!

Ten miles out of Monterey a Bayliner came upon an 18 foot cat which had taken a lot of water. After several attempts in the Big Seas, a line was attached and the cat taken in tow. Unfortunately, the pressure in the hulls was too much. Slowly the Bayliner headed the last few miles with only one hull of the cat above water.

2:50 The first of the exhausted crews finally arrived at their destination after one of the most exciting Broad Reaches of the year.

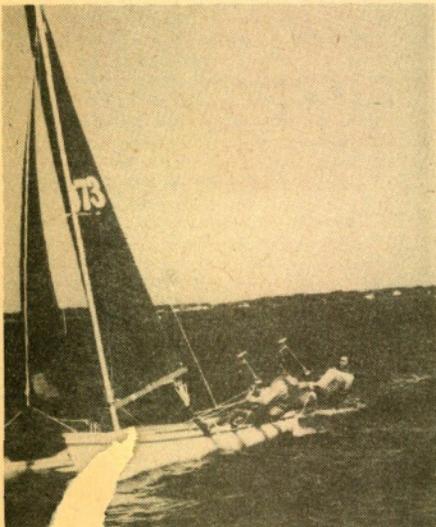
The race caused some concern for families waiting in Monterey, but one by one the cats were accounted for.



FLEET NEWS

DIVISION 10

4. Tom Woolsey
5. Glen Vetter
6. Terril Cook
7. Jim Barbarinas
8. Don Osborne
9. Dick Laukitis
10. Art Clark
11. Chuck Darragh
12. Al Milner
13. Steve Platt
14. Curt Ferguson
15. Larrie Logue



DIVISION 11

NORTHEAST HOBIE CHAMPIONSHIPS
FLEET #54
DIVISION #11
BRUFFS ISLAND, MARYLAND
AUGUST 4 & 5, 1979

On August 4th and 5th the Northeast Championships were held at Bruffs Island in Easton Maryland, at the house of Mr. & Mrs. Henry Witt. The event sponsored by Sea & Ski, had the largest fleet ever competing in the Division 11 or Division 12 area - a total of 160 boats started each race.

The regatta was one of the best ever held in this area - courses were great, the wind cooperated by blowing 8 - 12 each day, starting lines were excellent - causing many to be very conservative, the Witt's giant swimming pool was always filled with swimmers as was the tennis court. Many sailors pitched tents around the island creating a small "tent city".

After a skipper's meeting at 10:00 am on Saturday, there were 3 races sailed under ideal conditions with courses about 5½ miles long. Everything went smoothly except it became somewhat hectic as the 16A Fleet with 50 boats and the 16C Fleet with 43 boats both finished at the same time. The Race Committee

under the chairmanship of Charles Kruger from Wilmington, North Carolina, did an outstanding job in this situation as well as through the whole weekend. Many thanks should be extended this outstanding Race Committee that was assembled from distant points.

On Saturday evening a banquet of Maryland seafood was served - crab soup, chicken, steamed clams, corn on the cob and crab cakes - this in part was financed by Sea & Ski - everyone who dined wishes to say "thanks" Sea & Ski.

We only sailed one race on Sunday in keeping with the race plan that no race would start after 12:00 noon. Thus giving the distant travelers a head start home. Around 2:00 pm race results were ready and beautiful silver trophies were presented and the large crowd took off for Florida and Maine as well as every state in between.

DIVISION 12

OUR FALMOUTH REGATTA
FLEET #28
DIVISION #12
MARAVISTA, MAINE
SEPTEMBER 15 & 16, 1979

Fleet #28's last regatta of the season was held at the Maravista in Falmouth on September 15 and 16th. The weather on the Cape in September is usually good and on this weekend it turned out to be excellent. Total sunshine, warm temperatures and moderate

to light winds. Ted Knowlton was the race committee and showed us that he knows how to run races as well as he knows how to sail in them. Linda and Gary Dupius donated a power boat for the committee boat which really helped to make the weekend a success. Ted recruited a professional race committee, the nurses from Nantucket, who literally gave the shirts of their backs to help the races get off to a good start. Due to an oversight the race starting flags were not available and various articles of clothing, in the appropriate colors, were used as the starting flags.

The first race on Saturday was sailed in a good breeze but when we went in for lunch so did the wind. We came out for a couple more races in the afternoon which were sailed in light wind. As is usual at this particular site, the light winds and strong current made for some very interesting races. That evening most people went to the Wharf for supper, as usual they weren't too sure where all the rowdies came from, and then went downstairs to the Casino for an evening of general debauchery. Sunday turned out to be just as nice as Saturday, weatherwise. Ted originally planned to have two races back to back but during the first race the wind shifted and we had to come into the beach while Ted reset the marks for the second race. After another exciting race we came in to break down the boats and await the final results. They were as follows:

HOBIE 14

1. Jeff Reuland
2. Peter Stone
3. Kenny Dugas



FLEET NEWS



HOBIE 16A

1. Jim Roberts
2. Lee Gale
3. Steve Fritch

HOBIE 16B

1. Jon Fain
2. Gary Dupius
3. Paul Dugas.

It was a good turnout and a good time was had by all. Again thanks to Ted Knowlton, Linda & Gary Dupuis and all the rest of the committees that helped to make the weekend a great success.

DIVISION 14

THE MICHELOB CUP
FLEET #241, DIVISION 14
LITTLE ROCK, ARKANSAS
SEPTEMBER 8 & 9, 1979

Well, it's all history now. The First Annual Arkansas Hobie 16 Championship, for the Michelob Cup was held on Lake Maumelle at the Grande Maumelle Sailing Club on September 8th and 9th. Twenty-one boats registered, all but one of which were from the Little Rock area. The only out-of-towner was a Memphian who almost took the cup out of state. Michelob drove up in a beautiful van with two beer taps on the side, which were its primary points of beauty. Inside the van were free Michelob T-shirts (they had sailboats on them) and sun visors. The sun visors were of such good quality that I replaced my phone power visor, which was given to me at the Hog's Breath Regatta last year.

We had good winds on both days and got in five races. Noel Kelley won the event handily with three firsts

and a second. (We had one throwout.) The Memphian, Bill Haik, whose name (unlike his wife's image) I had trouble remembering, finished second with his lovely wife, Mary K.. Delbert Plante and his wife, Kathy, finished third. Gerry Laster with his sister-in-law, Tammy, and Mark Vincent with his wife, Dot, took fourth and fifth, respectively.

Several keelboat sailors, quite accomplished in keelboat and monohull sailing in general, but new to Hobie sailing, borrowed boats (?) to compete in this first state championship. One found that the port hull of the boat he borrowed leaked like a sieve--it took five full minutes to drain that hull after the first day's racing. On the morning of the second day, looking for a leak, this monohull jockey found a one foot long crack all the way through the fiberglass in the port hull. Undaunted, he borrowed two feet of duck tape, pronounced the hull seaworthy and proceeded to finish second in the final race, just behind the other monohull ace. Those guys really knew that lake.

The trophies would dazzle the eyes of the most experienced regatta competitor. There were five sets of keepsake trophies for skipper and crew, which were standing trophies crowned with Winged Victory. Magnificent was the traveling trophy. It was a silver bowl on a walnut base--perfect for drinking Michelob, as the victor and his crew demonstrated.

As you've heard on television, "Weekends are made for Michelob and Hobies."



DIVISION 15

6TH ANNUAL HOBIE OPEN REGATTA
FLEET #120
PANAMA CITY, FLORIDA
AUGUST 11 & 12, 1979

AND WHAT A REGATTA IT WAS!!!!

It all started Friday night with the first of six kegs of BEER provided to welcome the out-of-towners to the regatta site. By 11:00 p.m., that keg of beer was gone and most of the out-of-towners hadn't even shown up yet! Fleet 120 had once again started the weekend off with a "Bang"!!!

Saturday morning came and registration went as expected with 53 boats signed up. The first race was held on schedule and then back to the beach for Hot Dogs, "fixings" and beer.... After lunch when the second race started, the real "fun" began The boats rounded "A" mark and headed for "B" mark.... But, WHERE THE HECK WAS "B" MARK??????? After the race had begun, some "turkey" in a motor boat had stolen "B" mark and had headed for the boat ramp, which was about a block from the regatta site So, naturally being the "Mild Mannered" Hobie people that we are, we went and stole it back.... There it was! Sitting in the front seat of this "turkey's" pickup truck. The chase boat proceeded back to re-set "B" mark and here comes the guy in the motor boat wanting to know if we had stolen his "BIG" orange ball that he had found floating in the water... Oh, well, we finally finished three races and back to the beach for more "BEER"!!!!!!

On to Saturday night. It was a "Bring-your-own-steak" cook-out. Fleet #120 furnished everything else, including an eight-course SALAD BAR, and three cakes in the shape of Hobies. The new Hobie 18 film was viewed, and it went over "Great"..... While the film was going on, we counted 120 people there to enjoy the dinner.

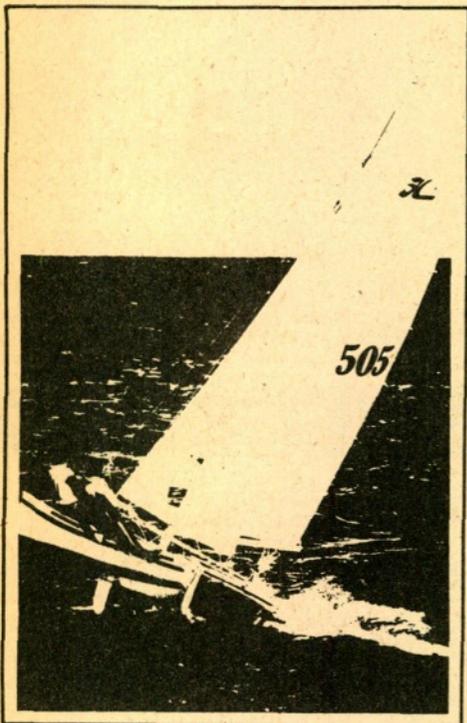
On Sunday, two races were held back-to-back and it was return to the beach for more "BEER". However the fifth keg was running out and it was getting time for the Trophy Presentation, so we took a "POLL" as to whether to get another keg or to go ahead with the presentations so the out-of-towners could get on the road. Wouldn't you know it, the out-of-towners weren't in any hurry to get on the road so "GO GET THE BEER". Twenty minutes later we were on the sixth keg. Oh, well, Fleet #120 aims to please, and if anyone there was asked how it turned out, I think they would have to say it was a "Great" weekend.... and we feel it was a great success

FLEET NEWS

DIVISION 15

NOTE: Fleet #120 has already started talking about our regattas for next year, and we have decided that our "LOGO" on our T-shirts will be "WHERE THE HECK IS "B" MARK?????????"

Our thanks to our three sponsors.. Sandpiper Marine, Better Brands and Joby's Seafood... To Terri Duke for planning the dinner, Doug Wise for the beautiful Salad Bar, and thanks to all the Fleet 120's members for helping make this our "BEST" regatta yet!!!! Also thanks to our "great" race committee, chase boat and the shore committee...



FOREIGN REPORT

GUAM MEMBERS PARTICIPATE IN SIXTH SOUTH PACIFIC GAMES

Seven members of Hobie Fleet #75 participated in the yachting division of the Sixth South Pacific Games held in Suva, Fiji August 27 to September 1, 1979. They were part of the 155 person delegation that represented the island of Guam in the games.

The first of seven races in the series sailed in Pacific Harbour on August 29 was abandoned when the first boat to finish crossed the line one minute, 26 seconds over the two-hour time limit specified in the race instructions. The second race, sailed that afternoon in moderate winds of 12-15 knots, saw the Guam team of George Johnson and Marbie Yamasaki (now McGillavray) placing ninth. Husband and wife team Steve and Lorie

Eichner were 12th and Jac Garrett and Warren McGillavray placed 17th in a field of 22 teams representing ten Pacific island nations and territories.

Guam made its best showing the next day when the winds dropped and Eichners finished sixth in the morning. Johnson was 12th and Garrett 18th. When the winds picked up Thursday afternoon Eichner was 10th, Johnson 13th and Garrett retired after his mast filled with water after a capsize and the team was unable to right the boat.

In race five Friday morning Garrett placed 11th, Eichner 15th and Johnson 18th. That afternoon Eichner was 13th, Johnson 14th and Garrett 17th. Saturday morning in race seven Garrett finished 13th, Johnson 16th and Eichner 18th. The first race was rerun that afternoon with Garrett in 12th place, Eichner 13th and Johnson 15th. The final results had Eichner in 12th place, Johnson in 15th and Garrett in 17th. Chuck Phelan was the coach for Guam team.

OPEN CATAMARAN REGATTA ARBATAX, SARDEGNA, ITALY MAY 27TH - JUNE 1ST

Hobie does it again at the recent Open Catamaran Regatta sponsored by NAUTICA Magazine in Arbatax, Sardegna, Italy from May 27th to June 1st, 1979. The Hobie Cats 14', 16' and 18' stacked up the honors.

Competitors were placed in one of 4 classes: 10 m2, Intl. A, Intl. B or Intl. C. Racing conditions were as expected: light airs never exceeding Beaufort Force 2 and rarely exceeding Force 1.

Some fine performances were turned in by the Italian light air specialists (one "A" Class boat 5.48 m long weighed only 87 kgs - 191 lbs. all up, and was sailed by a 60 kgs - 132 lb. skipper!!!)

Amongst the production catamarans familiar to people in the North of Europe (Hobie, Hydra, Tornado, Prindle, Spark and Dart) the results of the three races run were as follows, in real time.

The Hobie 18' sailed by Bernard Haeri, while placed in "C" Class against Italy's 30 foot long little America's cup challenger "Miss Lancia", and not racing against its rival 18' footers officially, consistently arrived just behind the Tornado and in front of the Dart 18', Prindle 18' and Hydra 18'.

The Hobie 16' sailed by Braccini beat out the Dart 18' sailed by its builder Kim Stephens, Prindle 16' and Hydra 18'.

The Hobie 14' sailed by Guy Pasquier placed just behind the Prindle 15' and annihilated the

Spark 15'. Tibbe Veeloo of Hobie Cat fame sailed the Prindle 15' brilliantly. He was never on the wrong side of the course and only an unfortunate capsize caused by a low-flying helicopter marred his nearly perfect series.

The lack of performance from the Spark 15' was a revelation to most everyone present. As was the generally poor performance of the 10 m2 boats in relation to the Hobie 14' who carries only 10.96 m2 of sail. They were really way back.

The organizers attempted to generate compensated time results. However, the absence of valid Portsmouth numbers for the majority of the boats left them using Bruce numbers, which do not take into consideration waterline or overall length. The results of the calculations were so erratic and illogical that those results were not announced at the prize giving, and the trophies destined to be awarded were presented to the individuals of the organizing committee, the sponsors and the employees of the hotel at the site.

To give an example, the Hobie 16' would have had to severely beat the Hobie 18' in real time, to have won on compensated time.

Notwithstanding the problems with compensated results and the monumental disgust of many competitors with the lack of wind, I think it is fair to say everyone was very appreciative of the quality of the accommodations, food and sunshine as provided by NAUTICA in the lovely setting of the Club Vacanze Varenze.

H. L. PAULOO



FLEET NEWS

FOREIGN REPORT

CANADIAN NATIONALS ONTARIO HOBBIE CAT ASSOCIATION

"Port! Starboard!" was the cry as the Hobbie hulls began to fly. So started the Labatt's sponsored 1979 Canadian Nationals on Lake Couchiching at Orillia on July 21 and 22.

With 76 boats entered from all over Ontario and New York State, everyone expected some really tough competition and they certainly found it.

The race committee, ably led by Bud Kinser, set an extremely challenging course for each of the races. With fickle winds and five different classes, it was difficult to keep the start finish line the same for each class. This in itself led to some close encounters of the Hobbie kind.

Saturday morning found fairly light winds of 11 to 16 mph from the South West. After the lunch break the winds slackened to under 10 mph. This led to two

long energy sapping races. At the end of the day the leaders were, 18s - B. Marner; 16s (A fleet) - H. Ponta; 14As - D. Innes; 16Bs - Smith and the 14Bs - K. Kafarowski.

The evening saw the first meeting of the Canadian Hobbie Cat Association at which a governing body were elected. Jerry Pringle and Doug Campbell, (President of Hobbie Cat Association) introduced a sales film about the Hobbie 18s. The film was a high on its own, climaxed by a Hobbie 18 attempting to set a new world record for cat jumping off an incredible wave in Hawaii.

Sunday morning brought us back to the reality of inland sailing with a 5 to 10 Northerly. Slow progress around the course produced a gaggle of Hobbies arriving at the gybe mark together. This led to some nifty tiller work and a few scratches, but on the whole the races were conducted in a gentlemanly manner (probably because of the number of ladies participating!!)

For the fifth and final race the winds strengthened and trapezes were called into action, and everyone was left with a feeling

of what might have been!! Many boats took the opportunity to joy ride for the rest of the afternoon.

The first three skippers and crew in each class except the 18s received stained glass Hobbie windows. A commemorative plaque was presented to Doug Campbell as a token of his visit to the Canadian Nationals and we look forward to seeing him again.

A special presentation was made to D. Innes by Labatt's and matched by C.M.C.A. to financially assist in his passage to represent Canada in the 1979 Hobbie 14' Worlds to be held in the Red Sea off South Africa. Go get 'em Derek and good luck!

Fun awards were presented for various outstanding pieces of seamanship displayed throughout the weekend, such as first to ram the committee boat and first to turtle.

Final standings were as follows:

HOBBIE 18

1. Ala
2. Marner, B.
3. Marner, P.
4. Proctor

REGATTA RESULTS

DIVISION 2

6th Annual San Diego Hobbie Cat Classic Fleet 4, Division 2 San Diego, California June 23 & 24, 1979

Hobbie 18	Points
1. Thomas	5 1/2
2. Steele	10 1/2
3. Wentworth	10 3/4
4. Bashford	18
5. Sullivan	26
6. Parizeau	26
7. Woodside	29
8. Carpenter	29
9. Grimshaw	30
10. Myrter	32
11. Roy	38
12. Terry	52
13. Smith	54
14. Smith, K.	55
15. Morrissey	55
16. Nichols	57
17. Rasmussen	59
18. Woods	60
19. Paulson	60
20. Ruiz	63
21. Orrantha	70
22. Lerby	70
23. Roberts	85
24. Schopp	94
25. McParren	97
26. Kinney	104
27. Orlickas	105
28. Gilchrist	106
29. Simmons	106
30. Takata	111
31. Wake	129

Hobbie 16A	Points
1. Mitoko	3
2. Alter, J.	15
3. Polner	20 3/4
4. Blaver	21
5. McGraw	26
6. Brooks	30
7. Schafer	33
8. Perrin	39
9. Oltmans	44
10. Egusa	49
11. Alter, H.	49
12. Greer	50
13. Petron	52
14. Ecklos	55
15. Howard	56

Hobbie 16A	Points
16. Heath	59
17. Wickshrom	63
18. Olson	69
19. Nauser	71
20. Myter	71
21. Hughes	73
22. Maberry	78
23. Hardgrave	79
24. Hart	81
25. Hernandez	83
26. Beauchamp	85
27. Casher	89
28. Watson	101
29. Wagniere	103
30. Johnston	105
31. Bell	105
32. Shimabukuro	107
33. Lane	110
34. Sinotte	111
35. Reed	118
36. Dawson	120
37. Leo	121
38. Guentha	121
39. Cotter	142
40. Munsey	146
41. Schuch	167
42. Grove	177
43. Jeavons	182

Hobbie 16B	Points
1. Hernandez	17
2. Walsh	23
3. Wassman	24
4. DeCosta	35
5. Hilliard	35 3/4
6. Clark	36
7. Dixon	36
8. Rafetto	36
9. Martin	45
10. Grimes	45
11. Winder	46 3/4
12. Jansky	47
13. McCormick	48
14. Lindblom	54
15. Newell	55
16. Mueller	58 3/4
17. Lindley	59
18. Harris	61
19. Higgins	62
20. Poitras	67
21. Nakazaua	67
22. Walters	71 3/4
23. Homan	72
24. Kofahl	73
25. Rossette	79
26. Best	79
27. Quinn	93
28. Bronner	98
29. Roe	98
30. Lake	100

Hobbie 16B	Points
31. Patterson	103
32. Bailey	104
33. Catalano	128
34. Christensen	129
35. Griffis	131
36. May	133
37. Jaseniuk	134
38. Shearer	145
39. Michach	148
40. Robinson	150
41. Burns	154
42. Aaron	161
43. Bibbins	162
44. Stapp	168
45. Corridori	171
46. Frankel	173
47. Ellis	179
48. Sarber	182
49. Burke	182

Hobbie 16C	Points
1. Wilder	18 3/4
2. Caine	28
3. Mangus	30
4. Hicks	33 3/4
5. Ketterman	39
6. Rathbun	40
7. Lindsay	44
8. Welis	47 3/4
9. Miller	54
10. King	54
11. Woods	58
12. Ward	61
13. Krueger	63
14. Fogerty	66
15. Wohlfarth	67 3/4
16. Biakanja	74
17. Allen	78
18. Cune	78
19. Simmons	80
20. Thomas	86
21. Jurick	87
22. Hopkins	87
23. McNally	91
24. Niegli	93
25. Spillane	93
26. Van Horne	94
27. Brown	97 3/4
28. Turner	103
29. Harris	117
30. Hartwell	119
31. Cecil	129
32. Slinkard	130
33. Kanemaki	135
34. Halberstadt	136
35. La Plante	140
36. Hurvit	143
37. Pennington	144
38. Yarnell	145
39. Reese	150

Hobbie 16C	Points
40. Guild	151
41. Senne	157
42. Lawson	159
43. Lax	160
44. Winkler	162
45. Pain	164
46. Hollins	165
47. Disselkoe	167
48. Starckenburg	170
49. Wright	170
50. Adamson	172
51. Tortora	174
52. Munson	177
53. Gil	181
54. Freeman	190
55. Korngold	190
56. Spinger	205
57. High	205
58. Straub	206
59. Rauch	212
60. Liolkowski	215
61. Bury	221
62. Corell	223
63. Jeff	223
64. Pearson	225
65. Briggs	233
66. Nasser	238
67. Strong	248
68. Bisbinco	250
69. Perkins	254
70. Wilson	258
71. Annese	261
72. Martin Jr.	264
73. Johnson	267
74. Hinton	289
75. Moore	294
76. Richardson	304
77. Fritz	309
78. Miller	313
79. Weiss	321
80. Barker	344
81. Ostrander	344
82. Campions	344
83. Collins	344
84. Caballero	345

Hobbie 14A	Points
1. Wood	3
2. Seaman	14
3. Paasch	17 3/4
4. Walsh	19
5. Alter, H.	21
6. Fields	21
7. Staudt	23
8. Hatfield	28
9. Blount	32
10. Deschamps	37
11. Hansen	44
12. Alter, P.	49
13. Stanten	49

Hobbie 14B	Points
1. Christensen	4 1/4
2. Zervas	6 3/4
3. Lantz	10 3/4
4. Rumbaugh	16
5. Haas	18
6. Lantz	20
7. Herick	20
8. Lowry	30
9. Nicolle	31

Hobbie 14C	Points
1. Billings	3
2. Mynter	11
3. Miller	14
4. Gochel	16
5. Hanford	16
6. Haines	26
7. Powell	27

Ladies Race	Points
1. McGuire	1st
2. Myrtes	2nd
3. Woodside	3rd
4. Bisbing	4th
5. 13943	5th
6. Brooks	6th
7. Chic	7th
8. McGowan	8th
9. Lunde	9th
10. Yazzie	10th
11. Corridori	11th
12. Howard	12th
13. Cotter	13th
14. Alter	14th
15. High	15th
16. Ward	16th
17. Juanavin	17th
18. 34505	18th
19. May	19th
20. 33265	20th

WORLD HOBBIE CLASS ASSOCIATION FLEET LOCATION LISTING

FLEET NO.	COMMODORE	LOCATION	DIVISION
1.	Mike Hinton	Mission Viejo, CA	2
2.	Ed Kinney	Long Beach, CA	2
3.	Tonny Christensen	Long Beach, CA	2
4.	Jeff Hardgrave	San Diego, CA	2
5.	Jack Ryan	Clearwater, FL	8
6.	Tom Culberson	Honolulu, HI	1
7.	Dan Ketterman	Long Beach, CA	2
8.	Jim Ryan	Alvin, TX	6
9.	★ Allan R. Heath	Lake Charles, LA	6
10.	★ Jerry Sedars	Clear Lake, IA	7
11.	Buddy Whitaker	Orlando, FL	8
12.	Ann E. Lipscomb	Atlanta, GA	9
13.	Rob Byrne	Martinsville, NJ	11
14.	Paul Ulibarri	Seattle, WA	4
15.	★ Dave Churchill	Saugus, CA	2
16.	Michael Staudt	Riverside, CA	2
17.	★ Linda Shaul	Sacramento, CA	3
18.	Duane McDaniels	Pontiac, MI	10
19.	Russell J. Veenema	St. Thomas, U.S., Canada	13
20.	Ed Reese	Santa Clara, CA	3
21.	Richard McFarren	Modesto, CA	3
22.	Frank Brown	St. Albert, Alberta, Canada	
23.	Michelle Stacy	Dallas, TX	14
24.	Wally Myers	Ocean City, NJ	11
25.	Mike Poston	Collinsville, OK	14
26.	Fred Cuthbert	Indianapolis, IN	10
27.	★ Ron Means	Goddard, KS	14
28.	Ted Knowlton	Natick, MA	12
29.	★ Joseph J. Dolgos	Allentown, PA	11
30.	Doug Griffin	San Bernardino, CA	2
31.	Steve Kammerer	Southbury, CT	12
32.	Gary L. Bobbitt	Virginia Beach, VA	9
33.	Wayne Humbird	Lake Jackson, TX	6
34.	Marshall Jackson	West Palm Beach, FL	8
35.	John Emlet	Pensacola, FL	15
36.	Steve Grisham	Miami, FL	8
37.	Dave Jarratt	Bellingham, Wa	4
38.	Herb Wiswall	Watertown, SD	7
39.	Doug Peck	Bradenton, FL	8
40.	★ Michael Huntzinger	East Lansing, MI	10
41.	Britto Clarke	Metairie, LA	6
42.	Tom Kester	Tampa, FL	8
43.	Mark A. Johnson	Tallahassee, FL	15
44.	John Barrett	Sunrise, FL	8
45.	Joe Lung	Cocoa, FL	8
46.	★ Van & Nancy Draper	Monroe, LA	6
47.	Gary Lane	Cincinnati, OH	10
48.	Michael R. Zettel	Albuquerque, NM	5
49.	Chuck Watson	Clear Lake, MN	7
50.	Don McKee	Rome, NY	12
51.	Alan Monson	Las Vegas, NV	2
52.	Dave Glick	St. Paul, MN	7
53.	Tom Cowherd	Isle of Palms, SC	9
54.	Wes Westerfeld	Baltimore, MD	11
55.	★ Robert Wiseman	Ballston Lake, NY	12
56.	Richard O. Littauer, Jr.	Westport, CT	12
57.	Jack Linn	Hawthorne, CA	2
58.	John Szostek	Clark Lake, MI	10
59.	Don Shoffner	Springfield, MO	7
60.	★ Steve Buse	Alpena, MI	10
61.	John Burke	Littleton, CO	5
62.	Henry Provost	Sanger, CA	3
63.	Tim Webber	Midwest City, OK	14
64.	Bill George	Austin, TX	6
65.	Mike Hartung	Toms River, NJ	11
66.	Robert Roe	Scottsdale, AZ	2
67.	Dave Jensen	Granger, UT	5
68.	★ Michael C. Nowell	Leesburg, FL	8
69.	Dave Boyle	Capistrano Beach, CA	2
70.	George Zorn	Ocean Springs, MS	15
71.	★ Joe Petty	Key West, FL	4
72.	Bob Rueter	Portland, OR	8
73.	Nicholas J. Talotta	Linwood, NJ	11
74.	★ Jon Ahlbrand	Columbus, IN	10
75.	Mike Seamer	Tamuning, Guam	11
76.	Frank Phillips	Eight Mile, AL	15
77.	George Donovan	Hoquiam, WA	4
78.	James Fisher	Mayville, NY	12
79.	Al Sundquist	Pago Pago, American Samoa	



80.	D.L. Gauden Reed	Daytona Beach, FL	8
81.	★ Jeffrey S. Rense	Santa Barbara, CA	2
82.	★ Boats-A-Sail	Rock Stream, NY	12
83.	Bob Gregory	Norwalk, OH	10
84.	Jim Rasley	Des Moines, IA	7
85.	Jud Huddleston	Columbus, OH	10
86.	Scott Welliver	Elmira, NY	12
87.	Richard Friesen	Fairfax, CA	3
88.	Terry L. Niemeyer	Lake Havasu City, AZ	2
89.	★ John J. Pairitz	Mishawaka, IN	10
90.	★ William C. Bell	Tucson, AZ	2
91.	Jim Church	Fort Worth, TX	14
92.	Marilyn Craig	Charlotte, NC	9
93.	Bob Carlon	Lafayette, LA	6
94.	★ Jack Morrison	Brooklyn, NY	12
95.	John Halloran	Bothell, WA	4
96.	★ Lee Berry	Oakridge, TN	9
97.	★ Marcia & Jon Peterson	Raleigh, NC	9
98.	★ Steve Booker	Savannah, GA	9
99.	Kenneth Meeks	Corpus Christi, TX	6
100.	Philip Cordova	Morehead City, NC	9
101.	★ Johnny Johnson	Wrightsville Beach, NC	9
102.	Ted Kennett	Laguna Vista, TX	6
103.	Steve Donahue	Sioux Falls, SD	7
104.	Jean Cummins	Muncie, IN	10
105.	Mike Griffin	Boise, ID	4
106.	★ Peter Z. Dyck	Kaanapali, Lahaina, HI	1
107.	★ Bernard Burgaud	Papeete, Tahiti	
108.	Peter McGennis	Buffalo, NY	12
109.	Greg Berger	Albertson, NY	12
110.	J. F. Hignite	Victoria, TX	6
111.	Mike Wallis	Ponte Vedre Beach, FL	8
112.	★ Beth Jayes	Old Greenwich, CT	12
113.	★ Thomas Beck	Milwaukee, WI	10
114.	Steve Bohannon	College Station, TX	6
115.	Jim Braband	Wilmette, IL	10
116.	Ike Selig	Lakeland, FL	8
117.	Barry Haydenberk	Grand Rapids, MI	10
118.	Dave Rieder	Leesburg, IN	10
119.	Theodore Kurtzman	Lakeview, NY	12
120.	Rich Townsend	Panama City, FL	15
121.	★ Irwin Stoner	Manitou Beach, MI	10
122.	★ Walter R. O'Grady	Fortaleza — CE, Brazil	
123.	Edward H. Verch	Ballwin, MO	7
124.	Jim Matthews	Bayport, NY	12
125.	Jerry Anderson	Sioux Falls, SD	7
126.	Robert Akers	Beverly Shores, IN	10
127.	Eddie DePoole	Stuart, FL	8
128.	Robert McGonigle	San Antonio, TX	6
129.	Dana Biggs	Thunder Bay, N. Ontario, Canada	
130.	Ron Zelmer	Penticton, B.C., Canada	14
131.	John Curtis	Edmond, OK	8
132.	★ Phil Sanchez	St. Petersburg, FL	13
133.	Bill Exner	Isla Verde, Puerto Rico	15
134.	★ Russ Sims	Memphis, TN	11
135.	Karl Eric Karlsson	Ringwood, NJ	12
136.	Vinnie Vizzo	Enfield, CT	12
137.	Art Raidy	Hopatcong, NJ	12
138.	Roberto S. Dorion	Guatemala, Guatemala	12
139.	Thomas Pritchard	Fair Haven, CT	12
140.	Joseph Linkus	Levittown, PA	11
141.	Jim Humphrey	Columbia, SC	9
142.	★ Linda Johnson	Chico, CA	3
143.	Kenneth Mills	Ballmore, NY	12
144.	Tom Baldwin	East Lansing, MI	10
145.	★ Richard B. Hudson	Muskegon, MI	10
146.	Bill Peterson	Wichita Falls, TX	14
147.	★ Lynn Schellhorn	Pottsboro, TX	14
148.	★ Victor Schelstcheff	Bangkok, Thailand	7
149.	John Miller	Parkville, KS	10
150.	Gerry Pringle	Orillia, Ontario, Canada	10
151.	Case Wewerka	LaCrosse, WI	9
152.	Louis O. North	Brunswick, GA	8
153.	Greg Hardee	Gainesville, FL	12
154.	★ Donald Starziano	Narragansett, RI	10
155.	Gerald Knierim	Brooklyn, MI	5
156.	Dr. G. Cheatham, Jr.	Casper, WY	12
157.	★ Sam Weir	Rumson, NJ	10
158.	Vince Schuttler	Springfield, IL	10
159.	Mike Starkey	Winnipeg, Manitoba, Canada	
160.	★ Bill Beecher	Great Falls, MT	4
161.	Edward Shumaker	Port Huron, MI	10
162.	Dave Moore	Waco, TX	14
163.	★ Patrick Porter	Homewood, CA	3
164.	★ Steve Walsh	Fontana, WI	10
165.	Tom Haberlan	Mahtomedi, MN	7
166.	★ Chuck Phelan	Carlsbad, CA	2
167.	Phil Auer	Bakersfield, CA	2
168.	Gerald Jenkins	Rapid City, MI	10
169.	Doug Peck	Bradenton, FL	8
170.	Martin Hoover	Joppa, MD	11
171.	Robert E. Jewell	Yspilanti, MI	10
172.	Brian Price	Gananoque, Ontario, Canada	
173.	Brad Ansley	Ft. Myers Beach, FL	8
174.	★ Mack N. Carroll II	Conway, SC	9
175.	★ Paul Ivancie	Apalachin, NY	12
176.	Clyde McCoy	Hemet, CA	2
177.	★ Don Nanninga	Galveston, TX	6
178.	Chic McDaniels	Ft. Walton Beach, FL	15
179.	Jon Casson	Hong Kong	
180.	Lon Poitras	Canyon Country, CA	2

★ INACTIVE

★ INACTIVE

FLEET NO.	COMMODORE	LOCATION	DIVISION			
181.	Kim Hays	Kansas City, MO	7	261 ★	Mark Philbrook	British Columbia, Canada
182.	Mike Devine	Kingshill, St. Croix, V.I.	7	262.	Eric Trippe	Pinckney, MI
183 ★	Brian Hughes	Toronto, Ontario, Canada	13	263.	Ron Rubadeau	Kelowna, B.C., Canada
184.	David C. Hall	Waterbury, VT	12	264.	Terry Magee	West Chester, OH
185.	Mark E. Summerville	London, Ontario, Canada	7	265.	★ Tom Rollstad	Williston, ND
186.	David Danielson	Rowayton, CT	12	266.	★ George Rosenberg	Pittsburgh, PA
187.	Andre Pelon	LaSalle, Quebec, Canada	8	267.	Gary Kirschenmann	Philadelphia, PA
188.	Dutch LeCompte	Tampa, FL	8	268.	Darrell Brown	Levelland, TX
189.	Bill & Jeanie Sakovich,	CHRB, Saipan, C.M.	11	269.	★ Stephen Knight	Nanouse Bay, B.C., Canada
190.	Rollin A. Cale III	Linwood, NJ	9	270.	★ Bruce Parkin	Port Albernie, B.C., Canada
191.	★ Lon Griner	Stokesdale, NC	9	271.	★ Tom Hagy	Bear, DE
192.	Pam Dage	Omaha, NE	7	272.	Jim Fisher	Grinnell, IA
193.	Larry R. Simpson	Eugene, OR	4	273.	Tom Burrows	Florissant, MO
194.	★ James Gibson	York Harbor, NH	12	274.	★ David Socash	Rizal, Philippines
195.	Donald M. Squier, Jr.	Richland, WA	4	275.	Ted Kelley	Weston, MA
196.	Bennett Ackerman	Rockville, MD	11	276.	Joe Bires	Mt. Clemens, MI
197.	Roger Lesch	Rockport, MA	12	277.	Richard Condrey	Birmingham, AL
198.	Randy Frederikson	Rapid City, SD	7	278.	Lionel Conacher	Cambridge, Ontario, Canada
199.	Gina Isco	Carbondale, IL	10	279.	Ronald Phillips	Ann Arbor, MI
200.	★ David Skidmore	Narrows, VA	11	280.	Ni Orsi	Stockton, CA
201.	★ George Cobabe	Ogden, UT	5	281.	Margaret Chapman	Kenwood, CA
202.	★ Marco Mack	Hubbard Woods, IL	10	282.	Scott Brubaker	Glen Arbor, MI
203.	Bill DeLenge	Reno, NV	3	283.	Mike Wallace	Springfield, OH
204.	Charles Boyce	Central Square, NY	12	284.	Phil Stephenson	West Liberty, OH
205.	Bill Morgan	San Mateo, CA	3	285.	★ Ian Campbell	Curacao, Netherlands, Antilles
206.	★ Charles Sturgis	Portsmouth, VA	11	286.	Jeremy Fry	Hampton, New Brunswick, Canada
207.	Bob Whissiel	Chelam, WA	4	287.	Kim A. Higgs	Saginaw, MI
208.	Rick Grauer	Fairfield, CT	12	288.	Dennis Henderson	Marquette, MI
209.	Gregory Hansell	Bedford, MA	12	289.	Luis Jose Cabral	Santo Domingo, Dominican Rep.
210.	★ Claude Newland	Maranja Lakes, FL	8	290.	Ed Neal	Danville, VA
211.	★ David Klein	Saugerties, NY	12	291.	Fred Braastad	Yankton, SD
212.	★ Dave Graf	Olympia, WA	4	292.	Robert Chmielewski	Interlochen, MI
213.	Roger Weeks	Hawley, PA	11	293.	Dave Chick	Bathurst, New Brunswick, Canada
214.	Dave Norman	Vancouver, B.C., Canada	7	294.	Bob Berry	Savannah, GA
215.	★ Frank C. Cauthen	Cedar Rapids, IA	7	295.	Pat Harris	Pittsford, (Rochester), NY
216.	Don B. Miller	Marion, IN	10	296.	C. T. Wells	Hobart, IN
217.	James R. Strickland	Chattanooga, TN	9	297.	Randy Cerretti	Emporia, KS
218.	Jerry Bergstrom	Overton, NE	7	298.	Rob Binnie	Ottawa, Ontario, Canada
219.	Billy Joe Crider	Calbert City, KY	10	299.	Mike Bogie	Moberly, MI
220.	★ Mike Speth	Madison, WI	10	300.	Sue Perkins	Westerville, OH
221.	Martin Puckett	Richmond, VA	11	301.	Patrick Vallee	Quiberon, France
222.	Colin Filshie	Pacific Grove, CA	3	302.	Manfred Dangei	Wolratshausen, Germany
223.	Thomas S. Zalewski	Wausau, WI	10	303.	G. Pagni	Anguillara, Roma, Italy
224.	★ David Jones	Merced, CA	3	304.	Richard Grout	Paris, France
225.	★ Joe Leyh	Cary, IL	3	305.	M. Molenaar	Andvoort, Holland
226.	Bruce Friend	Anchorage, AK	4	306.	Hoek Van Holland	Katwijk, Holland
227.	Rick Anderson	Pierre, SD	7	307.	Henri Knip	Scheveningen, Holland
228.	Tim Reid	Erie, PA	11	308.	M. Schuitema	Zaandam, Holland
229.	★ Robert Palmer	Penn Yann, NY	12	309.	Hans Thomasse	Toulon, France
230.	Denny Guy	Tacoma, WA	4	310.	M. Pasquier	Geneve, Suisse
231.	★ Patrick Pozwilko	Oxford, ME	12	311.	M. Maxwell	Hyeres, France
232.	Tom Haycraft	Beaumont, TX	6	312.	M. Fabre Andre	Nouvelle, Caledonie
233.	Miguel J. Salas, Vega	Mazatlan, Mexico	3	313.	Christian Gimet	Marseille, France
234.	Robert F. Andrews	Millville, NJ	11	314.	J. L. Bonhomme	Wassenaar, Holland
235.	Jodi Stewart	Brandon, MS	15	315.	R. Molenbroeck	Hamburg, Germany
236.	Rick Eckel	North Ridgeville, OH	10	316.	Dieter Braun	Garbsen, Germany
237.	★ Peter R. Brawn	Sarnia, Ontario, Canada	12	317.	Siegfried Adloff	Holn, Germany
238.	Wendene Bradshaw	Broadalbin, NY	10	318.	Ernst Bartling	Aumetz, France
239.	Frank Martter	Akron, OH	10	319.	Daniel Roveri	St. Medard, En Jalles
240.	David Rogers	Santa Cruz, CA	3	320.	Guy Delmas	Oetwil Am See, Suisse
241.	Jeff Olm	North Little Rock, AR	14	321.	Helmar Haubi	Plymouth Cornwall/ Angleterre
242.	★ Terry Brown	Plymouth, MI	10	322.	White Colin	Ban St. Martin
243.	★ Monty Wilson	Los Banos, CA	3	323.	Joseph Perrissaguet	Noordwijk/Holland
244.	★ Larry Dunville	Mishawaka, IN	10	324.	Van der Haak	Lund, Suede
245.	★ Dick Copeland	Lake Stevens, WA	4	325.	Ulf Kristoffersson	Rastatt, Germany
246.	Charles Skinner	Grand Rapids, MN	7	326.	Ottmar Giesser	Biarritz, France
247.	Paul Garlick	Chatham, Ontario, Canada	10	327.	U. S. Biarritz	Toledo, OH
248.	Steve Paski	Union Lake, MI	10	328.	Les Lashaway	Bossjier, LA
249.	Gerald Harvey	Antioch, TN	15	329.	Allen W. Carpenter	Lagos, Nigeria
250.	Alan Ferguson	Rumson, NJ	11	330.	Brian WF Spence	Lynn, MA
251.	★ David Pickthorn	Lawton, OK	14	331.	Art Sims	Angola, NY
252.	Tony Phillip	Lami, Fiji	10	332.	David Block	Boroko, Papua New Guinea
253.	★ John Nicolle	Dhahran, Saudi Arabia	10	333.	Trevor Kerr	Rockford, IL
254.	★ Michael Garrett	Munith, MI	10	334.	Robert Kessler	Humble, TX
255.	David K. Hatfield	New Albany, IN	10	335.	Gerri Ewing	Littlestown, PA
256.	★ David Sawicki	Niagara Falls, NY	12	336.	Jeffrey Beard	Racine, WI
257.	Ray Barbre	Kinston, NC	9	337.	Tony Karwowski	APO San Francisco, CA (JAPAN)
258.	Rich Dirske	Holland, MI	10	338.	Bill Fox	Dubai, UAE, Saudi Arabia
259.	J. Dan O'Donnell	Arroyo Grande, CA	3	339.	Richard Murdoch	Jeddah, Saudi Arabia
260.	★ Bob Feinholz	Peoria Heights, IL	10	340.	Walter Boyle	

SAILING ON THE GREAT LAKES

By Bernie Larkin

For those sailors who only sail on small inland lakes or on calm days, but feel that they are ready for something more adventurous, picture the following if you can. . .

You are sailing with another Hobie in 10 to 15 foot waves and the two cats are about 50 feet apart when your boat slides down into the valley of the swells. You look for the other boat and you can't even see the top of the mast. Then you come up on the back of a wave and the other cat does too. Your cat is leaping out of the water. You're sailing across the wave, flying a hull and the waves are passing under you. I swear sometimes it looks like it's 30 feet to water.

You're riding with the wind, surfing the waves and going so fast that all the air goes out of your sails and bang — a Bermuda Stop! You're sitting in the middle of Lake Huron with water up to your waist and cat, submerged. You wait because you know that great cat is going to come for air and away you'll go chasing another big one.

You're sailing over the crest of a huge wave and going down into the valley. Then you pull the sheet tight and fly a hull over the next wave and get the feeling of weightlessness before your hull hits the water again.

Sound good? Then let's do some more picturing. . .

We're standing in the sand on the beach at Ipperwash Prov. Park. There was a storm last night, it's past but the wind is still strong and the waves are roaring. We look out and see a couple of 16s racing through the swells. Boy, that looks great. Let's go. I'll skipper and you'll crew.

The first think we'll do is check our cat's rigging. We look for worn ropes, frayed cables and loose pins. We check our righting lines, they are the biggest I could buy, at least 7/16". Now we put the sails up and we make sure that all the battens are secure in the pockets.

Then it's back to camp for wet suits, running shoes, life jackets and sailing gloves.

We're almost ready to go. We stand on shore and check the wind and wave patterns. The waves are big and rolling straight in. But this doesn't always mean that the wind is blowing straight on shore. Sometimes the wind will favor one tack over the other. This could help us when we're going out past rocks, swimming areas or other boats. We decide that the wind favors a port tack and there is a roped-off swimming area on the left. As we plan our venture, I explain what it will be like as we go through the breakers. We will pull the boat out through the water from the front because if the boat gets away from us, neither one wants to be at the side or the back and risk getting hurt. When you get on the boat, I will need you to sit on the front left corner to hold the front down when the waves hit and to pull in the jib.

The planning is over and we start into the water. We're pulling the boat from the front and as the waves go by it drops down and sometimes even hits the bottom. The rudders are locked up so that if the boat gets away and is pushed backward by the waves, the rudders won't break in the sand. We wade out about to our waists. The sails are loose and luffing and the tiller bar is on the left side.

I yell, "Jump on." You scramble up to the left front corner. I turn the boat to the right and jump on too. As soon as I'm aboard, you pull in the jib. I drop the rudders and pull in the main sheet and we immediately start to sail out through the waves. I can lock the left rudder, but we don't worry about locking the right one yet because if you tried to crawl across the tramp we would be over in a split second.

FLEET NEWS

DIVISION 3

One unfortunate skipper, Heinz from Fleet #20, nearly lost his life after being washed off his Hobie 16. His crew was unable to get the cat around to pick him up. Luckily for Heinz, Kelly Morgan came along in his Tremolino Tri and picked him up. Many thanks to Kelly and Don for that rescue.

Fleet 222 provided 250 meals and lots of beer to the tired crews and families and the new Hobie movie, "Sharing the Wind", was shown. Trophies were given out and the cats loaded on to their trailers. The end of a great race.

Due to the light conditions at the start, the time taken for the race was longer than expected. However, on taking time from when the wind came up at Santa Cruz, it was calculated that Nick from Santa Cruz fleet in his 18 ft. Hobie cat covered the distance of 25 miles in one hour and 38 minutes. That's fast.

DIVISION 4

FLEET #193
DIVISION #4
DORENA RESERVOIR,
HARMS PARK
JULY 21 & 22

Beautiful weather and good winds for both days. Nine boats entered the balloon race and five boats sailed in the ladies only. Insulated beer mugs were given the balloon race winners and small potted plants were awarded to the ladies. Six races in all were held for overall trophies which were beautiful stained glass Hobies about eight inches high with appropriate hull colors for 1st and 2nd place winners. Thanks to John Bugley, vice-commandore, who made the trophies. Insulated mugs were awarded to the best daily scorers.

Two events in August were canceled because of weather and other commitments by fleet members.

FLEET #193
DIVISION #4
CRESCENT LAKE
SEPTEMBER 1, 2, & 3

The 3rd annual regatta was nearly rained out. Shortly after the boats were set up Saturday, low clouds, lightning and rain caused everyone to lay their boats over on the beach to get the masts down. The rest of the day was spent visiting those with campers and trailers. That night all tenters had water beds. Sunday was partially cloudy alternating sun with light rain. Two races

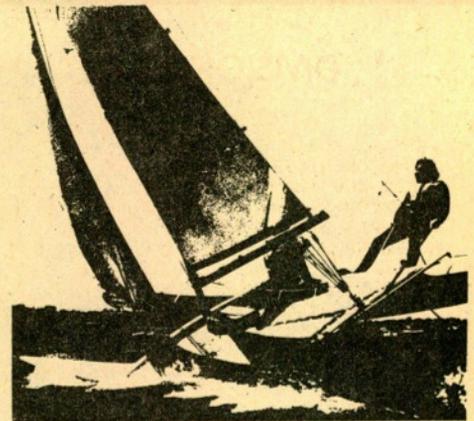
were held with plenty of wind. Monday brought mostly clear skies with plenty of cool wind for four races. Seven boats raced for the trophies of handmade string art hobbies on velvet backgrounds thanks to fleet member, Gary Hamilton.

REDFISH LAKE REGATTA
FLEET #105
DIVISION #4
STANELY BASIN AREA, IDAHO
SEPTEMBER 8 & 9, 1979

The picturesque Stanely Basin at the foot of the rugged Sawtooth range contains one of the most breath taking natural lakes of Idaho. Redfish lake being over a mile in elevation has previously hosted the C-15 Nationals. The September skies were beautiful with day temperatures near 80° and nights near freezing. The 72 registered boats experienced "heavy" airs and a moderate chop. The dozen Hobie Cats participating survived gusts of 35 - 40 mph as reported by the Coast Guard. The event has been declared by many as the best regatta of '79.

C. J. STRIKE REGATTA
FLEET #105
DIVISION #4
C. J. STRIKE RESERVOIR
GRANDVIEW, IDAHO
OCTOBER 6 & 7, 1979

Unusually warm October weather brought out renewed sunbathers for the 52 participating S.I.S.A. members. Saturday's winds were extremely light with a fun relay race held early in the day as a stall for the "afternoon wind" to materialize (it didn't). Saturday evening a barbecue of shrimp and ribs was held on the beach sponsored by S.I.S.A.. Sunday brought only slightly better winds to conclude the S.I.S.A. 1979 season. Nearly 60 boats participated with approximately 15 Hobies.

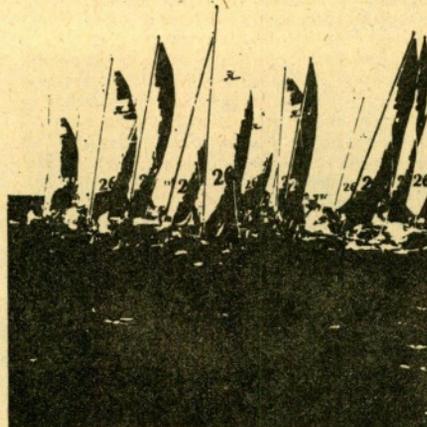


DIVISION 6

1979 RUFF RIDER REGATTA
FLEET #99
DIVISION #6
CORPUS CHRISTI, TEXAS
SEPTEMBER 1 & 2, 1979

RUFF RIDERS DO IT AGAIN!

As always before, the 1979 Ruff Rider Regatta was a surprise to all who participated. During the week preceding the regatta Hurricane David and two tropical storms threatened to enter the area of the regatta - the Gulf Coast from Port Isabel to Corpus Christi. Hesitantly, the Commodore decided to go ahead with the regatta as planned but remained ready to cancel out at any moment. Cancellation calls kept all officers' phones busy all night and day Thursday and Friday. Although we could sympathize with their reservations, the organization of such a major regatta is so complex we knew we must go on if at all possible. Trying to reach the nearly 100 interested participants (many of which were already travelling to Port Isabel) would have been next to impossible. We had already been forced to notify all participants of a change in the starting location since the original location had become the headquarters for the Coast Guard Oil Slick Committee. In spite of all these preliminary complications the 140-mile regatta from Port Isabel to Corpus Christi got underway at 11:00 a.m. Saturday, September 1 with 69 entrants composed of Hobie 18s, 16s, 14s, a couple of Nacras, a Z-Cat, a Tremolino and a Stilleto. In the meantime the Weather Bureau had announced Hurricane David had stalled quite south of us and the tropical storms had changed their directions and would go inland between Galveston and Louisiana causing only erratic rainstorms in our area. And that it did! About 30 miles up the Intercoastal Canal we ran into the rain. Most skippers took warning at this and slowed down their pace to confine them-



FLEET NEWS

DIVISION 6

selves to the narrow channel. Only the extremely competitive continued tacking through the storm. As in the past this made the roughest part of the regatta right in the middle of Red Fish Bay. One boat reported he was the only one in sight still upright. As we entered the land cut between Red Fish Bay and Baffin Bay the sun shone through the cut. The Food/Beach Committee greeted the skippers, ending the first leg of the regatta with a glorious dinner and reunion of all participants. The exhausted skippers downed 42 cases of beer donated by Ace Sales, the Corpus Christi distributor of Schlitz - in addition to many cases of soft drinks. They were awakened the next morning by the breakfast bell and the aroma of fresh hot coffee before setting out to start the last leg of the 5th Annual Ruff Rider Regatta. This was a bit whimsical at times since 69 boats were packed into the narrow land cut, travelling downwind. Those in the back of the pack were the only ones with power and were constantly running upon the boats ahead of them which were running raringly. The extremely competitive chose to collide while the extremely wise chose to beach temporarily. At about 3:30 p.m. Sunday the regatta ended at the JFK Causeway in Corpus Christi in golden sunshine. It was a difficult decision to make whether to go ahead with the regatta considering the weather conditions, but 1979 Fleet #99 Commodore, Billy Dominy, did make the right choice and the success of this regatta must be contributed to his better judgment. Those who did cancel out missed a superb regatta as has always been the case with Fleet #99's Annual Ruff Rider Regatta. For additional information regarding this regatta for 1980, contact Ken Meeks, 1980 Commodore, Fleet #99, 4910 Mable, Corpus Christi, Texas 78411.

FLEET #64
DIVISION #6
JULY - SEPTEMBER 1979

From a point of Fleet activities during this period two fleet regattas and four series race days were held. The first Fleet regatta was the 3rd annual Leo regatta on Canyon Lake, Texas. This was a weekend campout regatta with good participation. The second regatta was a weekend campout regatta at Lake Buchanan, Texas. A new event was added this year with the first Powder Puff regatta being held in late August. Series race days were held to help novice skippers to become more familiar with rules and racing tactics without the usual pressure of points regattas.

Joe Rymal assisted by several Hobie 16 owners arranged with the local Chapter of Big Brothers and Big Sisters to give sailing rides on Hobie Cats as an organizational outing. Between 75-100 rides were given to the adult supervisors and the children. Local TV coverage was given to the Fleet for this event.

In accordance with the by-laws of Fleet #64 the annual general election of officers of the fleet was held at the general meeting in September. New officers were selected and will take office on November 1, 1979. The Fleet officers for 1979-80 will be the following: Commodore - Bill George; Vice-Commodore - David Balfour; Editor - Sharon George; Secretary - Judith McCracken; Treasurer - Joe Rymal; Properties - Jim Quinn; Membership - Kitty Turner; and Socials - Gary Currier.



DIVISION 10

FLEET #18 REPORT
DIVISION #10
PONTIAC, MICHIGAN

The 1979 season was a very successful one for the Catamaran Racing Association of Michigan (CRAM). Our fleet held two points regattas this summer at two beautiful sites: Muskegon, Michigan and Traverse City, Michigan. The weekend at Muskegon showered us with lots of sun, but zero wind. However, everyone did manage to have a good time as we set new records for the number of hot dogs and kegs of beer consumed, compliments of Stroh's Brewery, who sponsored our races.

Our Traverse City Regatta featured both wind and a multitude of boats. Over 170 catamarans participated in the regatta, making it the largest catamaran regatta held in the Midwest area, outside the divisional championships.

In addition to the successful points regattas, our fleet made a considerable effort to help new sailors get started in racing this season. We now have a B Fleet in all our regattas and conduct a special skippers meeting for new sailors at each regatta.

As a result of helping new sailors, and running well organized regattas, we were able to increase attendance two to three times that of past years. We are looking forward to next year and hope more sailors will join us in the fun.

Michael Garrett 313/449-4187

LAST CHANCE REGATTA
FLEET #158
DIVISION #10
SEPTEMBER 9, 1979

The Last Chance Regatta, September 9, turned out to be Mother Natures last chance at showing us the winds we knew were in her somewhere and she produced!! It was a hull flying day and a good day to be out on a trapeze. Thanks go to Ann and Jim Barborinas and Dick Laukitis for mowing the weeds and setting up the pleasant beach scene, lining up the trophies for a reduced price, working with the race committee, and generally running a pleasant day's sailing. Thanks also go to Hunter & JoAnn Bettinghaus and Jack & Jeanne Steenrod for serving as the race committee.

HOBIE 18

1. William Anderson

HOBIE 16A

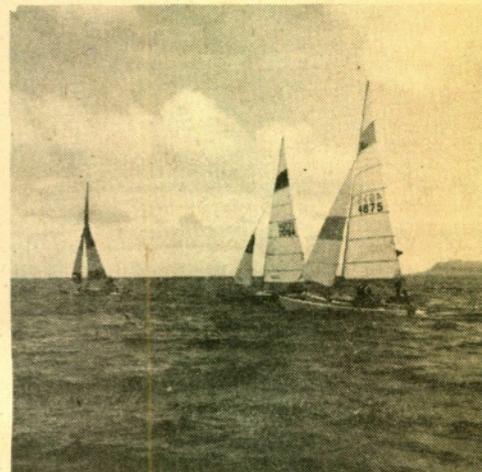
1. John McKey
2. Fred Rahn
3. Fred Bally
4. Vince Schulte
5. Dick Hanson
6. Gene Snyder

HOBIE 14

1. Dennis Putnam
2. Jay Alameda

HOBIE 16B

1. Mike Connolley
2. A. J. Hutson
3. Mike Gardiner



As we get farther away from shore, the breakers are beginning to change into large swells. We bear off a little to lock that right rudder, but we decide that the boat is still lurching too much. So we'll change tacks and solve our problem. We keep our speed up and our main sail in tight so that we won't stall or weathervane. As soon as a wave

Let's go...I'll skipper and you crew...

passes we turn up, the jib backwinds and the next wave helps us around. I let off on the main a little. The boom swings over and you re-cleat the jib. Now I'm able to lock the right rudder easily.

A word of caution about high waves, wind and shallow water. If we would have flipped near shore the mast would have pounded the bottom of our tramp and driven the mast into the bottom of the lake. This often results in a bent or broken mast. (I know because as I write this article, I can see mine sitting in the back yard.) So, as you tack out through the big waves, remember to stay in control until you're into water that's at least 30 feet deep. Then start to play.

Now we're sailing and in for some of the best thrills of our lives!

After our arms are aching and we can't stand anymore, we decide it's time to head for shore. We look around and everyone else has already gone in. I know that if the waves are one or two feet we can come in on a broad reach, but the waves are still between three and five feet and the undertow is strong so we decide to tack back to a point directly out from the beach, then we ride the waves in. Great fun. As we come in, we keep the cat pointing straight in to the beach. We unlock our rudders so they can pop up when they hit the sand.

When we hit the beach we quickly turn the cat into the wind. There are a few people standing on shore watching us come in. Some of them think we are crazy. Some just enjoy watching us and some even want a ride. The first person to talk to us has a lot of experience as a crew in rough water and he's dying to get out there. Suddenly your arms don't ache anymore, you're not as hungry as you thought you were and you don't even need that drink we talked about on the way in. You're ready to try out your newly learned skills and if you wait till later, the wind might go down and the waves might be smaller.

SAILING TIPS FOR NEW GREAT LAKES SAILORS

When you're new at sailing a Hobie, don't go out in high winds just because there are lots of other boats out there making it look easy. Talk to the seasoned sailors. I'm sure they won't mind helping new sailors. I like to ride on a new cat once in awhile. I have seen too many boats that are rigged wrong. Some have only 1/4" righting and I even saw one boat this summer that was tipped over, with no righting lines at all. The two new sailors in the water had no idea of how to right the cat.

Loose battens are a good way to ruin a new sail.

I know you dealers are doing great with sales because I see all the new cats, but please don't discourage new sailors

by sending them out unprepared.

There are a few basic differences between the inland lakes and the larger lakes. One difference is that the inland lakes are surrounded by trees and hills making for some interesting wind shifts no matter which direction the wind is coming from. You really have to watch those wind streamers. On larger lakes the winds tend to be more consistent and steady.

Wind direction and weather conditions are both important factors when sailing any lake, but my experience on Lake Huron has taught me to be much more aware of wind strength, weather predictions, water safety and distance from shore. Offshore winds can be balmy on the beach and so strong about one half mile out that even the most experienced sailor would reef his sail. Storms can come in from any direction and catch a sailor so relaxed that he's almost asleep. So, I make it a rule to check the winds, wave patterns and all of the equipment on my boat every time I sail. If I'm caught in a storm or sudden increase of wind, I want to know that there are not any loose pins, worn ropes or frayed cables.

Safety should always be the most important consideration on any water...

Safety should always be the most important consideration on any water, but the distances and large waves on the great lakes make safety precautions even more a matter of life and death. If my cables break out in Lake Huron in big waves, a rescue boat may not be able to get to me like it could on a small lake. Some rules I use are: change frayed cables, don't tape them; if storms are predicted in the area don't go out too far and keep an eye on the sky; be especially cautious of electrical storms; wear wet suits, sailing gloves and running shoes in rough water.

For those who like to sail by themselves and fly that hull, get an easy righting system installed. If you have someone in the trapeze, always provide a line which is attached to the post at the rear. This will help your crew keep his or her balance. We have used the righting line around the rear post to keep the trapeze rider from pitching to the front if the nose catches a wave.

If the waves and winds are high, you need two people — no more — yourself and one crew member. You will definitely have your hands full sailing without having to place two or three people around the cat in rough water. Once you have a well trained group, load them on.

To all new Hobie Cat owners and also some not-so new: don't put your wife or girlfriend on a trapeze until she is ready and you can sail confidently! You can lose more crew that way. The next day you'll want to go back out if the waves and winds are still high and she'll want to stay on shore with her bruises and her pride. She'll spread the word and you'll have to sail by yourself. Practice first in medium winds so your crew can get the feel of being in the trapeze. Practice turns getting in and out of the boat.

Remember, if you think the wind is too strong, it's no great shame to reef that main sail until you get the feel of the sailing day. Oh, some guys will say, "Look at so and so, he had to reef." But I can tell you... if the winds are really up, you will keep up to them and sometimes pass. If you have been out and find the wind is not as strong as you thought, go back in and take out the reefing ties.

REGATTA RESULTS

DIVISION 2

ARIZONA HOBBIE STATE
CHAMPIONSHIP REGATTA
FLEET #66
DIVISION #2
LAKE PLEASANT, ARIZONA
NOVEMBER 3 & 4, 1979 (con't)

There's a rumor circulating, a precedent has been set. The winner of next year's Arizona Championships just may be, Fleet #66's newest parents.

SANDRA J. DECASTA

RESULTS

HOBBIE 16A	POINTS
1. Roe	3 1/2
2. McCulley	7
3. Frankel	11 3/4
4. DeCosta	15
5. Lindley	15
6. Schlappi	17
7. Shenkel	21
8. Corridori	21
9. Levetin	22
10. Lowry	22 3/4

HOBBIE 16B	POINTS
1. Cure	4 3/4
2. Raphael	4 3/4
3. Allen	7 1/2
4. Miller	11
5. Conrad	17
6. Bosch	18
7. Parma	19
8. Straub	20
9. Goerner	21
10. Koe	22
11. Straub	28
12. Burke	33

HOBBIE 16C	POINTS
1. Neal	6 1/2
2. Richard	7
3. Bunch	13
4. Hickox	17
5. Fischer	20
6. Cockrell	20 3/4
7. Sperry	21
8. Munson	21 3/4
9. Taylor	23
10. Young	23
11. Darby	27
12. Rute	33
13. O'Leary	33
14. Allen	34
15. Newton	35
16. Gwin	38
17. Otero	39
18. Halls	40
19. Collinson	49

LADIES RACE

HOBBIE 16	POINTS
1. Levetin	3/4
2. DeCosta	2
3. Conrad	3
4. Corridori	4
5. Frankel	5
6. Shenkel	6
7. Lawry	9
8. Munson	10

DIVISION 3

THE INLAND TRANSPAC 1979
FLEET #87
FAIRFAX, CALIFORNIA
SEPTEMBER 22, 1979

HOBBIE 18	SAIL NO.
1. Canepa, J.	1755
2. Lewis, K.	1863
3. Rodgers, D.	600
4. Hepler, B.	165
5. Saunders, M.	2890
6. Gann, S.	568
7. Bradbury, E.	184
8. Dwight Parsons	2087
9. Hammer, R.	2648
10. Cary, S.	584
11. Womack, R.	181
12. Hartley, N.	1588
13. Sprague	2908
14. Mizulo, J.	690
15. Timms, F.	135
16. Bonfield, A.	925
17. Churchhill, D.	1426
18. Austin, D.	2617
19. Butler, P.	1353
20. Wagner, L.	119
21. Bergot, B.	365

HOBBIE 16A SAIL NO.

1. Machado, G.	19861
2. Jonk, B.	32355
3. Russell, G.	35756
4. Hopkins, L.	876
5. Fraser, G.	020
6. Searls, W.	8536
7. Hart, P.	1650
8. Orsi, N.	20764
9. Wieneke, D.	22
10. Neathery, R.	39254
11. Cowley, W.	37505
12. Frieson, R.	19302
13. Johnson, D.	36713
14. Steve, S.	35077
15. Gushenbury, L.	31321
16. Crocker, D.	9573
17. Bush, J.	17238
18. Holtze, C.	9787
19. Guletz, B.	5743
20. Orloff, M.	37428
21. Hansen, G.	31174

HOBBIE 16B SAIL NO.

1. Mathews, W.	8579
2. Cook, T.	11826
3. Heas, P.	18882
4. Reilly, K.	33567
5. Williams, S.	33836
6. Calvert, P.	39480
7. Haag, S.	200
8. Abolt, J.	22363
9. May, R.	23700
10. Snow, B.	5
11. Clack, C.	18767
12. Montague, E.	21069
13. Tirey, D.	11142

HOBBIE 16C SAIL NO.

1. Holden, R.	5332
2. Julian, F.	4979
3. Newton, D.	37628
4. Dowsman, S.	12314
5. Elliot, J.	45123
6. Ayres, C.	20555
7. Greohl, R.	11366
8. Hinds, D.	38996
9. Johnson, K.	3690
10. Rdmond, G.	1
11. Palanca, R.	17020
12. Podawietz, S.	38750
13. Singleton, L.	34677
14. Polly, D.	16644
15. Egger, J.	37328
16. Gleason, J.	5775
17. Wells, P.	30738
18. Overhouse, R.	15694
19. Evans, W.	38137
20. Muhs, D.	37399
21. Homenko, G.	39058
22. Arnold, T.	36787
23. Wojcik, J.	33917
24. Cooper, J.	37671
25. Roper, J.	39478
26. VanCamp, B.	6229
27. Dietrich, T.	13402
28. Yager, P.	2414
29. Jones, B.	45734
30. Gardner, L.	38741
31. Larson, J.	2662

HOBBIE 14A SAIL NO.

1. Spottswood, J.	22755
2. Nelson, S.	21836
3. Poore, T.	27531
4. Wilson, M.	156

HOBBIE 14B SAIL NO.

1. Johnson, C.	29652
2. Hoffman, T.	12768

DIVISION 4

NUT FREEZER #2
FLEET #95
DIVISION #4
LAKE TAPPS, WASHINGTON
NOVEMBER 11, 1979

HOBBIE 18	POINTS
1. Schmidt	2 1/4
2. Johnson	5 3/4
3. Ling	6
4. Stewart	12
5. Higgins	14
6. Pace	16

HOBBIE 16A	POINTS
1. Brown	4 1/2
2. Lade	5 3/4
3. Stephenson	6 3/4
4. Kirby	11
5. Butchart	12
6. Pedrizotti	15
7. Eaton	17
8. Christensen	22
9. Carter	25
10. Frankenfield	27
11. Wallin	28

HOBBIE 16B POINTS

1. Skidmore	6
2. Butchart	7 3/4
3. Reed	9 1/2
4. Cooper	13
5. Zopolos	17
6. Glover	19
7. Johnson	19
8. Anderson	20
9. Peterson	21
10. Smith	21
11. McGregor	22 3/4
12. Hall	23
13. Brown	28
14. Ward	40
15. Missler	45

HOBBIE 14 POINTS

1. Reuter	4 3/4
2. Cross	4 3/4
3. Klein	6 3/4
4. Zornow	8 3/4
5. Ursich	15

DIVISION 6

5TH ANNUAL HOBBIE
RUFF RIDER REGATTA
FLEET #99
DIVISION #6
PORT ISABEL, TEXAS
SEPTEMBER 1 & 2, 1979

HOBBIE 16

1. Miller, C.	
2. Ryan, J.	
3. Naugher, M.	
4. Dennison, D.	
5. Brunk, K.	
6. Bigelow, C.	
7. Meeks, K.	
8. Jardell, J.	
9. Taylor, J.	
10. Jackson, D.	
11. O'Connor, K.	
12. Martin, K.	
13. Keoughn, B.	
14. Woodcock, B.	
15. Trimble, J.	
16. McKinney, M.	
17. Simmons, K.	
18. Jackson, D.	
19. Dehart, K.	
20. Purser, G.	
21. Woods, R.	
22. Royals, I.	
23. Smith, J.	
24. Adams, J.	
25. Finn, M.	
26. George, B.	
27. Yelton, S.	
28. Kramer, J.	
29. Jaibold, D.	
30. Hobbsman, E.	
31. Hauglum, T.	
32. Smith, T.	
33. Serpa, W.	
34. Johnston, C.	
35. Davis, C.	
36. Thurston, L.	
37. Dickson, C.	
38. Whittington, R.	
39. Pease, R.	
40. Wilkerson, G.	
41. Jaroz, S.	
42. Kitchen, K.	
43. Martin, G.	
44. Salinas, J.	
45. Glasgow, H.	
46. Barber, M.	
47. Eickmeir, C.	
48. Quinn, J.	
49. Heymann, J.	
50. Domingas, D.	
51. Rowlinson, D.	

HOBBIE 18

1. Bradshaw, R.	
2. Rumer, G.	
3. Jansky, W.	
4. Acquart, M.	
5. Burck, S.	
6. Avila, P.	
7. Alden, J.	
8. Williams, L.	
9. Rome, J.	
10. Watson, C.	

HOBBIE 14

1. O'Hare, J.	
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NO CLASS

C. Koepfer - Stilleto
Bill Dominy - Tremolina

DIVISION 9

FALL COLORS REGATTA
FLEET #290
PELICAN POINT, SMITH MOUNTAIN
LAKE, VIRGINIA
OCTOBER 20 & 21, 1979

HOBBIE POINTS

1. Gutherie, K.	5 1/2
2. Heretick, D.	6 1/2
3. Ayscue, G.	13 3/4
4. Jernigan, M.	16
5. Richardson, P.	20
6. Neville, N.	25
7. Bracy, D.	30
8. Bruce, B.	34
9. Rich, W.	37
10. Chandler, M.	38
11. Davis, F.	40
12. Whitus, J.	41
13. Sheppard, V.	43
14. Johann, D.	46
15. McKinney, M.	48

HOBBIE 16B POINTS

1. Brubaker	1 1/2
2. Wlaker	8
3. Storzana	11
4. Gay	16
5. Hanna	16
6. Zadonick	19
7. Freyre	20
8. Broadnell	21
9. Laurie	22
10. Holmes	22
11. Field	22
12. Cousins	25
13. Mathews	25
14. Selhorn	26
15. Vaughan	27
16. Nickel	28
17. Olin	29
18. Mainwaring	29
19. Weber	30
20. Siefert	30
21. Lapham	37
22. Barnard	38
23. Fulbright	39
24. Lorenz	40
25. Thorsen	41
26. Bolduc	41
27. Marton	42
28. Quinn	44
29. Eckelman	44
30. Ugraff	44
31. VerMergis	44
32. Rea'chum	44
33. Rea'chum	44

HOBBIE 14 POINTS

1. Robinson, M.	1 1/2
2. Bird	6
3. Haney	7
4. Myner	7
5. Robinson, P.	8
6. Mettler	12
7. Gardner	13
8. Fairgrieve	14
9. Scaffer	15
10. Richmond	15

HOBBIE 18 POINTS

1. Heikilla	2 3/4
2. Timm	4
3. Roberts	4
4. Sunberg	8
5. Norberg	11
6. Rose	12
7. Shandon	17
8. Jacobs	14
9. Vaculik	14

TRAVERSE CITY REGATTA
FLEET #18
DIVISION #10
TRAVERSE CITY, MICHIGAN
JULY 21 & 22, 1979

HOBBIE 14 POINTS

1. Jenkins, J.	3
2. Robinson, M.	9
3. Wall, R.	13 3/4
4. Mettler, R.	14
5. Bird, M.	16
6. Myner, G.	18
7. Robinson, P.	25
8. Gardner, K.	30
9. Bradford, J.	36
10. Spivy, N.	39
11. Pierce, L.	40

HOBBIE 16A POINTS

1. Woodruff, S.	11
2. Knappe, J.	13 1/2
3. Garrett, M.	13 1/2
4. Pairitz, J.	14
5. Perry, D.	15 3/4
6. Ronesteel, D.	19
7. Jacobson, T.	29
8. Prakes, R.	35
9. Williams, B.	36
10. Allen, D.	38
11. McGaun, P.	39
12. Labine, B.	49
13. Crocker, A.	52
14. Higgs, K.	56
15. Nelson, D.	57
16. Wertz, R.	57
17. Wertz, P.	62
18. Murphy, B.	63
19. Antal, C.	65
20. Frazier, L.	74
21. Visser, R.	76
22. Stormyard	76
23. Pierce, R.	78
24. Jerry Teichma	79
25. Rommelgere, K.	79
26. Rogers, A.	80
27. Chapman, H.	83

DIVISION 10

MICHIGAN STATE CHAMPIONSHIPS
FLEET #18
DIVISION #10
MUSKEGON, MICHIGAN
JULY 7 & 8, 1979

HOBBIE 16A POINTS

1. Ronesteel	6 3/4
2. Bally	7
3. Knappe	9
4. Garrett	9
5. Crocker	9 3/4
6. Prakes	14
7. Flack	14
8. Labine	17
9. Jacobson	18
10. Frazier	19
11. Higgs	20
12. Myre	23
13. Allen	24
14. Williams	26
15. Levine	29
16. Visser	30
17. Young	32
18. Van Tongeren	32
19. Teuchma	33
20. Van Hull	33
21. Muddock	34
22. Noel	34

REGATTA RESULTS

DIVISION 10

TRAVERSE CITY REGATTA CONT
JULY 21 & 22, 1979

HOBBIE 16A	POINTS
1. Zadonick, L.	18 3/4
2. Brabaker, S.	19 3/4
3. Soule, S.	22 3/4
4. Knierim, G.	23
5. Mol, M.	25
6. Beadnell, J.	32 3/4
7. VanTuyl, L.	34
8. Damon, D.	36
9. Lorenz, D.	37
10. Hanna, G.	37
11. Fulbright, D.	41
12. Sackelman	42
13. Engstrom, A.	42
14. Simon, G.	48 3/4
15. Johnson, T.	51
16. Bruni, J.	54
17. Thiede, T.	57
18. Drost, K.	61
19. Cousins, J.	62
20. Burr, B.	63
21. Phillips, R.	65
22. Mathews, T.	70
23. Young, B.	71
24. Steffen, C.	72
25. Bolduc, J.	76
26. Bastien, R.	80
27. Totten, R.	82
28. Nickel, G.	94
29. Weber, C.	98
30. Marton, R.	100
31. Vaughan, G.	110
32. Shaver, C.	114
33. Seifert, J.	119
34. Russell, B.	125
35. Mackay, A.	128
36. Erhan, A.	129
37. Gates, T.	129

HOBBIE 16C	POINTS
1. Barnes	13 1/2
2. Workman, B.	15
3. Jarvis, C.	15 1/2
4. Thorsen, P.	15 3/4
5. Olin, M.	18
6. Hoppe, D.	19
7. Allen, H.	26
8. Atkinson, J.	31
9. Bernard, D.	32
10. Quinn, D.	37
11. DeCrausaz, V.	39
12. Hollman, M.	44
13. Beck, G.	44
14. Bueschlen, E.	44
15. McClung, J.	48
16. McCallum, S.	50
17. Quinn, D.	50
18. Perry, B.	51
19. Hoppe, D.	52
20. Hennessy, B.	66
21. Steele, D.	68
22. Thomas, G.	68
23. Des Jardins, L.	68

HOBBIE 18	POINTS
1. Barnett, J.	3
2. Timm, S.	11
3. Heikkila, V.	15
4. Sundberg, C.	15
5. Roberts, C.	17
6. Garrett, D.	22 3/4
7. Jacobs, L.	24
8. Axelson, J.	24
9. Norberg, D.	27
10. Rose, R.	31
11. Shannon, J.	43

DIVISION 11

NORTHEAST HOBBIE CHAMPIONSHIPS
FLEET #54
DIVISION #11
BRUFFS ISLAND, MARYLAND
AUGUST 4 & 5, 1979

HOBBIE 14A	POINTS
1. Kopp	2 1/4
2. Holland	8 3/4
3. Hart	11
4. Cottrell	12
5. Hamill	15
6. Fuoger	15
7. Noyes	19
8. Baukalow	19
9. Busichio	20
10. Atherton	24
11. Autonovich	28
12. Snyder	35
13. Hall, S.	42
14. Hall, B.	42

HOBBIE 14B	POINTS
1. McMahon	2 1/4
2. Ruck, B.	12
3. Winthers	14
4. Jensen	15
5. Oldhauser	16

HOBBIE 16A	POINTS
1. Shoemaker	3 1/2
2. Flanigan	9
3. Carpenter	9 3/4
4. Carpenter, C.	12
5. Banbury	12 3/4
6. Glauden	13
7. Berger	17
8. Myers	21
9. Hagy	25
10. Reed	26
11. Laviano	35
12. Shipman	36
13. Auglin	38
14. Rochelle	42
15. Hevetick	44
16. Anthony	47
17. Campbell	47
18. Bell	48
19. Guthrie	48
20. McCauley	49
21. Moche	52
22. Morris	53
23. Whitted	58
24. Lippincott	59
25. Ruck	60
26. Sengebush	65
27. Lunguita	72
28. Allen	74
29. Middleton	76
30. Walter	77
31. Snyder	78
32. Racenet	80
33. Post	81
34. Wetzell	81
35. Raidy	87
36. Blom	89
37. Ardenne, D.	100
38. Schlitz	106
39. Freymeyer	107
40. Ferguson	109
41. Jennigan	113
42. Diedrick	113
43. Worshan	116
44. Woloazyn	118
45. Kammerer	119
46. Driscoll	121
47. Shape	122

HOBBIE 16B	POINTS
1. Pentress	8 3/4
2. Finley	8 3/4
3. Faulders	9 3/4
4. Myers, G.	10
5. Smith	10
6. McClees	23
7. Paradis	24
8. Christy	24
9. Harold	24
10. Rudnick	26
11. Timbie	27 3/4
12. Skinner	31
13. Krauth	32
14. Vaughan	33
15. Foote	35
16. Hoover	41
17. Witt	41
18. Corelli	48
19. Dumes	50
20. Jamdville	50
21. Kennan	54
22. Engle	54
23. Westerfeld	55
24. Hummer	55
25. Corwin	56
26. Russell	54
27. Zehinger	58
28. Burns	61
29. Clayton	64
30. Boyer	70
31. Gaynor	70
32. Monroe	72
33. Andrews	74
34. Puckett	74
35. Rusin	82
36. Wall	90
37. Miciusky	92
38. Beach	96
39. Deming	97
40. Lang	99
41. Shimp	102
42. Schuster	102
43. Heil	110
44. Andrews	116
45. Grimes	119
46. Legaratta	125
47. Liukus	129
48. Myers, J.	131
49. Nichols	135
50. Gebhandt	139

HOBBIE 16C	POINTS
1. Welch	5 1/2
2. Schmidbaker	5 3/4
3. Decker	11
4. Strong	11 3/4
5. Habb	17
6. Anderson	23
7. Ammon	25
8. Mallory	26
9. Gatewood	27
10. Lathrop	27

HOBBIE 16C	POINTS
11. Winthers	29
12. Roberts	29
13. Karwacki	30
14. Van Lunen	34
15. Klikton	34
16. Butler	37
17. Daniels	39
18. Piner	39
19. Davenport	42
20. Coleman	44
21. Schotta	47
22. Spurlin	47
23. Vuesilovich	57
24. Shoes	65
25. Hancock	66
26. Milan	67
27. Deaby	68

HOBBIE 18	POINTS
1. Sohn	2 1/4
2. McKee	7 3/4
3. Athenton	11
4. Skidmore	13
5. Holt	15
6. Mazzacane	16
7. Ganthier	17
8. Peckatis	20
9. Biddle	20
10. Hudler	27
11. Mangavello	29

HOBBIE 14	POINTS
1. Doyle, R.	2 3/4
2. Young, D.	7
3. Hewitt, J.	7
4. Majer, J.	8
5. Blythe, P.	11

DIVISION 12

ONTARIO OPEN
FLEET #285
DIVISION 12
AUGUST 5, 1979

HOBBIE 14	POINTS
1. Doyle, R.	2 3/4
2. Young, D.	7
3. Hewitt, J.	7
4. Majer, J.	8
5. Blythe, P.	11

HOBBIE 16A	POINTS
1. Moncreiff, L.	1 1/2
2. Lawrence, B.	4
3. Hall, J.	7
4. Haun, E.	9
5. Lemmer, J.	13

HOBBIE 16B	POINTS
1. Sinclair, D.	1 1/2
2. Harvey, B.	4
3. McMaster, T.	7
4. Wilkoy, D.	10
5. Kelly, T.	12

HOBBIE 18	POINTS
1. Davis, P.	1
2. Harris, P.	2

DIVISION 15

FREDRIC MEMORIAL
REDBEARD'S REGATTA
FLEET #178, 76, 70, 120
NAVARRE, FLORIDA
OCTOBER 13-14, 1979

HOBBIE 14	POINTS
1. Townsend, R.	4 1/4
2. Granprie	6 1/2
3. Carlee, B.	12
4. Stapleton, J.	12

HOBBIE 16A	POINTS
1. Kalota, L.	12 3/4
2. McRee, M.	14
3. Gaston, B.	14 1/2
4. Gaston, S.	15 3/4
5. Zorn, G.	16
6. Salmon, J.	19 3/4
7. Carlson, D.	20
8. Kidder, J.	26
9. Cumby, R.	28
10. Ronk, M.	28
11. Goo-fall, E.	37
12. Amos, K.	41
13. Drake, R.	44

HOBBIE 16B	POINTS
1. Rosicka	17 3/4
2. Skeen	18 1/2
3. Busby	19
4. Bupp	22 3/4
5. Christie	28
6. Koenic	29
7. Harmon	34
8. Barnes	37
9. Webster	38
10. Nelson	38
11. Bargas	39
12. Cutler	43
13. Dees	46
14. Crosier	47
15. Avent	49
16. McDonald	49
17. Edwards	53
18. Egbert	52
19. Franzarone	53
20. Clifford	53
21. Williams	60
22. Pohlmann	76
23. Sullivan	84
24. ????????	90
25. Bryant	94
26. Knight	97
27. Dangerous Dan	98
28. Rensburg	98
29. Jones	105
30. David	109
31. Halberg	111 3/4
32. Emet	114
33. Elison	122
34. Jamis	137
35. Nichols	139
36. Hall	141
37. Phelan	141

HOBBIE 18	POINTS
1. Kaeding, G.	5 1/4
2. Thompson, R.	9 3/4
3. Jorgensen, L.	12
4. Kattine, J.	14
5. Duke, T.	14
6. Tucker, L.	15 3/4
7. Gillette, L.	21

INTERNATIONAL

REGATTA HINKELSTEIN
MAY 12 & 13, 1979

HOBBIE 14
1. Gesler
2. Hofmeister
3. Bauer
4. Stahlmann
5. Backes
6. Dortmann
7. Kappelmann
8. Dupslaff
9. Baumuller
10. Unger

HOBBIE 16
1. Harms
2. Peschol
3. Kittel
4. Maier
5. Dangel
6. Krojer
7. Zavelberg
8. Muller
9. Kirchmaier
10. Schmitter
12. Dekorai
13. Hack
14. Diefenbacher
15. Pruhmmer
16. Klein
17. Geuber
18. Miller
19. Milantzkis
20. Hirschberger
21. Hiedl
22. Schmidt
23. Roman
24. Spanbeck
25. Rappel
26. Geitman
27. Wellensiek
28. Deicke
29. Schmidt
30. Quidemus
32. Schuster
33. Kohnel
34. Schrotter
35. Horbach
36. Falkner
37. Morbt
38. Ninitz
39. Klusmeyer
40. Bulenda
41. Heuser
42. Hoeh
43. Preis
44. Dinsdale
45. Schusteck
46. Zill
47. Rohrmoser
48. Kopp
49. Nietz
50. Schiebl
51. Schmid
52. Jah

RANGLISTEN REGATTA
MARINA WENDTORF
MAY 19 - 20, 1979

HOBBIE 16
1. Spijker
2. Zuter
3. Skacel
4. Martens
5. Schroder
6. Timpe
7. Mohr
8. Braun
9. Schmidt
10. Schubert

HOBBIE 14
1. Dr. Vogel
2. Zimmermann
3. Boll
4. Gabronsky
5. Adloff
6. Buck
7. Muller
8. Japp
9. Unger
10. Backhausen

MARINA WENDTORF
MAY 19 & 20, 1979

HOBBIE 16
1. Spijker
2. Zuter
3. Skacel
4. Martens
5. Schroder
6. Timpe
7. Mohr
8. Braun
9. Schmidt
10. Schubert



REGATTA RESULTS

INTERNATIONAL

STEINHÜDER MEER
MARCH 31 - APRIL 1, 1979

HOBIE 14

1. Stoerig
2. Kratzenberg
3. Vogel
4. Kremers
5. Zimmermann
6. Wind
7. Oelmüller
8. Ocklenburg
9. Angerhausen
10. Bartling

HOBIE 16

1. Schonfeld
2. Aubin
3. Rust
4. König
5. Kampen
6. Schreiber
7. Nelles
8. Schubert
9. ???????
10. Schmidt

DUMMER DOBBEN REGATTA
APRIL 14 & 15, 1979

HOBIE 14

1. Vogel
2. Horig
3. Kremer
4. Müller
5. Kratzenberg
6. Angerhausen
7. Zimmermann
8. Hillmann
9. Reinhardt
10. Weller

HOBIE 16

1. Skacel
2. Klaent
3. Schonfeld
4. Rust
5. Lange
6. Ziemer
7. Nelles
8. Braun
9. Rommel
10. Dekorsi

AMMERLANDER
FRÜHJAHRSPOKAL
MAY 5 & 6, 1979

HOBIE 16

1. Dinsdale
2. Petschel
3. Nimitz
4. Müller
5. Dangel
6. Deicke
7. Fruhmesser
8. Klein
9. Falkner
10. Bartelsen

BAD BOCKSBEUTEL REGATTA
MAY 5 & 6, 1979

HOBIE 14

1. Stoerig
2. Kremers
3. Fiegler
4. Backes
5. Weutlaff
6. Saur
7. Stahlmann
8. Bartling
9. Hoffmeister
10. Oelmüller

BODENSEE REGATTA
JUNE 16 - 17, 1979

HOBIE 14

1. Wentzlaff
2. Fiegler
3. Backes
4. Nitsche
5. Stange
6. Hildebrand
7. Bauer
8. Keller
9. Fischer
10. Stocker

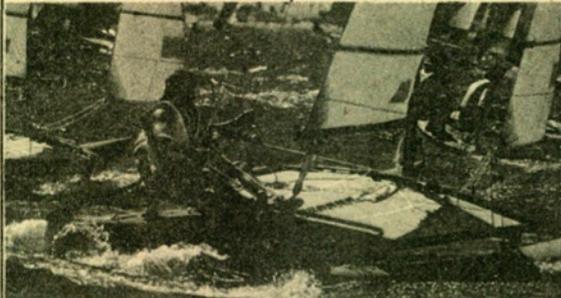
HOBIE 18

1. Fruhmesser
2. Ehinger
3. Kittel
4. Heuer
5. Thorns
6. Müller
7. Klein
8. Diefenbacher
9. Skacel
10. Kamleitner

GERMAN CHAMPIONSHIP 1979
JUNE 22 - 24, 1979

HOBIE 16

1. Fruhmesser
2. Petschl
3. Falkner
4. Thorns
5. Laing
6. Schmidt
7. Harms
8. Heuer
9. Dinsdale
10. Dangel
11. Müller
12. Dr. Mittel
13. Ehinger
14. Schroeder
15. Maier



HOBIE 14

1. Lach
2. Mueller
3. Materna
4. Stoerig
5. Kappelmann
6. Backhausen
7. Vogel
8. Pauloo
9. Dr. Kratzenberg
10. Hillman

STARNBERGER REGATTA
AUGUST 4 & 5, 1979

HOBIE 14

1. Wenzlag
2. Niedermair
3. Weller
4. Dortmann
5. Bauer
6. Dupslaff

HOBIE 16

1. Harms
2. Dangel
3. Fruhmesser
4. Müller
5. Claus
6. Bartelsen

GEORGIAN BAY REGATTA
FLEET #278
GEORGIAN BAY, CANADA
AUGUST 4 & 5, 1979

HOBIE 16A

1. Ponta, H.
2. Mackenzie, B.
3. Glaholt, D.
4. Leeson, P.
5. Rommelaere, K.

HOBIE 16B

1. Elja, R.
2. Proctor, D.
3. Cathers, J.
4. Pickie, R.
5. Allan, B.

HOBIE 14A

1. Kafarowski, C.
2. Kymlicka, M.

HOBIE 14B

1. Cloin, B.
2. Mitchell, A.

SYLTER WEEKEND 1979
AUGUST 4 & 5, 1979

HOBIE 14

1. Holstermann
2. Backhausen
3. Roth

HOBIE 16

1. Bress
2. Heuer
3. Schroeder
4. Sauer
5. Schroeder
6. Hennen
7. Clausen
8. Schmidt
9. Carstens
10. Wulf

REGATTA UM'S WALCHENFASS
AUGUST 11 - 15, 1979

HOBIE 14

1. Backes
2. Kappelmann
3. Dupslaff
4. Dortmann
5. Schroeder
6. Hoffmeister
7. Walther
8. Beno
9. Vom Order

HOBIE 16

1. Dangel
2. Fruhmesser
3. Thorns
4. Müller
5. Dinsdale
6. Deicke
7. Kiefer
8. Schiebel
9. Hack
10. Schroter

RONDEAU BAY REGATTA
FLEET #278
RONDEAU BAY, CANADA
AUGUST 25 & 26, 1979

HOBIE 18

1. Roberts, C.
2. McDonald, S.
3. Marner, P.
4. Marner, B.
5. Proctor, J.

HOBIE 16A

1. Ponta, H.
2. MacHardy, D.
3. Liefeld, J.
4. Hulthof, G.
5. MacKenzie, B.

HOBIE 16B

1. Huycke, J.
2. Horst, M.
3. Montley, D.
4. Allan, B.
5. Reid, S.

HOBIE 14A

1. Summerfield, M.
2. Elliott, G.
3. Kymlicka, M.
4. Kafarowski, C.

HOBIE 14B

1. Sheldon, K.
2. Hughes, B.
3. Summerfield, Y.
4. Gander, N.
5. Cloin, B.

INTERNATION 2-COUNTRIES CUP
IN GOOIMEER
SEPTEMBER 15 - 16, 1979

HOBIE 18

1. Markus
2. Ochs
3. Birkelbach

HOBIE 16

1. Spijker
2. Loos
3. Heilbron
4. Scacel
5. Kelder
6. Wapenaar
7. Heuer
8. Laing
9. Epstein
10. Zuter

HOBIE 14

1. Veeloo
2. Vogel
3. Wijkker
4. Box
5. Schroder
6. Zimmermann
7. Storig
8. Gabronsky
9. Kratzenberg
10. Kremers

1979 ALL JAPAN HOBIE CAT
16' CHAMPIONSHIPS
LAKE HAMANA, JAPAN
OCTOBER 13 & 14, 1979

HOBIE 16 POINTS

- | HOBIE 16 | POINTS |
|--------------------|--------|
| 1. Maeda, H. | 34 |
| 2. Yazawa, Y. | 34 |
| 3. Konno, M. | 9 |
| 4. Sato, T. | 12 |
| 5. Tanaka, M. | 14 |
| 6. Suzuki, S. | 15 |
| 7. Murakami, M. | 17 |
| 8. Ohno, T. | 23 |
| 9. Suzuki, A. | 25 |
| 10. Suzuki, A. | 29 |
| 11. Watanabe, K. | 31 |
| 12. Tanaka, J. | 34 |
| 13. Osada, N. | 36 |
| 14. Ishiwatari, T. | 37 |
| 15. Yamada, M. | 38 |
| 16. Matsuzawa, M. | 46 |

CANADIAN NATIONALS
ONTARIO HOBIE CAT ASSOCIATION

HOBIE 16A

1. Ponta, H.
2. Liefeld, J.
3. Leeson
4. Chamberlain

HOBIE 16B

1. Smith, C.
2. Behan
3. Steglich
4. Pringle

HOBIE 14A

1. Innes, D.
2. Innes, M.
3. Summerfield
4. Kymlicka

HOBIE 14B

1. Kafarowski
2. Gleba
3. Orr
4. Hughes

AMMERSEE HOBIE

HOBIE 18

1. Stoll
2. Berend
3. Dangle
4. Birkelbach

HOBIE 16

1. Dinsdale
2. Petschl
3. Müller
4. Hirschberger
5. Dekorsi
6. Pfellschiffer
7. Krojer
8. Kiefer
9. Bartelsen
10. Gradl

HOBIE 14

1. Kappelmann
2. Backes
3. Jaklitsch
4. Gesler
5. Bauer
6. Siemens
7. Dupslaff
8. Deicke
9. Hoffmeister
10. Saur

ONTARIO HOBIE ASSOCIATION
POINTS CHAMPIONSHIP OF 1979

HOBIE 14A POINTS

- | HOBIE 14A | POINTS |
|-----------------|--------|
| 1. Kymlicka, M. | 36 |
| 2. Price, B. | 21 |
| 3. Summerfield | 20 |

HOBIE 14B POINTS

- | HOBIE 14B | POINTS |
|--------------------|--------|
| 1. Summerfield, Y. | 30 |
| 2. Gander, N. | 27 |
| 3. Hughes, B. | 20 |

HOBIE 16A POINTS

- | HOBIE 16A | POINTS |
|------------------|--------|
| 1. Ponta, H. | 68 |
| 2. MacKenzie, B. | 53 |
| 3. Liefeld, J. | 48 |

HOBIE 16B POINTS

- | HOBIE 16B | POINTS |
|----------------|--------|
| 1. Montley, D. | 38 |
| 2. Allen, B. | 30 |
| 3. Reid, S. | 25 |

Please note that this year there was no official Provincial Championship for the 18's but a score was kept and here are the top 19 sailors in 1979:

HOBIE 18 POINTS

- | HOBIE 18 | POINTS |
|-----------------|--------|
| 1. McDonald, S. | 29 |
| 2. Marner, P. | 26 |
| 3. Marner, B. | 25 |



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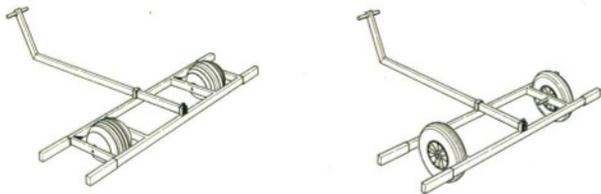
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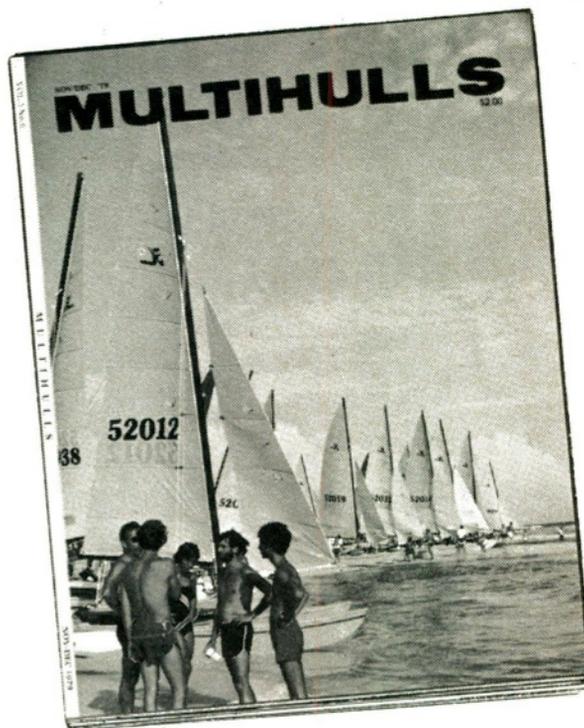
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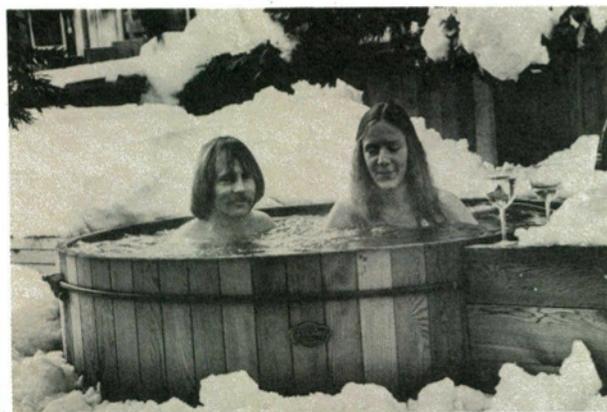
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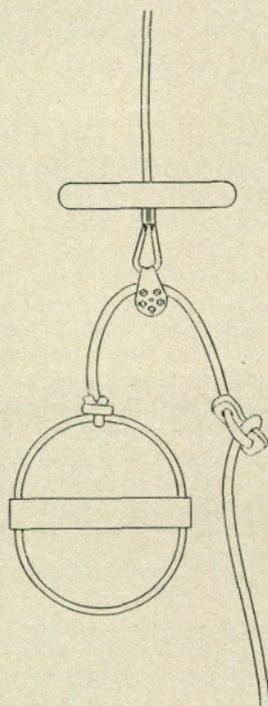
Racing Clinic

RIGGING YOUR BOAT FOR RACING

By Paula Alter

Racing bow to bow, a perfect mark rounding or reaching with water spraying everywhere is what the excitement of sailboat racing is all about. Spending endless hours and dollars to fine tune a boat is not what Hobie Cat racing was meant to be about. The purpose of such a one-design class is that everyone can race their boat equally against other sailors. Not many additions to the boat are necessary to race Hobie Cats; class rules are fairly strict on what is even allowable. And the skippers feel this is great because they can race their boat without having to give it much attention.

Once you've gone to your first regatta you'll discover that there are a few things that are added to a racing boat. Although many racers use the following items, none of them are absolutely necessary. With the addition of a little non-skid, 14s and 18s are fairly ready to race, and therefore, many of these suggestions apply only to a Hobie 16.



16' pull the wires straight down the mast, measure 8½" up from the baseplate and cut the wires there. On an Hobie 18' cut the wires 7" up from the base. Using the old thimble and new micro press sleeves, re-swedge the thimble onto the end of the wire. In order to shorten your own wires you'll need access to a swedger. If you don't have one, trapeze wires are available through your Hobie Cat dealer.

Shackle a small pulley onto the thimble at the end of the trapeze wire. Cut a piece of shock cord the length of the rear crossbar (the length you end up using will depend on the stiffness of the shock cord that you get). Secure a piece of 1/4" line (the length will depend on the type of handle you use, but is approximately 3' long) to the end of the shock cord, add a rope stopper of some sort (a knot works but is hard to adjust), then run the line through the pulley and tie to a trapeze handle with a good knot. Do the same on the other side and your system is ready to go. Both 16' and 18' racers use this set-up although some 18' sailors are using an adjustable system so that they can adjust their height while racing.

TRAPEZE HARNESS

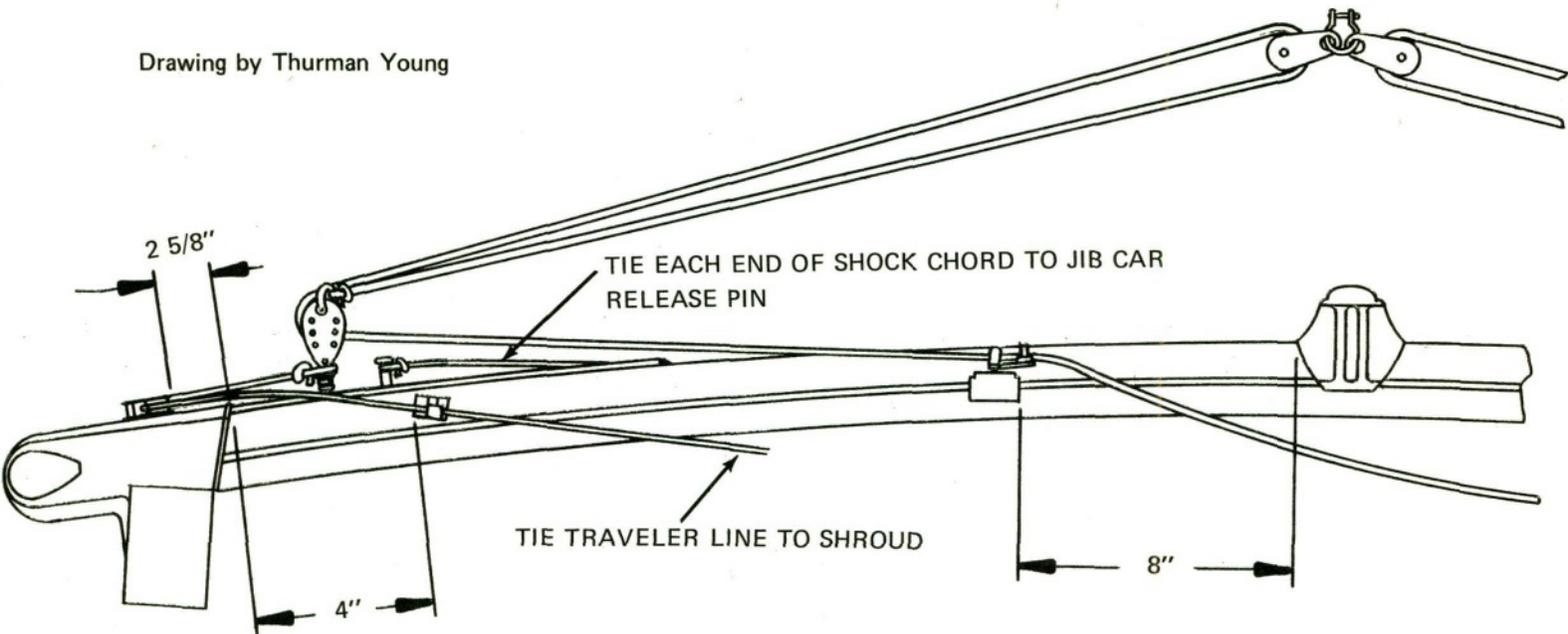
During a long, windy race hanging in a comfortable trapeze seat is the only way to go. There are some lightly padded harnesses available that are pretty good. The best way to test whether the cut of the harness is comfortable for you is to hang in it. Butt buckets are popular in some areas and they're especially great in warm climates and light air places. They're very comfortable except when it starts really blowing and your skipper wants you "All the Way Out!" Without the back support, it is much easier to tire faster. Some sailors have one of each and can use whichever feels best for the situation. A few prefer them all the time.

DOUBLE TRAPEZE

If any addition to the boat is a must for racing it's adding another set of trapeze wires so that both the skipper and the crew can trapeze when it gets windy. A second set-up similar to what comes stock on the boat can be used, although many racers install a pulley system for the handles. In order to effectively use the pulley system the existing trapeze wires need to be shortened.

This is fairly easy to do: on a Hobie

Drawing by Thurman Young



Jib Traveler System

JIB TRAVELER

The past few 16' Nationals boats have come equipped with a jib traveler system that is popular among 16' racers. The set-up is easy to use and enables the crew to adjust the jib traveler from the windward side of the boat. Pulling on the line causes the jib car to move out; when the line is released the shock cord pulls the car back inboard. This system consists of 1/4" shock cord approximately 47" long, 17' of a 1/4" line, two cleats, two turning blocks and one small eye bracket. Actual shock cord length will depend on the stretchiness of the shock cord.

Mount the eye bracket on the forward side of the front crossbar, directly in front of the mast base. Mount the turning blocks on each corner casting and the cleats 4" from the outside end of the traveler track. Move the jib cars all the way in, towards the mast. To install the shock cord, pull the plunger on the jib car up and wrap the end of the shock cord around the pulled plunger. Secure the shock cord to itself with hogs ears clips, so that the plunger will always remain up. Run the shock cord through the eye bracket and around the plunger on the other side.

There should be enough tension on

the shock cord so that the cars will return to the innermost position when released, and the shock cord should be loose or stretchy enough so that both cars can be pulled all the way out without much effort. Cut the 1/4" line in half, then tie one end around the spring on the jib car. Run it through the turning block and the cleat and across the trampoline to the shroud on the opposite side of the boat and tie there. Do the same on the other side.

NON-SKID

Whether racing or not, non-skid is a good thing to have on the boat. The carpet kits or a new product called Astrodeck are popular for 16s and 14s. Bath tub strips work well as long as they stay on. Many 18' racers use the 2" bath tub strips that can be found at hardware stores. The outside edge of the deck on the 18' needs non-skid most importantly. Make sure that the non-skid runs all the way in front of the front crossbar.

RIGHTING LINE

Everyone needs a righting line of some sort, even if it's only a piece of 14' line tied underneath the boat. Some racers use more elaborate

systems that enable them to right the boat without having to untie one side. During a race the value of such a system becomes apparent. At the 16' Nationals one boat was in fourth place around A mark, endoed, righted itself, and was still able to make sixth place by the time it reached the next mark. Fumbling around tying and untying costs valuable time when racing. A good system is the Hawaiian righting system which was explained in the July/August 1979 *Hot Line*.

A simpler version is as follows: Drill two small holes (large enough so that 1/4" line will fit through them) about 1/2" apart. Cut a piece of 1/4" line 3' long and insert each end through a hole, then tie knots in the ends of the line. Attach a piece of 3/8" line to the 1/4" loop by knotting the heavy line and doing a half hitch around the heavier line with the 1/4" line. Run the heavy line around the front pylon and underneath the trampoline. Shackle two pulley blocks onto the trampoline lacing at the stern, and one pulley block onto the lacing up forward. Run a piece of 1/4" shock cord through the blocks and knot to the line at the stern blocks (check diagram). Repeat the same procedure on the other side. The shock cord should be tight enough to hold the righting line in when not in use.

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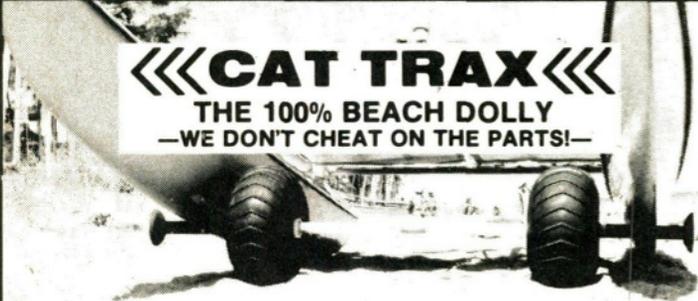


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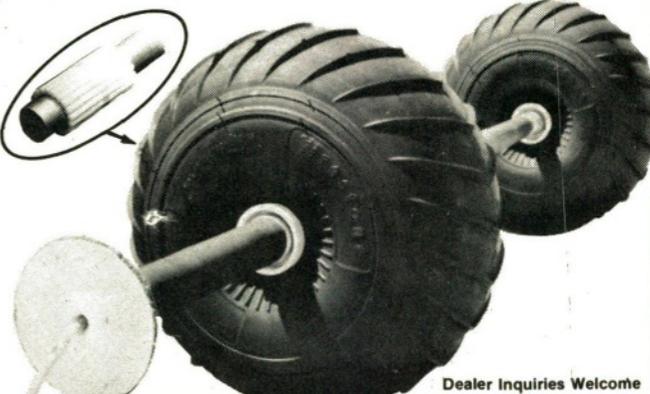
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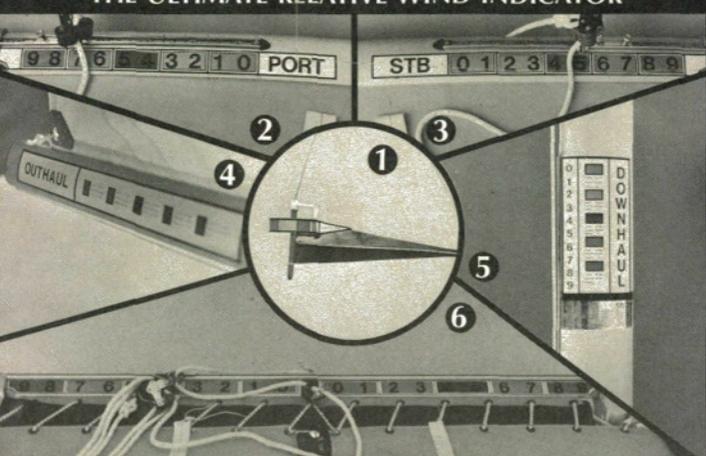
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SO. AFRICAN WORLDS AMERICAN VERSION

After two days of traveling, the majority of Team USA and entourage looked like a ragged bowling team, with all of us wearing our blue Team USA Worlds jackets. Actually one woman at the airport in New York asked if we were a hunting club, probably thinking that a Hobie Cat was some wild and endangered species. Endangered? No. Wild. . . well, what can you expect when you get a bunch of Australian, South African, Tahitian, French, German, Dutch, Swiss, Canadian and American Hobie Cat sailors together!

South Africa is absolutely beautiful. Picture a combination of the best of northern California with the warm weather of southern California and you'll get some sense of what the area was like. Actually, South Africa is incredibly diverse with mountains and plains, forests and bush. Everywhere we went, all the people were always friendly and willing to do anything to help us have a good time. And did we have a good time!

Our first major task before even attempting to sail was to get in the right side of a car and drive on the wrong (it sure looked wrong to us) side of the street. Our ineptness as Americans to gracefully handle this initial problem provided lots of laughs throughout the week. In South Africa you "stop at the robots" (stoplights) and "deviate" (detour). Lobsters are crayfish (although anyone from Maine knows that Californians don't really have lobsters either) and you may be asked if you are actually speaking English.

The qualifying races were held in a playground for small Hammerhead sharks. This was unnerving for those of us who flip easily in heavy air. When the rest of the sailors got on the water the next day, the sharks had gracefully disappeared leaving us pre-qualifiers with only fish stories to tell. The Knysna elephants are another shark story. Any South African will tell you about the world's largest elephants that live in the forest outside of Plett, yet no one we talked to had ever seen one. There is a road sign, though, for elephant crossings — a sign with a picture of an elephant on it, which made us realize that we really were in Africa.

Besides their elephants, Knysna is known for its harbor entrance called Knysna Heads. Between two huge rock cliffs lies a small opening into the bay. Waves break all the way across the opening, and in a good swell, roll all the way through the entrance. Each year a Hobie Cat race is held from Plett through Knysna Heads. Along one edge of the bay is the Knysna Yacht Club, where the Hobie Catters were treated to the most incredible oyster and fish feed. Hungry racers and friends left nothing on the tables that earlier had been covered with an assortment of seafood delicacies.

The Hobie Olympics kept spectators and tired racers busy before and after the races. Tennis, watermelon gorging, disco dancing and a beach marathon were some of the activities. The Morey Boogie team challenge quickly turned into a tackle football game. Paul Thomas from South Africa won both the individual paddling contest and the beach marathon. The Americans were still surprised that they beat the South Africans in the tug-o-war.

All week long the weather was great, the wind was heavy, the food wonderful and the company fun. On the night of the trophy presentation a team challenge was put up; a drinking contest between the Australians and the South Africans, with one token American, Hobie Alter Jr. representing all you American Hobie drinkers! The competition was tight but the Aussies made it clear that they were the champs, with Anthony Duchatel their chief beer drinker, leading the way to victory. The partying lasted late, the Tahitians and friends danced and sang at the "Why Not" while others discoed at a local bar.

After the Worlds was over, everyone spread out. . . some went surfing at Jeffrey's Bay, others went out to the bush country to see the wild animals that Africa is most famous for and a few traveled down the coast towards Cape Town to see more of the coastline. Wherever we went, the scenery and the people told us that having the Worlds in South Africa was really a great idea! 

Paula Alter

Continued from page 9

into an excellent first place followed by Dodds, Smythe, Koper and Ryall.

During the third race of the day, Salmon gave an inkling of what was to follow on the next day. He registered his first win in this race with Dodds taking second place for the second time that day. Berman came in third, Borges, fourth; and Paquier, fifth.

During the final race of the day the wind began to drop slightly. Hobie Jr. led the field from start to finish. At one stage, he had built up a lead of 300 yards. Second over the line was Germany's Hans Muller, followed by Mann, Ryall and Hancox — all of South Africa.

By Thursday evening the points position for the leading skippers was:

Phil Berman	U.S.A.	10 1/2 points
Leonard Mann	South Africa	12 1/2 points
Mike Collier	South Africa	15 3/4 points
Colin Hancox	South Africa	15 3/4 points
Ian Bashford	Australia	17 3/4 points
Kitty Salmon	Tahiti	18 3/4 points

In the evening, at a colorful ceremony, the names of the top 36 skippers who went through to the finals were announced and their boat positions for Friday and Saturday's racing were handed out. With so few points separating the leaders, it was obvious that the finals was to be a real cliff hanger. The organizers were hoping to get five races in the next two days.

Friday morning dawned cloudy. Rain had fallen during the night and the wind had dropped to a very light south westerly. The Australians and South Africans, who up to now had an advantage in the heavy weather, were not looking happy at all.

Their worst fears were realized. In the first race of the day, Salmon worked his way from 10th place to a phenomenal six-minute lead when rounding the last mark before the finish.

The slim schoolmaster from Tahiti, easily recognizable because he sails to weather with a rudder up, really showed the rest of the fleet how to handle the light conditions. In second place was an out-of-form Froome, Whitehurst, third; Collier, fourth; and Waterhouse, fifth.

To prove that he wasn't just lucky, Salmon repeated the dose in the next race. Once again he established an early lead and then led the fleet around the buoys. Second came Whitehurst, Loos of Holland, third; and Australians Waterhouse and Bashford in fourth and fifth.

The wind was extremely flukey and produced some dramatic changes among the rest of the fleet. The unfortunate Hancox of South Africa

lost out 24 places between buoys.

The last race of the day started well after 4 p.m. Hobie Jr. broke Salmon's winning streak. He got into the lead and stayed there. He was followed in by Berman, Salmon, Hatfield and Bashford.

All of a sudden, the Worlds championship was wide open — Salmon had a 2-1/4 point lead over Berman and the two Australians, Waterhouse and Bashford, were not all that far behind. Collier had slipped back into fifth place.

The points position on Friday evening was:

Kitty Salmon	Tahiti	23 1/4 points
Phil Berman	U.S.A.	25 1/2 points
Rob Waterhouse	Australia	37 1/2 points
Ian Bashford	Australia	37 3/4 points
Mike Collier	South Africa	46 3/4 points

Saturday morning produced no wind at all. The anticipated south easter only materialized after 12:30 p.m. and turned out to be very light indeed. Berman must have realized that he had to look after Salmon. And look after him he did! With Berman lying way back in the fleet, Salmon needed a 12th place or better to clinch the championship. He was lying seventh at the end of the first triangle, slipped back to 14th at the second last mark, was 13th at the last mark, tacked out

to sea and ended up 18th. Berman wrapped up the Worlds title, discarding his 23rd place in this race and ending up with 35-1/2 points.

The last race itself was dominated by the South Africans. They filled the first seven places, finishing in the following order: Dodds, Collier, Hancox, Dodds, Whitehead, de Beyer and Mann.

The final positions were announced that evening at a very impressive ceremony. Starting off with 36th place, John Whitmore, master of ceremonies, worked his way down the list to the top five. It was a very touching and beautiful moment as the two Tahitians, Eric Paofai and Salmon, received their awards and presented strings of shell beads to Whitmore, John Collier - (Mr. Hang Ten, the South African co-sponsor) Jewel Collier and Sandy Banks, director of the Hobie Class Association.

Jewel Collier presented five beautifully decorated ostrich eggs to the top five skippers — what made the gift even more meaningful was the fact that she had done the artwork herself.

The first five places were:

1. Phil Berman	United States	35 1/2 points
2. Kitty Salmon	Tahiti	41 1/4 points
3. Ian Bashford	Australia	47 3/4 points
4. Mike Collier	South Africa	48 3/4 points
5. Rob Waterhouse	Australia	51 1/2 points

So ended a fantastic Worlds championship, the weather was unbelievable — Friday being the only day with a vestige of cloud. The winds were consistent — even though they did drop off towards the end of the week.

Hobie Jr. and Wayne Schafer of the U.S.A. remarked after the last race that they felt that this was the best organized sailing event either of them had ever attended.

John Whitmore of Coast Catamaran South Africa, John Collier of Hang Ten, Sandy Banks and Doug Campbell of Hobie Cat, plus of course, the most efficient racing secretary I've ever met, Michelle Kohlmeier, are to be congratulated on a really fantastic effort.

Bobby Bongers on the bridge was unreal - you could set your watch by his starts!!

For we South Africans, it was an unbelievable experience. To be able to host such an event at what we consider to be the finest sailing spot in the world was an honor and privilege. To meet the greats of Hobie Sailing - Hobie Jr., Wayne Schafer and of course, Sandy Banks was a rare experience.

Fellows, you can come back anytime! 

1979 HOBIE 14' WORLD CHAMPIONSHIPS Plettenberg Bay, South Africa November 25 - December 1, 1979

SKIPPER	COUNTRY	RACE SERIES						FINALS				FINAL PTS	SKIPPER	COUNTRY	FINAL PTS
1. Phil Berman	U.S.A.	2	3/4	10	4	3/4	3	6	6	2	23	35 1/2	37. Dave Pollock	South Africa	85
2. Kitty Salmon	Tahiti	20	7	4	4	3	3/4	3/4	3/4	3	18	41 1/4	38. Warren Collier	South Africa	86
3. Ian Bashford	Australia	3	3	10	3/4	4	7	10	5	5	15	47 3/4	39. Thierry Lagesse	Mauritius	90
4. Mike Collier	South Africa	3/4	4	3	3	5	13	4	32	14	2	48 3/4	40. Paul Thomas	South Africa	90
5. Rob Waterhouse	Australia	3/4	5	3/4	6	17	9	5	4	7	14	51 1/2	41. Basil Winterborne	Australia	92
6. Colin Hancox	South Africa	13	2	2	3/4	6	5	8	15	27	3	54 3/4	42. Jean Foucaud	France	95
7. Blaine Dodds	South Africa	4	8	3	11	2	2	16	12	25	3/4	58 3/4	43. Paul Broekhuysen	South Africa	95
8. Leonard Mann	South Africa	9	3/4	6	2	3/4	3	18	30	17	7	63 1/2	44. Duncan Leithbridge	South Africa	96
9. Phil Smythe	Australia	4	6	13	8	3	7	29	13	16	11	71	45. Revay Vidimir	New Caledonia	97
10. Gerhard Koper	South Africa	7	6	8	3	4	6	33	20	10	12	76	46. Christian Dalgas	Switzerland	99
11. Bob Binnedel	Australia	2	2	9	6	8	22	12	6	15	33	82	47. Mox Lippstreu	South Africa	99
12. Tom Whitehurst	U.S.A.	5	13	2	DNS	7	12	3	2	31	9	84	48. Harry Fuchs	South Africa	100
13. Evan Borges	U.S.A.	6	9	12	2	23	4	28	8	12	10	86	49. Mike Hornsey	South Africa	101
14. Paul Cuanillon	Switzerland	19	5	29	12	6	6	17	10	11	8	94	50. Jeff Alter	U.S.A.	102
15. William Edwards	South Africa	8	3	14	10	19	17	7	17	9	21	104	51. Martin Toms	South Africa	103
16. Randy Hatfield	U.S.A.	5	11	11	17	11*	13	19	14	4	22	105	52. Lionel Hartley	South Africa	107
17. Dean Froome	U.S.A.	11	14	20	5	18	25	2	19	8	13	110	53. Hanjo Zimmerman	Germany	108
18. Hans Muller	Germany	10	12	7	9	13	2	20	29	24	17	114	54. Ren Brand	South Africa	111
19. Craig Ryall	South Africa	15	4	20	14	5	4	14	23	20	20	116	55. Dennis Carpenter	U.S.A.	114
20. Eric Paofai	Tahiti	28	10	7	18	14	10	11	9	13	27	119	56. Don Oltmans	U.S.A.	117
21. Gerhard Loos	Holland	18	27	8	8	2	9	24	3	29	30	128	57. Henri Latour	Mauritius	117
22. Wayne Schafer	U.S.A.	16	9	15	15	25	8	9	21	18	19	130	58. Keith Rohland	South Africa	120
23. Enrique Figueroa	Puerto Rico	9	24	4	7	8	20	21	26	16	29	135	59. Jacques Speville	Mauritius	125
24. Anthony Duchatel	Australia	11	31	3/4	9	7	22	30	11	19	31	140 3/4	60. Noel Graham	South Africa	127
25. Peter Dodds	South Africa	25	7	16	13	25	21	15	33	23	4	149	61. Hobie Alter Sr.	U.S.A.	129
26. Mick Whitehead	South Africa	17	30	14	15	13	11	DNF	27	21	5	153	62. Eric Speville	Mauritius	130
27. Greg De Beyer	South Africa	DNF	10	26	26	10	11	13	24	30	6	156	63. Hank Pauloo	France	134
28. Frank Meneses	South Africa	18	16	11	18	15	8	25	35	26	24	161	64. Pierre Ginoux	France	141
29. Tom Materna	U.S.A.	30	18	9	22	18	15	26	16	22	16	162	65. Fiete Macheri	Germany	143
30. Hobie Alter Jr.	U.S.A.	3	13	24	DNS	32	3/4	32	31	3/4	DNF	171 1/2	66. Michel Recamier	France	146
31. Mike Shearer	U.S.A.	10	22	5	12	10	10	31	DNF	DNF	DNF	172	67. Bill Dominy	U.S.A.	148
32. Mike Jacobs	U.S.A.	21	17	31	11	9	14	22	25	DNF	32	182	68. Mike Whalen	U.S.A.	150
33. Eric Hasselbach	South Africa	7	11	5	19	17	26	DNF	34	DNF	28	182	69. Bruce Fields	U.S.A.	152
34. Miles Wood	U.S.A.	15	16	36	7	12	25	34	22	38	26	185	70. Kim Kymlicka	Canada	152
35. Allen Paquier	Tahiti	24	DNF	18	5	21	5	27	28	32	25	185	71. Derek Innes	Canada	165
36. Mike Fairchile	U.S.A.	6	DNF	28	10*	22	14	23	18	DNF	34	191	72. Marjorie Innes	Canada	170

Winners Circle

PHIL BERMAN: 1979 14' WORLDS CHAMPION

By Paula Alter

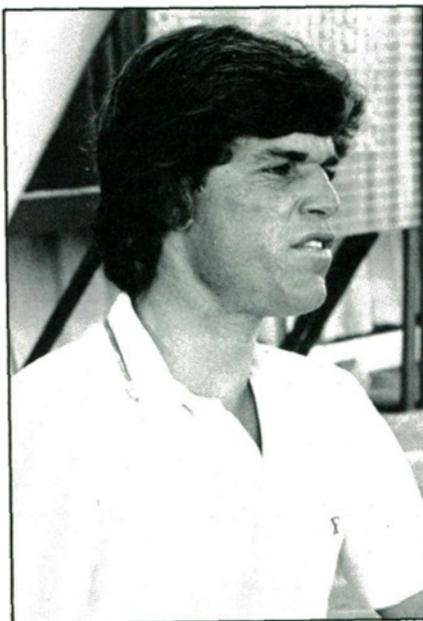
Always a top competitor, Phil Berman has come close to being a Nationals or Worlds champion several times over, but has actually never clinched a first-place title. That is, until this year's Worlds in South Africa. . .

During the week of racing, he was the lone American representative consistently in the Top 10. He had to sail an excellent regatta to fend off the top Tahitians, Australians and South Africans. And Berman hung in there, winning the 1979 Hobie Cat 14' Worlds. In accepting his award, Berman, who is usually not one to be at a loss for words, seemed so moved to have reached a goal that he has been working towards since he was 13 years-old, that he had little to say — it was very obvious that he was quite honored with the prestigious title.

Previously, he had placed second twice at the 14' Nationals and third at the 14' Worlds in Tahiti (he had to sell his 14' in order to travel there). In other 14' Nationals competition, he has placed sixth, seventh and 10th and placed 11th at the 14' Worlds in Puerto Rico.

Perhaps what prompted Berman to reach his goal this year especially was the factor that he probably won't be sailing for a couple of years while he is completing graduate school. This year's Worlds was the time for him to do it.

Berman has been racing Hobie Cats for 10 years. His first 14' was No. 830, which traces him back to the earliest days of manufacturing. Growing up in the sailing environment of Newport Beach, California with surfing and sabot sailing as his hobbies made



Hobie Catting a natural move.

"In high school when everyone else was being wild, I was out sailing and working on my boat," he said. Besides surfing and sailing, he also played competitive tennis on his high school tennis team which won a U.S. High School Tennis Championship.

When talking to Berman it's easy to get a sense of how important sailing has been to him. Besides giving him something to do in high school, he considered it a "release." No one else in his family was into sailing, so someone would come and take him and his boat away each weekend to a Hobie Cat regatta. He commented, "Hobie Cats taught me to grow. . . for

10 years I've sailed these boats and when I'd do things wrong there were always numerous father figures such as Wayne Schafer or Hobie who would let me know about it."

There is another side to Berman which he considers just as important as his sailing, and which few of the people in his sailing world know about. He explained, "When I come to these regattas, people know me as Berman who sails and writes books. When I'm away from this environment, my life revolves in no way around sailing. In fact, I haven't sailed very much at all in the last three years. I had a lot to study and did a lot of reading. And most of my friends. . .and the conversations we have aren't about sailing."

Currently, he is working on his Bachelor of Arts degree in philosophy and religious studies from the University of California at Santa Barbara. He has also written two books on catamaran sailing and is currently living on his 35' sloop and working on a third book about basic catamaran sailing that is due to come out next summer. With the revenue from his books, he hopes to put himself through graduate school at Harvard and eventually be a professor of philosophy and religious studies.

Excited about ideas, Berman says "anything that might be true I want to know about it!" What's true this year is that he out-sailed 72 other good sailors to claim his first Worlds championship title, and although he may be expanding in other directions, he will always be able to come back to sailing. 



'Winning on Catamarans' — Berman Style

By Mick Killeen

A week before the 1979 Hobie Cat 14' Worlds, Phil Berman was sitting in his home bemoaning the fact that he could not attend because of financial considerations.

A stroke of luck gave him a package ticket to South Africa — bought out of the proceeds of an advance from his publisher for his latest book "Winning on Catamarans."

From here on the story reads like a fairy tale. He had less than a week to get himself into shape for the big one and he arrived looking pretty fit and extremely confident.

In his first race (after leading most of the way) he left his tack to the finish line too late, letting Rob Waterhouse, of Australia through by the proverbial whisker.

In the second race, however, he made up for it and gained an excellent first place. His tacking and ability to lay the mark paid off handsomely. He must have spent a few minutes with his own book between races!

Wednesday didn't start off too well for him. He got off badly, eventually working his way through the fleet to finish in 10th spot. He must have gone back to his book because in his next race he sailed into fourth position in extremely arduous conditions.

Strengthened by his success, he spent a quiet evening contemplating the error of his ways — and analyzing the day's racing. Obviously, this did the

trick. In his first race of the day he recorded his second win of the series. He led the fleet during the entire race, hotly pursued by Blaine Dodds of South Africa.

His next race followed immediately after this very strenuous and tense event. By now, the wind had freshened considerably and he got off to a reasonable start. By the first mark he was up in fifth place — gradually chipping away at the leaders to finally finish third.

He went into the finals in first place with 10-1/2 points, two points ahead of his nearest rival, Leonard Mann of South Africa.

The next day, the first of the finals, the wind was extremely flukey and proved to be really tough. He managed a sixth, seventh and finally in a very drawout last race, second. After nine hours on the water, he found himself with 25-1/2 points — with a discard of 10. Kitty Salmon of Tahiti was in front with 23-1/4 points, but his discard was a 20.

This meant that Salmon could not afford to do badly the next day. To beat Berman he needed a 12th position or better.

Somewhere out there, Salmon blew it. The wind was a fairly steady light south easter (onshore) the first of the week and only came up after noon.

Berman started off fairly well, rounding the first mark in ninth place;

Salmon was way back in 21st position.

By the second mark Salmon had crept up to seventh spot with Berman dropping to 13th. The rounding of the third mark showed a further change in their fortunes. Salmon fell back one position and Berman, three.

The wind was definitely swinging and those who tacked out to sea to make the line came short. Berman tacked to sea and Salmon followed him. Berman finished 23rd, but wrapped up the 14' Worlds title — because Salmon limped in finishing in 18th place!

Talking to Berman on the beach before the start of the race, he mentioned that he had never won a Nationals or Worlds title. Well, he certainly made up for it in the greatest possible way.

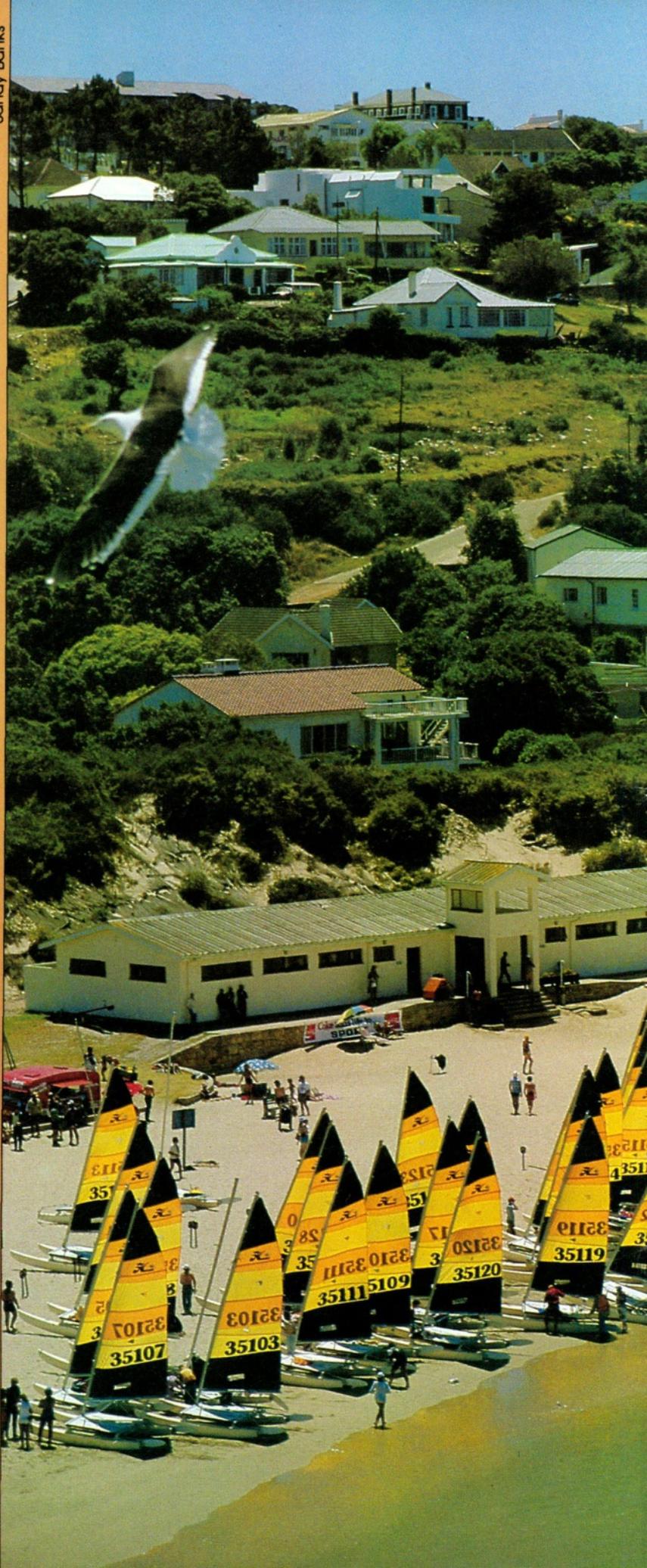
I wouldn't call him unassuming — he certainly oozes confidence. And at age 23 he has already written two books on sailing. His latest "Winning on Catamarans" sold reasonably well at Plettenberg Bay during the first five days, but really took off once he clinched the Worlds championship.

The South Africans and Australians were disappointed that the title didn't come their way — but they gave Phil Berman a rousing ovation when he stepped into the winners' circle. To Kitty Salmon, we can only say hard luck. . .so near. . .but oh so far!

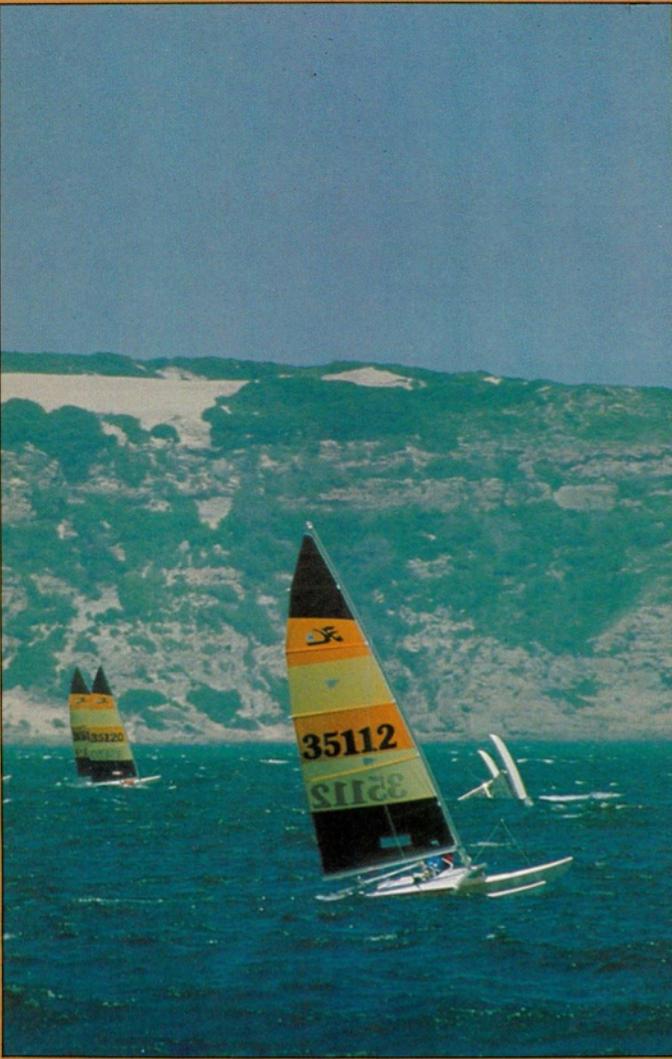
Totsiens. 

Photo Gallery

Sandy Banks



Sandy Banks



Paula Alter



Doug Campbell



Picturesque Plettenberg Bay, South Africa provided beautiful settings for these photographs taken at the Worlds.



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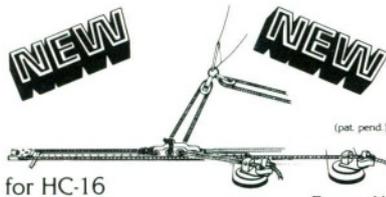
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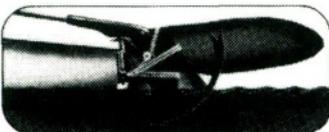
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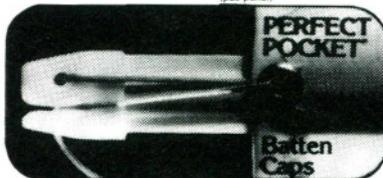
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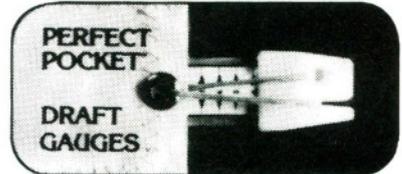
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HOBIE ALTER SR. NAMED 'SAILOR OF THE NEW WAVE'

HOBIE 14' NAMED 'BREAKTHROUGH BOAT' IN SAIL MAGAZINE POLL



Bella Lagmay-Singh

Sail magazine announced the results of their poll involving what they called the "New Wave" in their special 10th Anniversary issue, dated January 1980. "The New Wave began 30 years ago with the first fiberglass production sailboat and is still cresting high" according to *Sail*. By asking their readers, *Sail* wanted to identify the sailor of the era "who by accomplishment and example, has contributed the most to the advancement and the popularization of the sport of sailing over the last 30 years."

Along with the "Sailor of the New Wave" poll was one on the "Breakthrough Boats of the New Wave." The poll was divided into categories and in the opinion of the readers of *Sail*, the Hobie 14' was the "Breakthrough Multihull" with the Hobie 16' coming in second.

Candidates for "Sailor of the New Wave" included such notable yachtsmen as Sir Francis Chichester, George O'Day, Paul Elvstrom, Ted Hood, Lowell North, Olin Stephens, Ted Turner and eight others. Hobie was surprised and honored to even be included on a list with such famous sailors, yet alone **win** it. When asked why he thought he won he said, "the nature of the question, especially with the word 'popularization' especially singled me out." With close to 90,000 Hobie Cats in the world it seems appropriate that Hobie should receive the honors and recognition for his contribution to the sailing world. 

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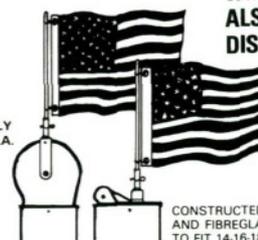
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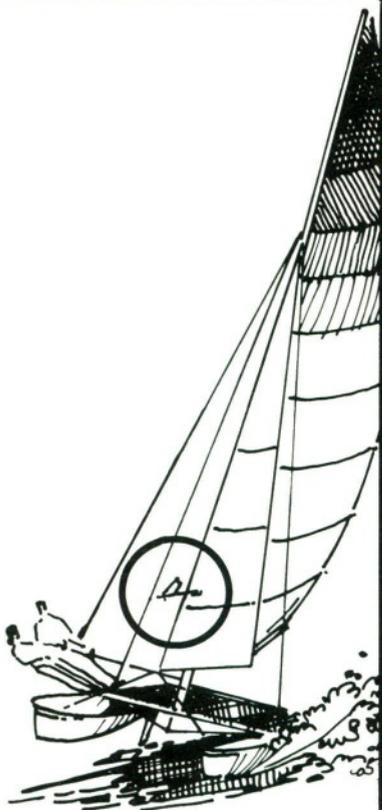


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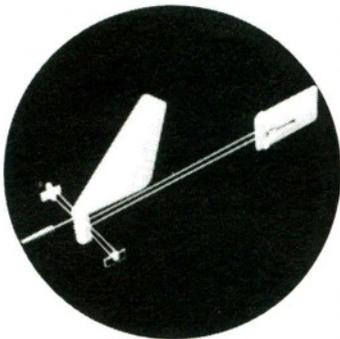
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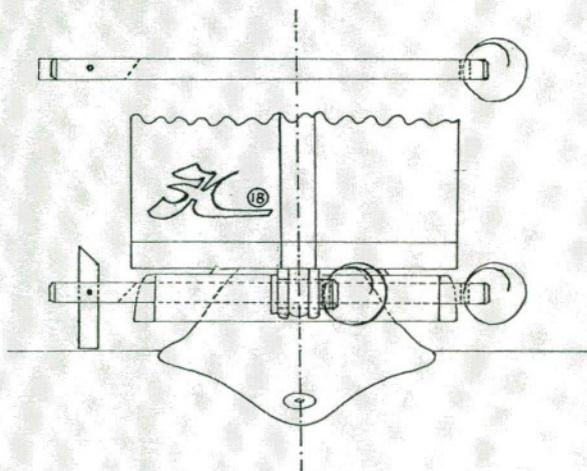
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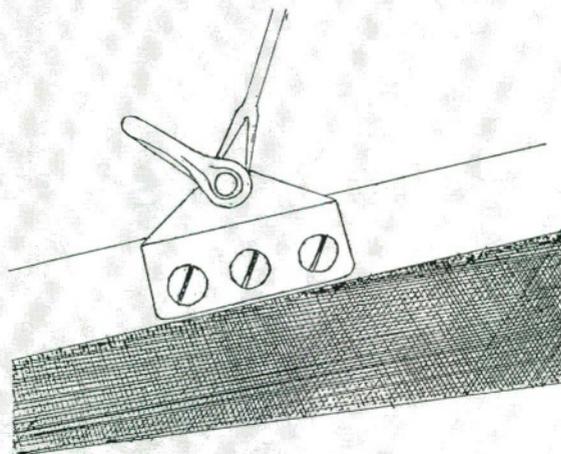
Hot Tips

PIN FOR STEPPING THE MAST

Having the pin slip out in the base of the mast is enough to scare anyone. **Thomas Emmons** of Milpitas, California suggests using a pin with a swivel end on it.



Emmons also comments on an article on towing from a past *Hot Line*. The article stated that tying a line from each bow to the mast support will stiffen the rig up and prolong the life of the trailer. By removing the pins at the ends of the bridle wire where they are fastened to each hull and installing a 1/4" diameter pin shackle, a rope can be tied from each bow to the mast support. This combination shackle-bridle support is also handy when tying the sailboat to the dock, according to Emmons.



Hobietorial

NEW YEAR GOALS

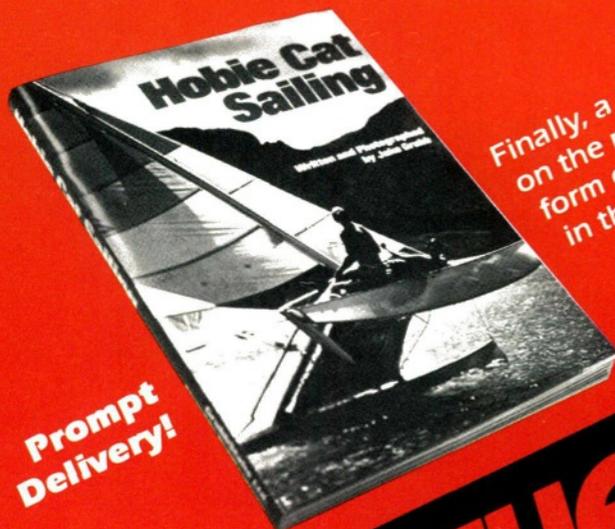
The New Year is upon us and as everyone traditionally begins making resolutions, the *Hot Line* would also like to set some goals to achieve in future issues. As the new editor of the magazine, effective with the September/October 1979 issue, I saw certain areas I wanted to improve — in both content and production. While favorable feedback from many readers has already indicated noticeable changes, there are even more I would like to accomplish.

With its circulation ever-increasing (as of recent, approximately 700 new subscriptions per month), it is evident that the *Hot Line* is well-read by Hobie Catters and other sailing enthusiasts around the world. Therefore, I have emphasized careful planning of its content to provide the skippers with indepth reviews and results of major regattas, particularly Nationals and Worlds championships, plus announcements of upcoming competitions and other general stories of special interest to our sailing audience.

Readers have expressed appreciation of the technical articles and the "Racing Clinic" and I would like to expand in this direction by periodically featuring editions with specialized themes, as introduced in this issue with the "Sailboat Maintenance" articles.

With its distribution of 33,000 world-wide, the *Hot Line* has been established as one of the leading magazines of the boating trade publications and has been honored with the prestigious Maggie Award. It is my hope that we maintain our award-winning standards and achieve all of our goals this coming year. *FL*

Bella Lagmay-Singh



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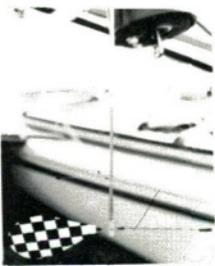
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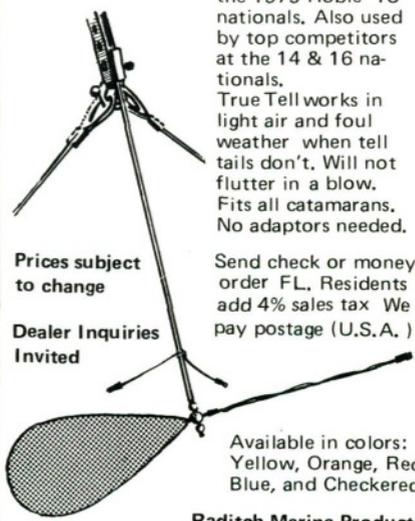
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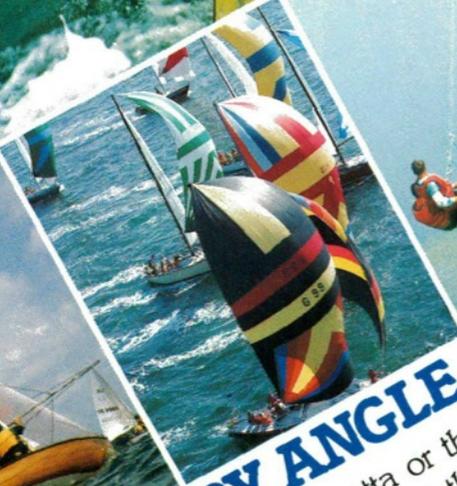
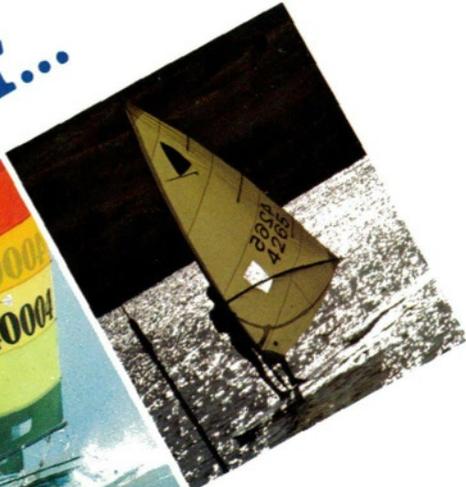
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These are the ones that proved just how tough "plastic" coolers and jugs can be. How efficient in holding the cold. How good-looking. Yet when it comes to price, all that separates 'em from the herd is a buck or so. Maybe even less.

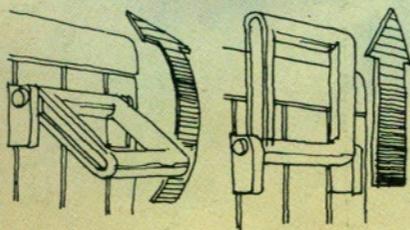
So take a close look at a Coleman Poly-Lite, like our 12-gallon model shown here.

Start with the most basic point. All Coleman coolers and jugs are insulated with urethane, the best material available.

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So they hold
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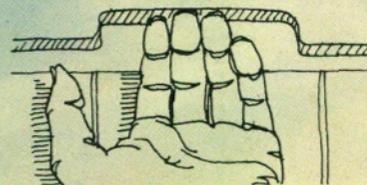
Next, think *tough*. That high-density polyethylene hide shrugs off all the rocks and hard places. Keeps its bright color in the sun. Won't rust or corrode, even in salt water.

You'll also find special touches. Like handles that are smooth and round, won't pinch. They swing



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