



HOBIE
Hot-Line
75¢ NOVEMBER/DECEMBER 1976

The logo features a stylized blue 'H' with a white swoosh above the word 'HOBIE' in a bold, blue, sans-serif font. Below this, the words 'Hot-Line' are written in a large, blue, bubbly font with a white outline. The entire logo is enclosed in a blue rounded rectangular border. At the bottom left of the border is the price '75¢' and at the bottom right is the issue date 'NOVEMBER/DECEMBER 1976'.

... for 900 miles and twelve days the crews of the Hobies had punched relentlessly north against the elements.

now racing neck and neck with the smell of victory in the air the two boats swing to cross dreaded Diamond Shoals, the Graveyard of the Atlantic.

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HOBIE
Hot Line

Hot Line Publications

P.O. BOX C-19509, IRVINE, CALIFORNIA 92713

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COVER PHOTO BY
JAKE GRUBB



HOBIE FORUM

"Why Race A Sailboat?"

BY Carol McHenry
Fleet #85 - Columbus, Ohio

Why race a sailboat? To win, of course! True, but the primary purpose in racing sailboats is enjoyment, albeit the enjoyment is enhanced when we finish at the front of the pack. Sailors are a peculiar lot. You can see them, beers in hand, joking and ribbing each other, laughing loudly on shore, the best of friends. Ah... but see and hear some of them on the race course and you know beneath those benign expressions of bliss, tigers turn in their tanks! Every last one of them will

deny it, too. "Sailing is a gentlemanly sport." Those gentle souls have been known to scream... "take it up", "no room for bargers", "buoy room, my eye", "no overlap, you turkey", etc. Moral: Racing skippers should use the rules for all they are worth, with *reasonable control*.

Most all racing sailors have read the rules many times, but this doesn't make it a cinch to decide what's right on the race course while going full tilt on a Hobie Cat! Some of the rules are fundamental, but others are very complicated with exceptions and special situations. As you begin to recognize and suspicion rule violations during a race, especially if you have doubts in your mind, why not avoid protesting until you have gone home and quietly hit the rule book again. Next time you will be sure of the facts and can present a well-defined protest. Protesting too often and too quickly takes the enjoyment out of racing. It gives the idea that you shoot from the hip and starts to affect the attitudes of those around you.

Using the rules to your advantage is part of the sport. Knowledge of the rules can help you stay out of protest situations... (the old "I can't do that" instead of "what the hell does he think he's doing?"). Racing is competitive obviously—a chance to excel and win, but it should still be enjoyable when you place down the list a bit. If winning the race becomes a matter of such great importance that you develop ulcers on the way around the course, it's time to stop—take stock and ask: Why race a sailboat?

"The Hobie Forum" offers the opportunity for our readers to express and exchange their views on subjects of interest to members of the Hobie Class Association. Direct all correspondence to: HOBIE FORUM, c/o Hot Line Publications, P.O. Box C-19509, Irvine, California 92713. Views published are not necessarily endorsed editorially.

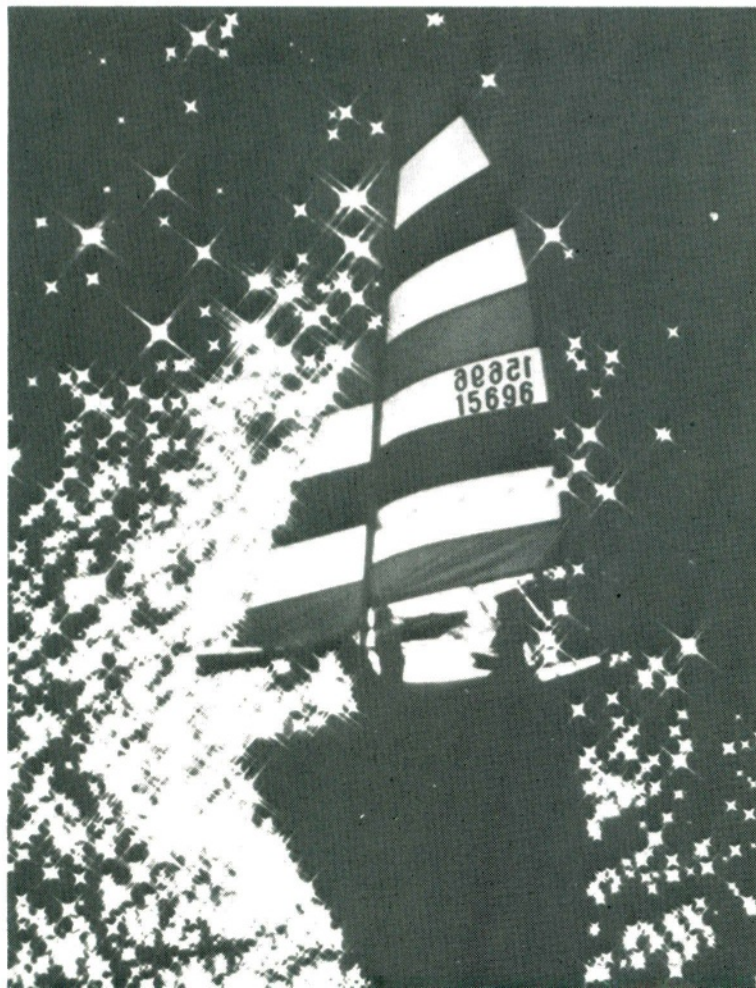
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NOTE: Damage to Hobie sailboats caused by modifications made to the boats is not covered by Coast Catamaran's warranty. Please use discretion in deciding to modify or accessorize your boat with items advertised in the HOT LINE, or any other items. Advertisement of items in the HOT LINE does not imply endorsement by Coast Catamaran or the Hobie Class Association.



Congratulations to the Photo Contest Winner - Gary Ray of Huntington Beach, California. The photo was taken from the top of the London Bridge at Lake Havasu... an effort worth \$50 for Gary. The contest will continue in each issue; mail your entries in and take a crack at winning the bucks to buy some more film.

HOBIE PHOTO CONTEST

KEEP THOSE HOT SHOTS COMING!! By popular demand, the Hobie Photo Contest is being continued. A \$50 cash prize will be awarded *every issue* for the best photo submitted, and all winning entries will be published in the "Hot Line".

Entries may be in the form of either a color transparency or a black and white print (see details below).

PHOTO CONTEST RULES

1. The contest is open to all interested photographers. Employees of Coast Catamaran and their families are not eligible.
2. Entries may be submitted in the form of either a color transparency (35mm 2" x 2" or 4" x 5") or a black and white print (8" x 10" or 11" x 14"). All nonconforming entries will be disqualified.
3. Each entry must be labeled with the photographer's name, address, the location of shooting and, if available, the film and equipment used.
4. All entries become property of Coast Catamaran Corp. and may be used by them at any time for publication and within any context. Entries WILL NOT be returned.
5. All entries must be accompanied by an official entry blank.
6. Entries will be evaluated by a panel of qualified judges on the basis of originality, photographic skill and photo composition. The decisions of the judges will be final. A \$50 cash prize will be awarded for the best photo each month. The judges may select other entries for Honorable Mention.
7. All entries showing any recognizable persons must be accompanied by a signed release from the person(s) in the photograph(s). The release must include the name, address and phone number of the person. Entrants under 18 must submit a signed release from parent or legal guardian.

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City _____
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Age (if under 18) _____ Number of Entries _____

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Signature of Contestant _____

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HULL FLYING TECHNIQUE

Dear Ed:

Concerning Dr. Conger's non-flying a hull ability (Letters to the Editor in the July/August issue): You must have guts, as does your crew; don't be afraid of capsizing; listen for that scream in the mainstay; sheet in; pray for wind; hang out and fly!

Enjoy!

Cece Hardwicke
Monte Sereno, CA

DEAR CECE:

We were expecting a bit more technical advice, but I suppose quite a few of the hull raisers out there are flying by the seat of their pants (so to speak).

Ed

Dear Dr. Conger:

I am 53 years old, weigh 255 lbs., sail a Hobie 16 and find it rather easy and exciting to fly a hull. With the weight I carry I require considerable wind to be able to fly a hull. I start with the traveler at mid position on the track, let the main sheet out some, get the cat going at a good clip, then start drawing in the main sheet until I feel the windward hull getting light or starting to lift. I continue to bring in the main sheet, in tight or until the hull is actually out of the water then hold it... you can feel it in your hands and in

your body, and hear the hum in the rigging. It just all falls together.

Should the wind be somewhat light, try finding a point of sail that will give you a better advantage, possibly a beam reach. Do watch out for the lee bow, do not let it dig. This can be controlled by leaning out and back on the stern end of the tramp. I assume that your crew will be handling the jib properly.

This may not be what a Class A sailor would do, I found out it works for me quite by accident. Hope it works for you. I've only been sailing a Hobie for two seasons and it's keeping me in the air...

Good Luck,
Lou Lopez
Chateaugay, NY

SKIING A HOBBIE IS NO NEW CRAZE

Dear Ed:

Billy Kidd's downhill beat in a Hobie Cat (June '76 issue of the Hot Line) is no "new craze". For promoting the Utah Ski Yachting, Dave Albrand, winner of our 1975 competition, tried the slopes of Snowbird and pictures were printed in the July 1975 issue. We hope Billy Kidd will join us in April 1977 for next year's Championship competition.

Cold sailing,
Uli Holland
Salt Lake City, Utah

DEAR ULI:

Billy will be seeing your invitation as soon as this issue hits the slopes in his area. Fair warning to you, though, Billy's been putting in some impressive sailing in these parts—I'd say that the challenge is on! Could be we'll need a Snow Regatta Schedule next year...

Ed

BOOM/SAIL BOX

Dear Ed:

I would like to build a boom/sail box for my Hobie 16' trailer. I'd appreciate some hints, I'm sure that I am not alone.

Thanks,
Brian Van Camp
Sacramento, CA

DEAR BRIAN:

Marine plywood will suit your purpose best, make sure you seal it properly with resin or varnish. Plan for plenty of room so that you don't have to stack wet items next to each other and invite mildew problems. You might experiment with the lid closing capabilities, so that part of the box is accessible when the boat is loaded on the trailer. Look into the commercial boxes available, they may save you lots of trouble and even some money.

Ed

PROTECTION AGAINST CORROSION

Dear Ed:

Like a lot of Hobie owners, I have to keep my 16' outside. It has been three years now that it has been sitting in the sun, smog and rain. The net effect has been corrosion on the castings.

I would like to know what Coast Catamaran uses as a varnish at the factory. Also how to apply it so it doesn't look like an amateur painted it on top of the old varnish.

Sincerely,
Greg Zimmerman
West Covina, CA

DEAR GREG:

Only the rudder castings on Hobies are lacquered to protect against corrosion. All other susceptible parts are anodized at the factory. If corrosion is present, the protective layering (whether it is lacquer or anodization) has been permeated and must be completely stripped and resealed. Stripping can be accomplished with steel wool and lots of dedicated, careful labor. If you wish to relacquer use #1700 Marine Coating in a 3:1 solution and apply in thin layers with a sprayer. Your best protection will result from reanodizing but this runs into the money.

Ed

Continued on page 38

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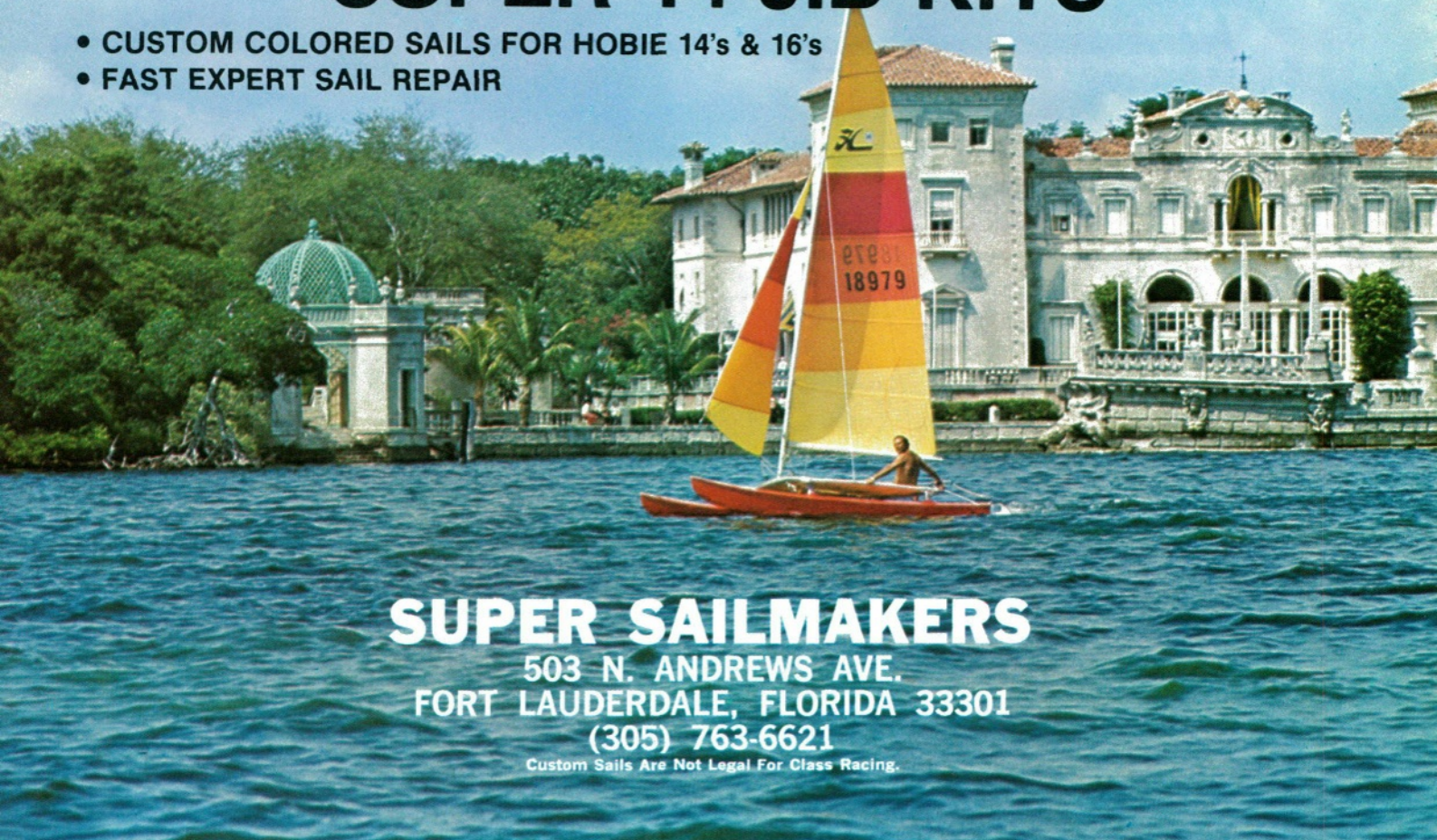
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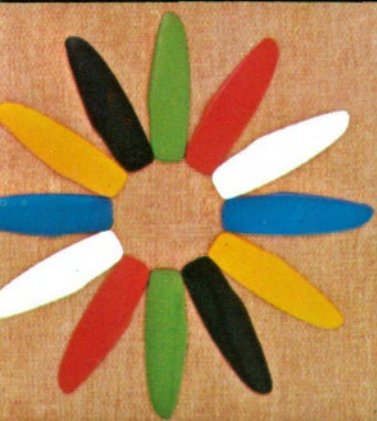


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Hobbies against the classic skyline of the "City by the Bay".

OVER 50 MILES ONE WAY??

To the novice, it's a MONSTER. To the veteran, it's a race and a half. To spectators, it's CRAZY. No matter what it seemed to anyone, this year's 2nd Annual Inland Transpac was among the finest races sailed by many since Hobie gave up surfing.

The San Francisco Bay waters reach inland from the Golden Gate Bridge with fingers extending to the Sacramento River. This Sea Trek becomes a six-hour mission to find Rio Vista at the mouth of the river in time to prevent bladder explosions and famine among the racers. Even though most people carried provisions on board, it became apparent after a few hours that biology carries on...

Registration brought daredevil sailors from as far away as Carson City, Nevada. Each entrant received Transpac visors, designed by Bob Guletz, course charts and cautions from race committee chairman Jack Baker about the hazards of long distance racing in San Francisco Bay.

Launching off the beach into chilly bay waters, the boats were started in reverse order beginning with the 14's (a good idea considering the best 14-A boat finished 30th overall). Tom Dost and Mike Douglas provided the committee boat de'elegance in the form of the new Warrior 29, a sleek and racy catamaran perfect for marching around bay waters. With a frowning sky blowing down a 15-18 mile per hour breeze, the boats started a close hauled sprint to the north for the first leg of the "many-legged monster".

The Coast Guard Auxiliary sent along a crash boat of more than ample size but no one needed its aid at any time during the race. John Beery's Yacht Sales sent along a beautiful 30-foot Sea Ray with Mr. Beery personally attending. Beery's also sponsored the fleet and provided many of the amenities for the race.

After the initial windward leg of some six to eight fast miles, the fleet turned easterly and began a multiple series of downwind tactics. As it turned out, the "downwind tackers" walked away from the fleet, leaving far behind those boats short-sighted enough to believe it is possible to run 50 miles and win. At about the half-way point in the race, Jeff Canepa, on a 16', began his eventual

conquest of the race by pulling away from the lead boats. Don Weineke, no small-time-puddle-jumper, managed to retain his position right behind first place for the rest of the race. Later down the course near the Martinez Bridge, Bob Nelson and his "all-Starr" crew took over 3rd position and finished in that spot; much to the displeasure of this author who finished in 4th position overall. Sailing on the petered-out edge of the back wash from Hurricane Kathleen, the fleet was spared the fury of the first Transpac's finish which broke both boats and spirits over two years ago.

Trophies were presented to almost two-thirds of the entrants because of the fiscally wise Fleet #87 member, Jon Trebotich. He had been given a very limited budget and instructions to produce as many trophies as he could. Not only did he come up with forty-one wall plaques in the shape of San Francisco Bay, but he gave change from the allotted money. A good man to have around.

First place in 14-B's went to Jack Spottswood of Santa Cruz, California. First place in 14-A's was Don Snyder also of Santa Cruz. First place in 16-C's was won by Hap Maguire of Vacaville, California. First place in 16-B's went to last year's worst skipper and avid reader of "How To..." books, this writer. First overall and in the A-Fleet was Jeff Canepa driving a white 16' that most of the fleet thought was a puff of smoke.

Instead of breaking out the Coleman stoves and beans for dinner, the racers were treated to "Belt-Buster" hamburgers and trimmings provided by Fleet #87's choice in after-race restaurants, The Point in Rio Vista. The Transpac had created voracious appetites and 150 people took part in the destruction of 100 more hamburgers than we had pre-ordered. Fortunately, foresight is part of The Point's menu and they had grub-staked enough to feed the weathered mob without a hitch.

Even though the logistic hassle of getting car and trailer from Albany to Rio Vista at times seemed insurmountable, all 66 entrants and crews vowed to return next year to take on northern California's toughest race.

By David Stearns



The tenth running of the Pacific Multihull Association World Regatta got underway Friday, August 21, with 60 entries of every kind of multihull yacht imaginable attempting to set the world sailing speed record in winds gusting from 15 to an occasional 25 knots. The event was run on an 815 meter beam reach course spanning the smooth, flat waters of Los Angeles Harbor's famous "Hurricane Gulch"; boats were separated into two divisions (over and under 20 feet), with contestants running the course in 30-second intervals. It was an exciting afternoon for sailors and spectators alike—and although the conditions did not allow this year's candidates a chance to break the existing world speed record of 31.09 knots, the Hobie Team was indeed stoked when Bob Seaman on his Hobie Cat 16 shot through the course at 21.52 knots to claim the honor of fastest boat under 20 feet, based on uncorrected time.

On Saturday and Sunday, for the around-the-buoys competition, the fleet swelled to 80 entries, representing all the major catamaran names, including Wildwind, Warrior, Dart, Hobie, Tornado, Prindle, Nacra 5.2, Sol Cat, Sea Spray and the new PMA

development class, the 18 sq. meter. Three races were held on Saturday and two on Sunday in winds of 20 knots. Among the 53 entries in the Division 2 fleet (under 20 feet), the Hobie Cat 16's and the slightly larger Nacra 5.2's led the pack all the way, with final finish positions alternating between the two. Skip Elliot, skippering a Nacra, sailed an excellent series with no mistakes to take first place honors, with Bob Seaman's Hobie 16 right behind him in second; third place went to a Nacra, fourth and fifth to Hobie 16's, sixth to a Nacra, and seventh to a Hobie 16.

In the Division 1 fleet (20 feet and over), "Aquarius V"—the famous "C" cat that brought the "Little America's Cup" back to the U.S.—proved to be the fastest entry, dueling with her sistership, "Taku II", for line honors in every race.

In the Division 1 fleet, "Aquarius V" proved to be the fastest entry.

THE 1976 P.M.A. WORLDS

DIVISION 2 RESULTS

AROUND-THE-BUOYS (corrected time)

- 1) Nacra 5.2 / Skip Elliot
- 2) HOBIE CAT 16 / Bob Seaman
- 3) Nacra 5.2 / Larry Hardeck
- 4) HOBIE CAT 16 / Hobie Alter
- 5) HOBIE CAT 16 / Bob Beauchamp
- 6) Nacra 5.2 / David Strachan
- 7) HOBIE CAT 16 / Russ Eddington

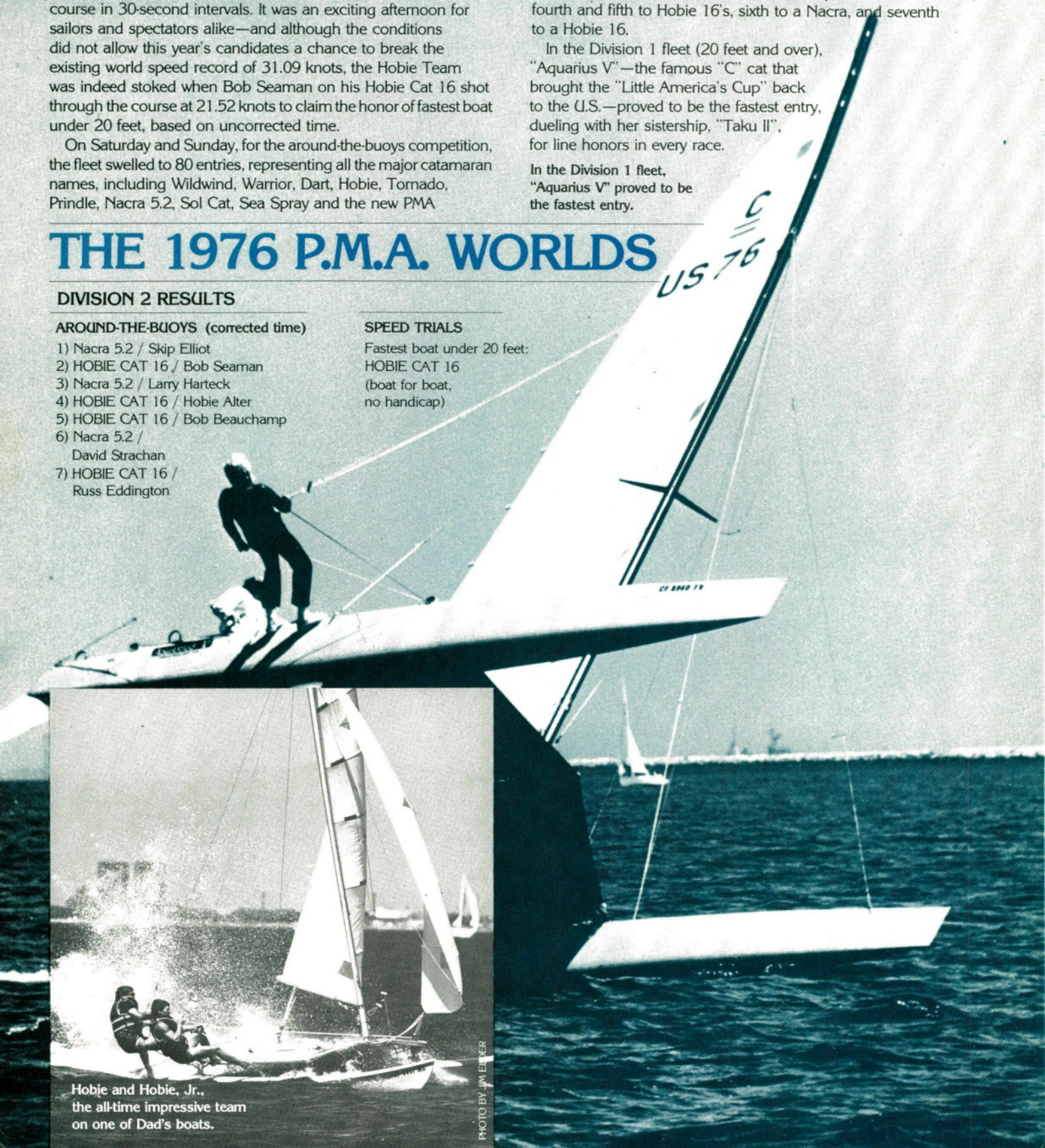
SPEED TRIALS

Fastest boat under 20 feet:
HOBIE CAT 16
(boat for boat,
no handicap)



Hobie and Hobie, Jr., the all-time impressive team on one of Dad's boats.

PHOTO BY JIM EIDER

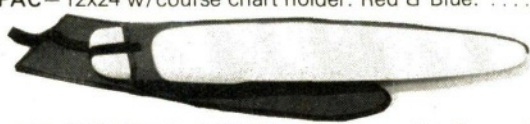


Holiday "Goodies"

For the Guys (and Gals)



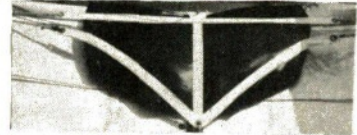
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PHOTO BY LISBETH MINER

"The Can Cat"

BEER CAN HOBBIE CAT

No, not a beer can regatta, a beer can boat... 2000 beer cans as a matter of fact, collected over a 10-month period by Martha Kringle and Evelyn Duthie of Westport, Connecticut. They sealed the openings with aluminum tape and then glued the mini-flotation chambers together with silicone rubber adhesive in the familiar form of two asymmetrical hulls. Hobie rigging was donated by Sailing Systems, Inc.

The project was conceived as part of an annual Westport ecological program which designates a local island or beach for major clean-up.

The "Can Cat" weighed in at a competitive dry weight of 420 pounds, with an official recycle value of \$8.43, rig not included. "The Great Race" was staged pitting her against an Aqua Cat on a 2 1/2 mile course. Skipper George Kringle aggressively maneuvered her through the race at clocked speeds up to four knots. Results are still, and may always be, under study by the Race and Handicap Committees.

Guam Hobie Fleet on Road to Recovery After Typhoon Disaster

Prior to the end of May, Hobie 16's were becoming one of the most popular classes on Guam with many new members swelling the ranks. Then on Thursday, the 20th of May, Typhoon Pamela hit Guam with winds gusting to 150 miles per hour. "Pamela" was one of the worst catastrophes on record to affect Guam.

The local Yacht Club, of which Hobie Fleet #75 is a part, was almost totally destroyed. Unfortunately, the Hobie 16's were one of the hardest hit classes. Normally when Guam is placed into "typhoon condition" most of the boats are lashed between trees near the club site in a "safe" area. However, during this Super-Typhoon, these trees were nearly all uprooted turning the assumed safe area into a region of devastation. It took chain saws and hours of man power to clear the area of debris.

Even though the mark of Super-Typhoon Pamela is still evident, enthusiasm within the local fleet is inspiring. They readied as many boats as they could repair and staged the first race of their next series on July 25th. Commodore Robert Heron writes, "For a while we will not have the same number of competitors as before, but as parts arrive on the island for the damaged boats, present indications show that before the completion of this series the Fleet will be bigger and better than ever."

How's that for true Hobie spirit?





The "Old Glory" in Hong Kong keeps company with a sampan.



The Lion's blessing is bestowed on her feline friends, the Hobie Cats.

CHINESE LION DANCE BLESSES HOBIE REGATTA

Perhaps for the first time in the history of Hobie Cat regattas, the racing marks were set by a Chinese sampan (due to a no-show committee boat and a badly hung-over chase boat skipper). The unique event was Fleet #179's Heineken Hobie Cat Regatta, the beer obviously not being the unusual ingredient.

Held under clear skies with winds from 2-11 knots on TaiTam Bay of Hong Kong, the gathering even drew out the dragons for the festivities. The Hong Kong Tourist Association sent a professional photographer to snap the action; it appears that Hobie Cats will play a prominent part in the interna-

Photos and story contributed by:
J. David Socash, Fleet #179, Hong Kong

tional advertising campaign for 1977. Spice the scene with any foreign flavor you can find, but the Hobie people are universal.

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Lounge action at the Worrell Bros.

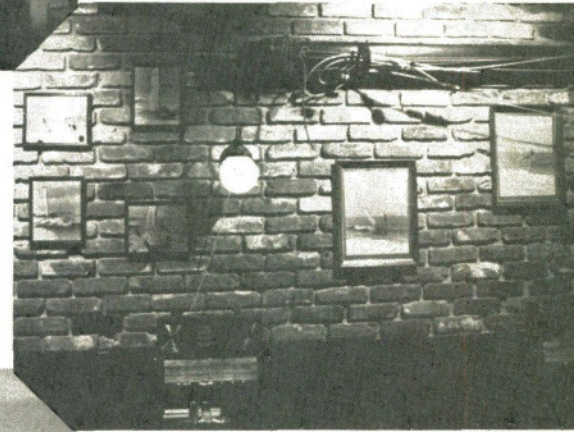


One wall in the lounge displays a Hobie mast and a series of photos showing storm sailing.



Some of the disco crowd enjoying Hobie atmosphere.

WORRELL BROS. HOBIE RESTAURANT



Mike and skippers entered in the Worrell Bros. Cape Hatteras Race meet on the dance floor in front of a huge hull-flying mural.

Mike and Chris Worrell keep their Hobie 16 on the beach not far from their combination lounge, restaurant and discotheque in Virginia Beach, Virginia, but they never completely leave behind the thrill of catamaran sailing in the Atlantic surf.

There on the walls of Worrell Bros., just across the street from the boardwalk at 1910 Atlantic Avenue, is a complete Hobie 16—hulls in the dining room; mast, mainsail, boom and rigging in the lounge. The jib is hung over the bar.

Local boys who grew up working summers on the Beach Patrol, Mike, 32, and Chris, 31, opened the Atlantic Avenue location in 1968. The business was then known as Joe's Fish Market and beer was the specialty of the house. In 1975, with a license to serve mixed drinks in hand, they decided to change the name and the image of their business.

The Hobie Cat motif came naturally. It reflected what for Chris is a hobby, and what for Mike—who does things like organize and win 1000 mile ocean races for Hobie Cats—is an obsession. "You can't say we planned it this way," Mike explains. "We just kind of fell into it."

First, something was needed to go over the bar... so, up went the jib. Then the brothers bought a new Hobie 16 and their trusty, old cat was disassembled and given a place of honor on the walls. The mast, once stored up on the roof during winters, came down to be placed in the lounge.

Then other things were added: Hobie Cat posters here and there, a floor-to-ceiling blow-up mural by the dance floor of Mike and a crewman riding high on one hull. And there are numerous photographs taken from the boardwalk while Mike put his Hobie 16 through acrobatic paces in rough, white water.

A white torpedo buoy which once marked a sunken anti-erosion fence, pulled loose from its mooring during a storm. Mike, who had sailed around that buoy so many times that he came to regard it as an

old friend, gave chase and claimed it as salvage when it washed ashore. It now stands by the front door.

Mike's progress in the first Worrell Bros. Coastwise Race from Fort Lauderdale, Florida, to Virginia Beach (yes, that's 1000 miles) last Spring is marked on a series of charts which are mounted on the walls. The last chart records remarkable Hobie Cat seamanship: 200 miles in 22 non-stop hours... the last leg of the trek. That's what was demanded of Mike and crewman Gerry Beatson to beat out Peter Guthrie, a 37 year old airline pilot and his crew, Allen Kramer. Five Hobie 16's started that race, but only two made it past the Myrtle Beach, South Carolina area and finally, it was down to a two-boat race up the North Carolina coast. Guthrie, who had boasted good-naturedly that he would be sitting in the Worrell Bros. bar when Mike came ashore, had succumbed to weariness at Nags Head a few hours before.

So the Hobie Cat motif at the Worrell Bros. is not the brainchild of some interior decorator. It is an extension of the lives and personalities of the men who run the place.

Waiters wear shorts, deck shoes and T-shirts bearing the Worrell Bros. logo or marked "crew". Customers dress casually and it's not uncommon to see someone, often Mike or Chris, standing at the bar in a dripping wetsuit and trapeze harness.

Well-known as a favorite meeting place for fun-loving singles, Worrell Bros. offers excellent food for lunch and dinner and the dancing starts about 9:00 p.m. There is always good conversation for those who want to talk about sailing, for those who live vicariously and for those who don't care about sailing at all.

It's apparent that the Hobie Cat has become a symbol of success for Mike and Chris Worrell. They try not to take it too seriously. Behind the bar is a photo of Mike and the Worrell Bros. Hobie. And under it is a brass plaque engraved with this message:

"The difference between men and boys is the price of their toys."

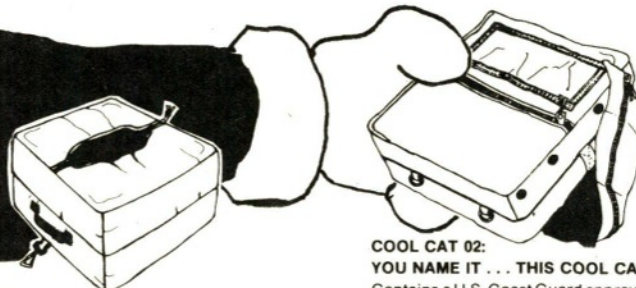




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Cool Cat Models 01 and 02 -- developed by a Hobie sailor just for Hobie Cats and other catamarans.



COOL CAT 35:

Great for a big stack of sandwiches, beer or any other rations you might need for a fun day on the water: 3½-gallon capacity.

Size: 12" h x 10" dia. Price: \$25.95

COOL CAT 01:

Insulated and foldable, this Cool Cat easily keeps 2 six packs, food and ice deliciously cold all day. Snaps securely to trampoline by its 2 stainless steel snaps. The top zipper will not rot or mildew. 2 side handles are made of nylon webbing for easy carrying.

Size: 12" x 12" x 6" deep Price: \$24.95

POPULAR DUFFEL STYLE COOL CAT MODELS 35 & 85:

The one you choose depends on the size of your appetite and the size of your crew. Both coolers have inner top closure, fully grommetted pull-cord top and hardy handles that refuse to break.



COOL CAT 85:

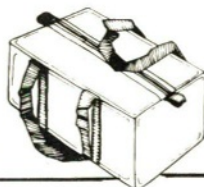
Holds enough food, beverage and ice for that weekend voyage or camping trip. 8½-gallon capacity.

Size: 14" h x 14" dia. Price: \$37.95

COOL CAT 40:

The "GO ANYWHERE" cooler. Great for the console space in boats, four-wheel drive vehicles, vans, etc. The 4-gallon capacity holds 2 six packs, hot dogs, sandwiches, ice and all the trimmings. Features a top zipper which extends to full length. Wrap around webbing for carrying straps gives extra strength.

Size: 9" x 15" x 7" deep Price: \$26.95



COOL CAT MODEL 10:

A mini 1-gallon cooler with inner flap and nylon pull-cord top for added insulation, ideal for a six pack and ice. SMALL?? You bet... it even fits in the cubby of a Sunfish.

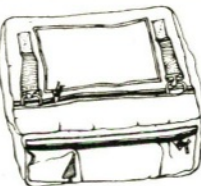
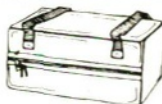
Size: 6" h x 8" dia. Price: \$16.95

THE NEW BIKE BAG 15:

The Cool Cat Bike Bag for the thirsty bicyclist. Construction consists of 14-gauge nylon duck, a top nylon zipper, straps of nylon webbing with velcro that attach to a rear bike rack or a handle bar rack. Insulated with vinyl liner. Holds 6 cans and ice or a lunch with drinks.

Size: 6" x 10" x 5" deep
Price: \$16.95

\$17.95 with handle bar rack



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If you think the filming of "Jaws" caused a bit of excitement on quaint and quiet Cape Cod—you should see what two hundred Hobie Catters and friends unleashed on the unsuspecting peninsula during what will be remembered as one of the major invasions in history. New England is still reeling.

It was a competition of diversities; the winds and current fluctuated incessantly, sailors struggled through drifters and rain-plagued challengers in the same day, and the point spread was so tight among the top skippers that the lead wasn't known until the boats crossed the finish line of the final race.

To establish the competition as a true test of individual sailing skill, all boats were contributed by the factory and stock rigged right out of the shipping crates. Boats were rotated each race so that no one ever sailed the same boat twice in the pre-finals. For the two races on the last day, boat assignment was decided by the luck of the draw, with the finalists choosing from the hat at the previous evening's announcements. The system really told the story of each sailor's skill; there were no equipment advantages or custom rigging touches to pad anyone's chances. It became apparent that a boat sailed with a few mistaken tactics could be labeled "slow" only until another sailor took her out and read the currents and wind to a better advantage and brought her in among the top five. The races became a measure of individual skill and adaptability—a concept sought by Hobie himself since he first put the boat together.

Caught between seasons, the days of September 13-18 couldn't quite decide whether

to be the tail end of summer, the first of fall, or an in-between Indian summer. We were blessed with hot sunshine, muggy grayness, spatters of rain, and full-on cloud bursts. We alternately, sun-bathed and huddled on the front porch of the official headquarters and lodge, the shocking blue Maravista, on the outskirts of Falmouth, Massachusetts. Location was ideal; right on the water with Hobies in the front yard. At night you fell asleep to the clatter of halyards against masts (toyed with by a wind that mysteriously disappeared on several mornings) and awoke to the early dawn scene of the first round of sailors readying their boats for the race.

Almost two hundred sailors entered, ninety-five two-man (correction— two—"person") teams. Qualifying races were held on Monday and Tuesday, three per day, in moderate winds from 8-12 knots. Final registration on Wednesday showed that all teams entered, even those competing Monday and Tuesday, would race in the qualified competition.

Wednesday's conditions allowed for four races, with approximately 30-60 minutes between as the boats were sailed back to the beach each time and turned over to the next teams scheduled to race. Thursday brought the fog and lost the wind; only two races were held before nature took the ball and went home.

By this time, talk on the beach and at evening swap sessions was centering on sailing philosophies and a major factor of the area—the current. Sometimes rushing and churning at speeds up to three knots, the water seemed to twist a new way each day. Who read it first

and right usually showed in the final outcome of the races; catching the current wrong could lose you fifteen places by the time you figured a path out of it. There was no way to get the course down pat either; the marks were never the same two days in a row, nor was the wind, the current, your boat, or what attack would work. All the name of the game in sailing.

Friday was the last chance to settle into the top forty-eight finalists and competition was tight. A much overlooked factor was proving to be crucial—the crew. Hobie 16's—skipper and crew. Seldom considered "just the other guy (girl) on the tramp", the role of crew is growing and being recognized for the responsibility it can attain. Teams work in different ways, but we are seeing an impressive rise in communication and shared abilities. This year's Nationals winning team has found that their combined talents not only give them four hands but more important, there are "two heads".

The seventh race on Friday was a textbook case of reading water and wind... and the guy who did it best (and could write the book) was Hobie (Hobie, Sr. that is; it appears a distinction will be necessary now, as the kid is carrying on the name in his own style, note the 14' Nationals article in this issue). Hobie's crew was Anita Phillips. Close behind and battling tight in the points were Bob and Jenalynn Beauchamp.

The eighth race brought out the other top names, all jockeying their positions in the top ten with each race. Bob and Jana Seaman crossed the line—rain soaked, but first—with Randy Hatfield and crew Kim Jacob hot behind them (but also very wet).

By daPahka

HOBIE 16 NATIONALS: Hot

The Maravista Holiday resort from the airplane of J. Patrick Moore and son; we were treated to a few acrobatic flights between photos! Photo by Messers. Moore.

Some tight action at the start. Photo by Sandy Banks



Russ Eddington put in a hard-earned first in the ninth race, a two-hour toughie that drifted and screamed alternately. Probably the most exciting of all the qualifying races, it went the way of many a good effort... cancelled. Despite concentrated energy on everyone's part, we had the boats, skippers, crew, committee and desire—but no wind—absolutely zip. Due to lack of a tenth race, the ninth ate it, as they say. Nominations are up for Russ as the unsung hero of the era.

And for the usual break in the reporting—Friday night, the eagle flies. A big plastic tent and all the pupus you could eat, not to mention an unending supply of Vina Casata wine—in all the available colors. And to contribute to the “pomp and pagentry”, Ted Knowlton of sponsoring Fleet #28 did it to some jazz on his portable organ. The forty-eight finalists were announced and the party continued forever happily after...

Daytimes, we were staying oiled with a generous supply of Schafer beer (Shafa beah). Other sponsors and helpers included Paul Wunch of Faded Glory (love them pants), man on the scene with parts and T-shirts—Joe Goodhue, Captain John Macedo with his lobster charter boat, the “Ananta”, as committee boat with the race committee of two super achievers—Rich Jeffries (old salt of Coast Cat) and Connie Sterling of N.J. who did all the paperwork for the entire series (yes count ‘em, just two), and the volunteers who helped with boat assembly and chase boat duty—The Stoddards, The Braytons, Bob Pickett, Chris with elusive last name, and members of Fleet #28 (willing help on all fronts). And again Lou Murillo, chief of all

“tinka toys” duties, was ever beach-side, riggin’ and fixin’.

And as it should be, the last day dawned with the best wind and weather. The locals had heard of the strange strangers and their goings-on and flanked the beach and roadside to oooh and aahhh.

Sunny skies ruled over the first race, every point counted and everyone knew it. King and Love took first with the Seamans right behind, Larry Cooke and Peggy Osier in third, and Wayne Schafer with crew Miles Wood in fourth. The tactics battles raged! Starts were crucial.

Going into the last race, the Seamans and the King/Love team were tied with Randy Hatfield and Kim Jacob just a few points back. A seven-mark race was set and the tension was on. Randy and Kim got buried at the start and the Seamans had to reround the leeward end of the line. The lead changed five times, but Hobie Sr. had it at the end when it counts. Jerry King of California and Pat Love of Diamond Head took second in that race which gave them low point total overall and the 16’ National Championship. Hatfield and Jacob had their worst finish (an 11th for throw-out) and took second place in the championships. Bob and Jana Seaman placed third overall.

Names from all across the United States broke into the top ten. The Christensens of Florida put together an impressive 6-(12)-¾-8-6-7 series for eighth overall, with Rob Sterling and crew Bill Foster of New Jersey in ninth. Representing Texas, Jim and Mitchie Ryan put their names in the top ten with a total of 41 points. Results are listed at the end of this article.



Hobie presenting trophy to Bob and Jenalynn Beauchamp. Photo by Art Milmore.

Comments from the new champs accentuated teamwork. Both Jerry and Pat observed conditions and strategy throughout the races and each made tactical decisions. They felt they had good starts and a fair sampling of boats (they admitted to an uneasiness when, for the first race on Saturday, they drew the same boat they had placed the worst on in the qualifying series... They went ahead and won on that boat, dispelling superstition and reinforcing the rotation system)... but when you list the actual whys—they were just plain good. Their combined talents came up with a natural feel and innate skill for hustling a Hobie 16 around in style—fast style.

Dinner was a genuine clam bake with huge lobsters and dozens of clams for each person.

Wet Hustlin’ in Misty Cape Cod

You could fall asleep at night to the sounds of the clanking halyards. Photo by Sandy Banks



Randy Hatfield and Kim Jacob double trapping. Photo by Sandy Banks





PHOTO BY SANDY BANKS

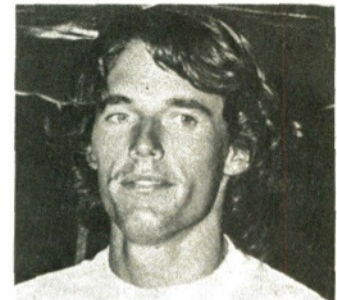
Our section of Falmouth beach, clustered with Hobies and sailors.

A note of thanks to Dino Menino and crazy J.D. for instructions on how to eat a lobster when it's still in the crate and for Hawaiian henchman escort of the utmost caliber. Do Hawaiians really have more fun?

The ever present Vina Casata put everyone right back in the bag (from which they had just crawled after Friday night's festivities). Awards were enviable ship's lanterns, an especially nice set of trophies. The "pomp and pag" continued into the night muffled only slightly by the flapping of the tent.

We went our ways on Sunday; the locals sighed, the Maravista settled back into its foundation, and all was quiet. The troops had withdrawn.

Σ



Jerry King and Pat Love — the winning team.

PHOTOS BY ART MILMORE

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1976 16' NATIONALS
 Falmouth Heights, Massachusetts September 13-18, 1976

1	J. King/P. Love	Hawaii	4-2 3/4 (7)-3/2	9 1/2
2	R. Hatfield/Jacob	California	5-3/4-2-2-5(11)	14 1/2
3	B. Seaman/J. Seaman	California	3/4-4(20)-3/4-2-9	16 1/2
4	L. Cooke/P. Osier	California	3-3/4(41)-9-3-3	18 1/2
5	H. Alter, Sr./A. Phillips	California	4-5(16)-4-11-3/4	21 3/4
6	B. Beauchamp/J. Beauchamp	California	3/4-11(11)-2-7-5	25 3/4
7	W. Schafer/M. Wood	California	2(15)-4-9-8-8	27
8	C. Christensen/P. Christensen	Florida	6(12)-3/4-8-6-7	27 3/4
9	B. Sterling/B. Foster	New Jersey	3-8-2-8(32)-16	37
10	J. Ryan/M. Ryan	Texas	8-6-12-5(18)-10	41
11	J. Hauser/S. Morroue	California	5-10-9-3-16(32)	43
12	Rick Eddington/A. Park	California	2-13-5(14)-12-12	44
13	M. Hall/W. Thompson	Connecticut	6-5-6-11-(37)-21	49
14	T. Hankins/M. Nut	Puerto Rico	9-7-12-7-14(36)	49
15	Russ Eddington/Beauchamp	California	7-7-13-13-13(16)	53
16	J. Steverding/R. Stevens	Florida	7-22-3-4(48)-18	54
17	J. McCann/D. Foss	Florida	9-10-18-3-15(27)	55
18	S. Shafer/Gayle	Florida	10-3(26)-24DSQB-8-17	62
19	D. Froome/J. Driscoll	Hawaii	22-11-(33)-13-17-6	69
20	D. Cox/S. Bonny	California	(46DNF)-29-13-14-10-4	70
21	J. Allyn Stevens/B. Brice	Florida	17-18-6-6(33)-24	71
22	R. Banbury/G. Banbury	Maryland	24-13-10-10(34)-14	71
23	D. Williams/J. Petterson	N. Carolina	23-9-12(24)-19	72
24	S. Tursi/P. Tursi	Iowa	10(20)-19-11-19-15	74
25	T. Leach/L. Leach	Maryland	12(31)-7-12-23-22	76
26	W. McKay/P. Schindeler	Maryland	20-21-5-22-9(43)	77
27	B. Redner/J. Bergeson	Michigan	8-16-22(24)-20-13	79
28	J. Hanlon/D. Geiger	New Jersey	13-2-15(27)-25-25	80
29	J. Myhre/B. Barrel	Hawaii	(24)-15-10-19-21-20	85
30	R. Bobbitt/P. Harmon	Florida	21-14-4-4-4-4-4-4-8	91
31	C. McHulty/B. McHulty	Minnesota	15-9-21-23(41)-26	94
32	J. Glanden/Shippant	Florida	19-17-8-15-39(40)	98
33	D. Oltmans/S. Harwood	California	11-19-27-17-27(36)	101
34	C. McCarty/McCarty, Sr.	Connecticut	7-8-39-6(45)-34	104
35	T. Knowlton/J. Knowlton	Massachusetts	19-14-14(34)-29-30	106
36	C. Smith/S. Smith	Florida	29-6-28-24-22(38)	109
37	H. Alter, Jr./Ash	California	18-18-26-19-28(41)	109
38	D. Bonesteel/P. Vaculik	Michigan	33-22-7-25(36)-23	110
39	E. McCauley/D. McCauley	Connecticut	13BD-4-32-16(46)-45	110
40	M. Kleist/S. Dillon	Maryland	28-12-24-18(43)-28	110
41	D. Danielson/K. Daley	Connecticut	20-3-19(40)-40-33	115
42	R. Ewing/A. Yates	Rhode Island	25-17-24-19-31(35)	116
43	P. Paradis/R. Paradis	Maryland	14-36-3-38-26(39)	117
44	J. Nimphius/D. Nimphius	N. Hampshire	18(38)-20-28-30-31	127
45	R. Post/D. Post	New Jersey	12-34-11-36-35(42)	128
46	P. McKee/D. McKee	Iowa	35-16-25-15(44)-37	128
47	J. Flanigan/A. Fassio	Maryland	(48)-26-14-21-38-29	128
48	A. Justin/F. Sterner	New York	21-39-23-17-42(44)	142

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I saw it but didn't believe it. A 5-foot gar fish had lunged right through the tramp lacing and was wedged securely, his 12-inch jaws snapping fiercely.

A CAT GOES FISHING

By Don Fowler
Fleet #111, Jacksonville, Florida

Palatka, Florida, starting point for the 23rd Annual Mug Race from Palatka to the Rudder Club in Jacksonville. Billed as the "World's Longest River Sailing Regatta", the course spans 42 miles of the St. Johns River. My name is Don Fowler, my crew is Nancy Sabbag, and my boat, Sunshine.

Skippers meeting, 7:30 a.m. Murky skies with north winds at 10 knots. Forecast mostly cloudy, chance of thundershowers and winds to 25 knots. We received our instructions from the Coast Guard Auxiliary Commander and prepared for a 42-mile

beat to weather. Thirty-five Hobie 16's, seven 14's and over a hundred other boats ranging from small monohulls to 35-foot cruisers accepted the challenge.

Nancy and I missed the 9:00 start by about 15 seconds and had to fight dirty air for the first 30 minutes. Then, we broke free, started to double trap and began picking off boats one by one. By noon we had covered about 25 miles, but fatigue was taking its toll. We missed a tack, Nancy lost her footing and went forward, and we pitchpoled. We got "Sunshine" up and underway easily enough but somehow lost the inspection portal cover on the port hull. After stuffing my life jacket in the hole, we tried to find a place to beach the boat. No chance, the east bank was all marsh and cypress trees. We started across the three miles to the west bank but the port hull flooded and sank about 500 yards off shore. A Coast Guard Auxiliary Rescue boat came to our aid in about 30 minutes and towed the capsized Hobie to shallow water. We pumped out the hull, taped the hole and assayed the damage. One rudder gudgeon broken, cooler with six sandwiches and ten beers gone, and a small tear in the jib.

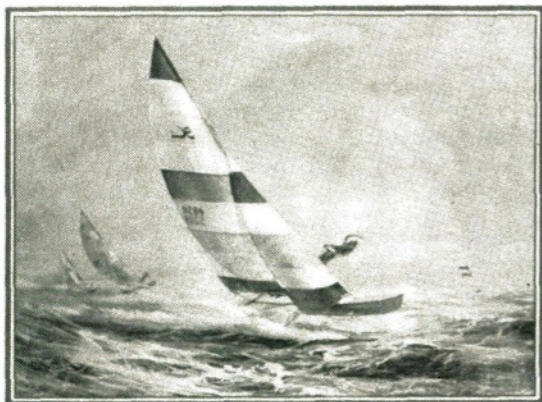
After thanking the Coast Guard crew and beaching the Hobie, we had a decision to make: walk to the highway and hitch a ride back to Palatka or sail downwind with one rudder. After much persuasion and my promises that nothing more could go wrong, Nancy and I boarded and headed back up river. At any other time, sailing a 25-mile reach in 20 knot winds would be something you dream about, but now I was apprehensive. With only one rudder and a taped up hole in my deck, I did not want any more mishaps. We swiftly passed the stragglers at the rear of the fleet and soon had the dark churning river all to ourselves.

Suddenly, as we were knifing through 3-foot waves with exuberating speed, something slammed into the trampoline. Nancy uttered a startled gasp and I looked around to see what we had hit. I saw it but I didn't believe it. No more drinking all night before a race, I vowed! But I looked again, and it was real. A 5-foot gar fish had lunged right through the lacing and wedged itself securely, with one-third of his length sticking up through our tramp. His 12-inch jaws were snapping fiercely as he vainly tried to free himself.

Badly shaken and unable to hold back her tears, Nancy said she just couldn't take anymore. Finding a place to beach was difficult, as jibing would mean having to go over to the starboard near the menacing teeth of the gar. I spotted houses on the shoreline about three miles straight downwind and headed for them. Fortunately, we landed in the yard of Mr. and Mrs. W. C. Johnson, a kindly couple who listened to our tale, marveled at our fish, and drove me back to Palatka to get my car.

Once we were secure and relaxed at the Rudder Club, finishing point of the race, we immediately captured center stage with our tale of what has to be one of the wildest experiences in all the 23 runnings of the Mug Race!

✍



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Hobie Halter

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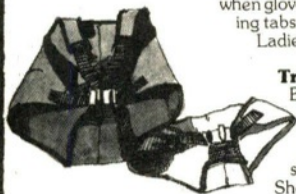
Elvström Sailor's Wind-breaker is a lightweight, water repellent, breathable, flame retardant, tear-resistant fabric, which is spun bonded (not woven) and has a paper-like, smooth surface, that is strong enough for repeated wear; yet inexpensive. Comes with hood, and zipper front, polyester knit cuffs. White with either yellow, red, blue or green. Sizes, X-small, small, medium, large, X-large. ONLY **\$5.95.**



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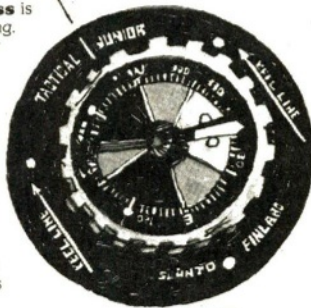


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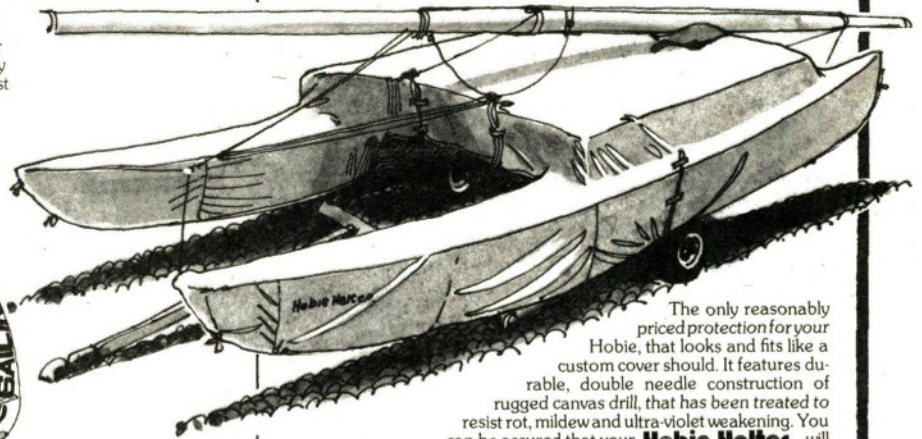


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HOBIE 14 NATIONALS CRUISE

Right where it all started... Home of the original Hobie Cat factory and scene of the 1976 Hobie 14 Nationals, September 29—October 1.

Registration came up with room to spare and no qualifying races were necessary. On Wednesday, winds were light (pretty much the story for the whole series) and practice races were staged in 3-4 knots of wind. Seems that the hurricane which wiped out La Paz, Mexico changed the weather and wind conditions... and not for the better. Unseasonable rainy mornings and quiet, quiet airs remained throughout. A few big swells drifted through for effect, but the scene was generally unexciting.

The welcome party was a bit more lively, staged around the pool at the Marina Inn. Quite a few locals and a smattering of internationals dropping by on the way to the Worlds got together and shared thoughts and beers.

On Thursday the wind was all the way up to 4-6 knots. Six-foot swells looked impressive but seemed to have little effect on the races, other than providing for some interesting protest meeting material due to sideways action at the leeward mark.

Racers were divided in four fleets, with the known top sailors divided among the four to spread competition. The rest of the sailors were assigned by draw to the fleets. The races were scheduled

so that at the end of six, each fleet had raced against each other fleet twice.

Friday's three races took the whole day, with several delays for wind shifts. Social events continued low-key, and a record was set for the lowest beer consumption ever at a major competition. Sandwiches were available between races from an anchored avon on a help-yourself basis.

The wind came up to 12 knots off and on on Saturday, again providing for the best racing during the finals (a little drama for the finish). The last race saw two of the top three skippers heading in for DNF's. No major equipment failures or overwhelming conditions, just the result of a leeward leg tête-à-tête between Wayne



By Beth Parker / Photos By Jake Grubb



Journeyming all the way from Puerto Rico, Jose Rodríguez sailed hard and got a bonus of California sun.



A between-race conference between Hobie Junior and Senior; the younger took the lesson and ran!

WIN' THE SOUTHERN PACIFIC

Schafer and Denny Soden... Seems they were well back in the pack and a DNF for each wouldn't affect their standings as long as they both cooperated, so heck, let's go in and relax!

Meanwhile, Jerry King and Randy Hatfield entertained all with a skillful tacking duel on the last windward leg, with King inching out at the end to win the final race.

An excellent dinner followed Saturday evening at the Whalers Inn; only it seems they just didn't believe an actual hundred people would arrive all at once and all hungry. As the confusion subsided, dinner progressed and the announcements were made.

To no one's surprise, one of the most consistent and talented sailors—and one of the original Hobie Catters—Wayne Schafer scarfed up first place and the 14' National Champion label for the year. He's comfortable in the top running—placing 2nd in the 14' Nationals from 1971 through 1973, winning in 1974 and again this year. His total point score of 24½ was probably the highest winning score ever in a National event, an indication of just how tough the competition is getting in the 14's and how demanding the conditions were this time around. Demanding can mean a lot more than driving winds and angry seas; the challenge of light airs is a difficult one. Concentration

becomes crucial and observation is a major tool. Wayne has long since proved his ability in all weather and again came out on top.

In second place, five points back, was Jerry King (proving a two-boat adaptability, just fresh from winning the 16' Nationals with Pat Love in Massachusetts). Denny Soden of Anaheim, California, snuck up on all of us and took third with his consistent 5-3-5-2-5-2-9-(DNF). There's always room for an upstart...



Champion snow skier Billy Kidd, an official Hobie endorser, did his best against the best.

Jerry King and Richard Atwood stand up and have at it.



Winner Wayne Schafer—the old pro does it again.

Mike Staudt took fourth well in hand with 37½ points, right ahead of “who are those guys?” Fifth and sixth places went to the Alters, Hobie Jr. and Hobie older—in that order. We have to give Dad the credit for teaching him, but it does look like the junior member took the lesson and ran (13½ points under his mentor). Coming all the way from Brazil was worth a solid 13th for Nelson Piccollo, with teammate Bickarck taking 20th.

In original Hobie waters, another Nationals for the record. Wayne Schafer, local boy, triumphs. Watch for his coming article on how to...



"A" FLEET 14' NATIONALS Dana Point Harbor, California September 29-October 2, 1976

1	W. Schafer/Capo Beach, CA	315	¾-4-7-4-3-¾-5 (DNF46)	24½
2	J. King/Newport Beach, CA	846	4-3-¾-4-7-10(21)-¾	29½
3	D. Soden/Anaheim, CA	20905	5-3-5-2-5-2-9 (DNF46)	31
4	M. Staudt/Riverside, CA	49	2-7 (DNF48)-5-13-3-¾-7	37¾
5	H. Alter, Jr./Capo Beach, CA	22050	8-9-¾-8-¾-6 (10)-6	38½
6	H. Alter, Sr./Capo Beach, CA	23027	6-10-4-11-12-4(47)-5	52
7	R. Hatfield/San Clemente, CA	348	(30)-15-2-8-6-¾-20-2	53¾
8	J. Hamilton/Palo Alto, CA	12130	9-11-3(26)-11-9-8-10	61
9	R. Eddington/Newport Bch., CA	164	4-11-5-3-4-20(46)-17	64
10	P. Berman/Corona del Mar, CA	18683	(33)-11-12-5-9-9-4-16	66
11	B. Beauchamp/Cor. del Mar, CA	38	6(21)-7-3-4-11-18-18	67
12	D. Radcliff/Capitola, CA	22746	(32)-¾-11-10-10-3-23-13	70¾
13	N. Piccollo/Porto Alegre, Brazil	22736	15-2-3-18-3-14(37)-24	79
14	R. P. Allen/San Diego, CA	22755	(39)-18-30-11-9-2-2-11	83
15	R. Waginere/Pac. Palisades, CA	90	16-8(27)-17-6-5-25-15	92
16	B. Sheriff/Lakewood, CA	383	3-4-24-18-17-13(28)-19	98
17	L. Walcker/Riverside, CA	92	12-12(36)-9-11-4-24-26	98
18	N. Steele/Balboa Island, CA	381	13-9-13 (DNF50)-2-32-27-4	100
19	M. Newbro/Newport Beach, CA	23015	20-2(46)-¾-5-12-29-32	100¾
20	C. Bickarck/Sao Paulo, Brazil	22737	29-15-2-21-7-7(39)-25	106
21	L. Peterson/Mt. View, CA	20999	22-29-8-28-14(32)-6-3	110
22	B. Geisler/Houston, TX	23019	18-14-26-27-10-7-11(34)	113
23	J. Anderson/Honolulu, HI	11011	26-21(27)-16-19-21-3-8	114
24	B. Raditch/Palm Harbor, FL	23020	¾-6-34-¾-24-5-DNF49 (DNS50)	119½
25	J. Shaddock/Houston, TX	22728	10-7-15-14-18-26(36)-31	121
26	D. Froome/Kailua, HI	22744	21-(DNF46)-17-10-2-16-44-14	124
27	M. Holmes/Honolulu, HI	23022	20-24-21-7(30)-13-19-23	127
28	L. Moore/Eules, TX	23006	11-16-19-7-DSQA27-18-31 (DNF50)	129
29	J. Hauser/Huntington Bch., CA	23023	21-20-24(31)-26-23-12-9	129
30	J. Gonnerman/San Deigo, CA	23025	8-10-22-32-14-19-26(42)	131
31	R. Price/Dana Point, CA	5665	10-18-4-23-24-DSQA37-(48)-22	138
32	D. Lung/Kailua, HI	23017	38-27-12-15-8-20(43)-20	140
33	M. Wood/San Deigo, CA	5152	7-27-16-25-29-15-DNF49-21	140
34	R. Atwood/San Clemente, CA	23018	14-8-19-33-16 (DNF41)-40-12	142
35	L. Salmon/Rumson, NJ	22751	(43)-6-9-22-20-DSQA41-15-30	143
36	D. Mihoky/San Diego, CA	23002	18-19-30-2-30-11(38)-35	145
37	G. Russell/San Jose, CA	12650	15-25-11(30)-28-27-13-27	146
38	M. Paulson/Huntington Bch., CA	23016	12(34)-10-24-DSQA50-10-7-28	147
39	S. Grimshaw/Capo Beach, CA	23003	31-23-20-19(37)-8-16-36	153
40	C. Wassman/Riverside, CA	21998	9-19-14-28-27-35-22(43)	154
41	J. Cockrell/Van Nuys, CA	406	28-13(48)-9-15-17-33-45	160
42	B. Watson/Dana Point, CA	727	33-29-6-14-36-19(42)-33	160
43	B. Rose/Newbury Park, CA	868	17 (DNF46)-28-13-¾-36-41-28	163¾
44	J. Golden/San Deigo, CA	334	(DNF48)-14-20-24-37-15-14-40	164
45	W. Moxley/Gardena, CA	22079	11-22(38)-35-33-12-17-37	167
46	R. Blount/San Diego, CA	8450	26-23-15-12-22 (DNF41)-30-41	169
47	B. Cummins/Costa Mesa, CA	8932	37-42(43)-6-8-18-35-29	175
48	D. Boyl/Capo Beach, CA	22	5-35-23-13-34-33-34(39)	177
49	D. Ogilvie/Park City, UT	23026	23-26-35-16-12-24-45(46)	181
50	C. Brown/Kennewick, WA	23014	(45)-12-17-22-26-30-32-44	183



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DIVISION 7 CHAMPIONSHIPS

By Darrell Moore and Mike Warren

The wind always blows in Kansas, right? Right! Anyway, that's what we told everyone coming to the Division 7 Championships at Cheney Reservoir near Wichita, Kansas. We placed our order for a nice, 20-mile-per-hour wind, but mix-ups do happen, and what we received was an average 20 mph wind with speeds from 40 to 45 mph on Friday, to near zero on Sunday. With that kind of variation, you can't say we didn't try to challenge everyone...

The boats started drifting in Friday morning with the air calm and the temperature over 100. At mid-afternoon, however, the wind did a 180-degree shift and came blasting from the north with sudden force. Several boats were caught on the water and turtled. Things were hectic until everyone was pulled ashore. There was an exciting tune-up race in the high winds between two Hobie 14's. Unfortunately, their skippers (yours truly) were ashore... the runaways were captured a hundred yards out by a very large pontoon boat nicknamed the Cast Iron Cat. All were safely beached at last, the sails were lowered and we waited for Saturday.

Winds calmed down to a shifty 20 mph on Saturday, but the water was still choppy. Sixty-eight boats had entered from Colorado, Kansas, Iowa, Missouri, Oklahoma, Nebraska, and Minnesota (and one lone sailor from California).

Between races, beer was tossed to thirsty skippers and crew from the beer boat of Fleet #27. The beer boat was also pleased to host Mr. and Mrs. Sheldon Coleman (of the Coleman Company), for the Saturday morning races.

When the results were posted that evening, they showed a surprising trio of victories by the lone California sailor (whose name just happened to be H. Alter). The Coleman Company provided a great barbecue supper Saturday evening. The expected buffalo turned out to be beef and chicken, but we didn't hear any complaints.

Sunday was pretty calm. There was just enough wind to get off two races, for a total of five for the weekend. In the middle of the second race the course was shortened and the resulting sigh of relief kicked up just enough wind to finish.

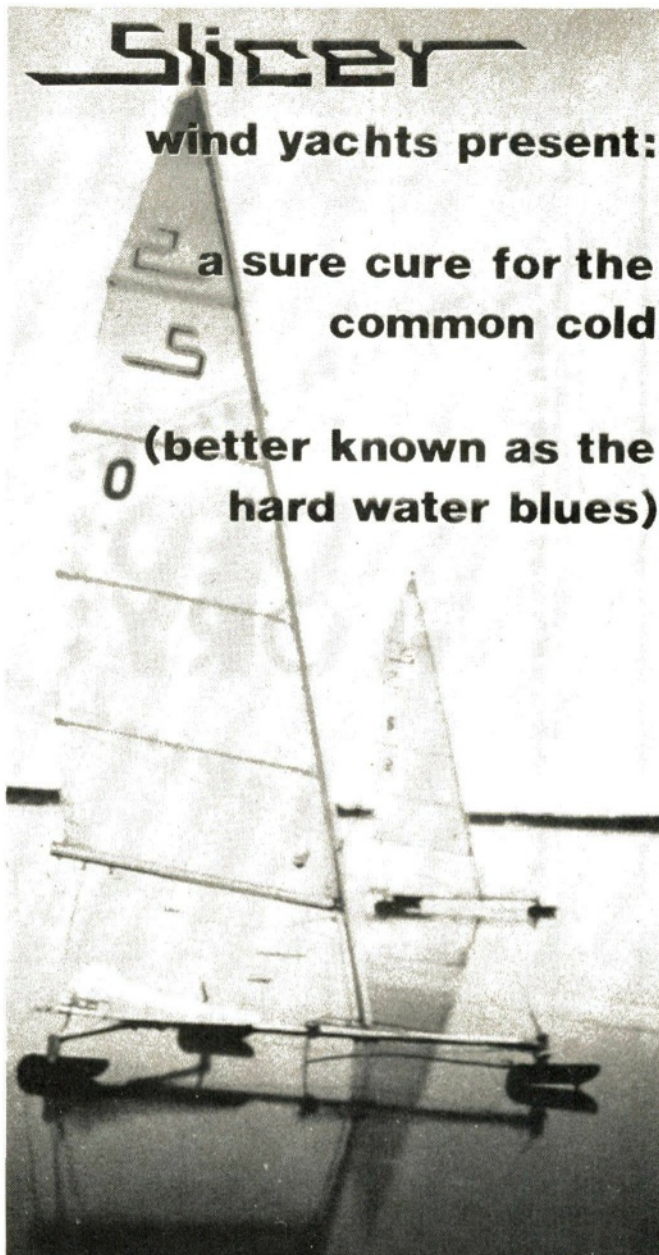
Beautiful sculptured Hobie Cats were presented to the winners in all classes. Hobie 16-A fleet: first to Hobie Alter of California, second to Brian Bell of Denver, Colorado, and third to Scott Tursi of Des Moines, Iowa. The 16-B fleet winner was Dan Sorensen of Belleville and Gunter Weihe of Wichita took first in the 16-C's. The first three finishers in the 14-A fleet were Al DeWees of Colorado, Jack Welsh of Oklahoma City, and Gerald Pauls of Wichita. Darrell Moore of Cheney won the 14-B fleet. Steve Barry of Wichita placed first in the Hobie 12's, with the Hobie 10 fleet first to Jim Shon of Des Moines.

Since Hobie did so well on his first venture into Prairie Country, he was presented with the First Annual Fleet #27 Buffalo Chip Award. We also showed our appreciation to Rich Jeffries of Coast Cat for heading up our race and protest committees by giving him the Last Annual Fleet #27 Buffalo Chip Award.

Thanks to American Inland Yachts, The Coleman Company, Coast Catamaran and the Ninescha Yacht Club.



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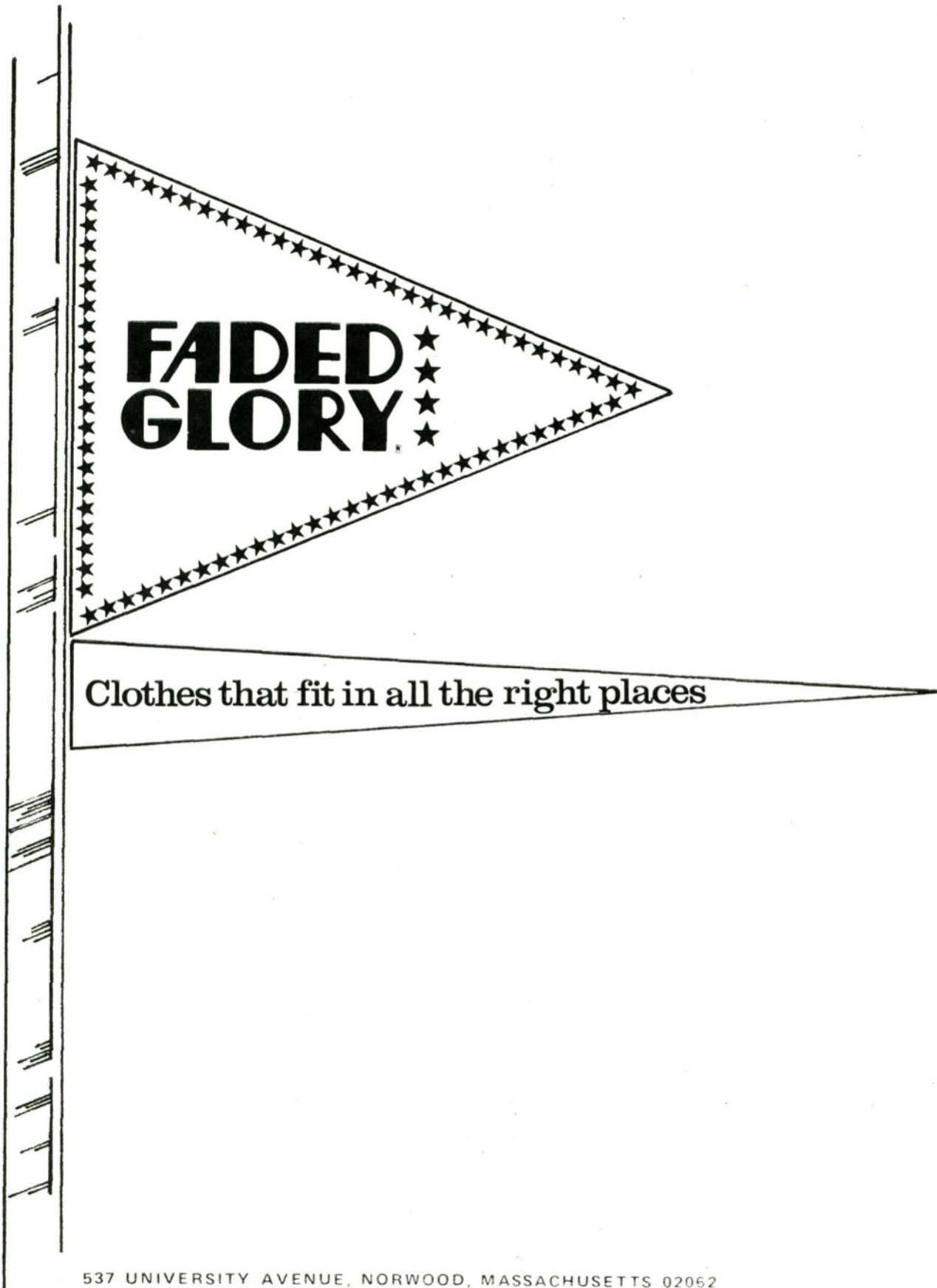
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CANADIAN HOBIE CAT CHAMPIONSHIP



Winners of the Canadian Championship.

Story and photos contributed by the Pringles of
Hobie Cat Marine, Orillia, Ontario, Canada

Eighty-seven Hobie Cats competed in the Canadian Hobie Cat Championships held on Lake Couchiching, Orillia, Ontario on August 21-22. The famous "lake of many winds" challenged the skippers to a test of sailing skill, by dishing up two very hot, sunny "light air" days.

Racing was competitive in all fleets, with Hobie skippers coming from all across Ontario, Quebec, Michigan, Ohio and New York. A delicious buffet dinner at Birchmere Hotel followed Saturday's races.

Sunday, the light air struggle continued for the first race of the day, and then as a grand finale, the wind picked up and the entire fleet took off like a group of kids just let out of school, flying hulls across the finish line in perfect style.

Trophy presentations followed on the beach, featuring gold string-art Hobies on black velvet made by Jim Jaworski. *JL*



Gerry Pringle, chairman of the Canadian Championship, presenting the first place award to 16-A skipper Robert Levy and crew.

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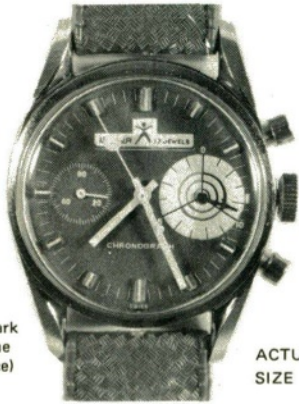
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Hobie camp site at Scheveningen Beach in Holland.

HOBIE 16' EUROPEAN NATIONALS

Story and photos by Bob Johnson

On an extended tour of Europe, Bob Johnson, a former editor of the Hot Line, just couldn't resist the opportunity to attend the Nationals in Holland and dip the pen into some Hobie Ink...

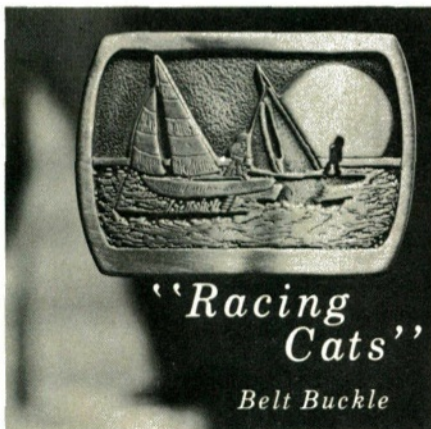
A true, sincere Dutch welcome was given by Lord Mayor Schols of Den Haag, Holland, who had just been officially baptized, Hobie style, by falling overboard from an Avon Chase Boat during an inspection ride to the Committee Boat in rough seas. The Lord Mayor's appearance was made in a pair of cutoffs and a Hobie sweatshirt.

The qualifying races were cancelled due to force eight winds and ten-foot seas. The two-day championship was sailed in one class with a start of over 55 boats. Spectator crowds of 7,000 were never more involved than they were in Holland. The Dutch Hobie Cat friends covered a two-mile stretch of beach, enthusiastically carrying Hobies to and from the surf.

After a series of close, challenging races, and a long deliberation over a sticky protest, the winners were as follows (pictured from the bottom of the stairs up): first place to Marten/Linderman of West Germany, second to Heilbron/Biamond of Netherland, third to Dinsdale/Olenschlager of West Germany, and fourth to Englemann/Bartelsen also of West Germany.

Many European skippers are planning on making the Hawaiian Hobie 16' Worlds, some will make the trip half way around the world in the hope of qualifying. They have strong serious competitive racing spirit which promises to give the rest of the world a good show.

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European 16' Nationals winners.

A person is seen from behind, sitting on a red Hobie catamaran and sailing down a snowy mountain slope. The sail is orange and yellow with a logo and the number '20832'. The background shows a vast, snow-covered mountain range under a clear sky.

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Winners at the Edmonton Yacht Club. Photo and story contributed by: Bob Sage, Commodore of Edmonton Yacht Club.

TERCIER'S MARINELAND REGATTA

Welcome to the Hobie Catters at Edmonton Yacht Club on Seba Beach in Alberta, Canada. They put together their first regatta, sponsored by Tercier's Marineland, and even had helicopter coverage! The Daam brothers won the 16 competition, Dennis Belland took first in the 14's with brother Roger right behind him in second. A special award was presented to Ashley Sage, who fought it out with the big guys on his lone 3.5. Another Hobie Fleet being born. They even have the T-shirts to prove it!



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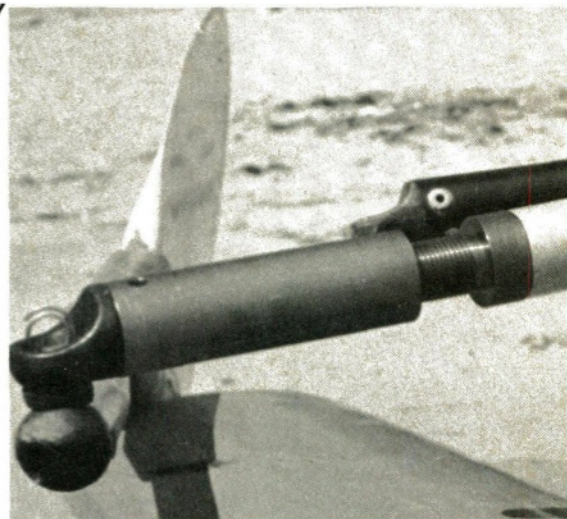
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THE FIRST ANNUAL HALF-TON REGATTA

By Jerry Sedars, Commodore, Fleet #10
Clear Lake, Iowa

Question: What do you do when your normal racing season is over but you're not quite ready to pack your sails away?

Answer: You organize a half-ton regatta.

Question: A whaaat???

Answer: A half-ton regatta—a race between Hobie 16's carrying 1000 pounds of crew.


The First Annual Fleet #10 Half-Ton Regatta was held at Clear Lake, Iowa at the end of our regular season. Fleet member Nancy Thompson can be credited (discredited?) with the origin of this event. Perhaps the wine played a part in her first presenting the novel idea, and it most definitely was responsible for her fellow fleters' susceptibility and consequent falling in to give it a go.

The race committee decided upon a Lemans start off an undeveloped beach. Skippers selected their crews, any number of persons could crew on a boat as long as the total weight was 1000 pounds. There was an official weigh-in with a not so scientific bathroom scale and everyone took their starting positions.

When the gun sounded, the crews ran to their boats, pushed them off the beach, and climbed aboard. This is when things became exciting! There is a noticeable difference in the way Hobie 16's sail with 1000 pounds of people aboard compared to a more normal crew. If the crew is not positioned correctly, your hulls not only submerge, they disappear!

The course consisted of a windward mark set about one mile from shore. After the boats rounded the mark they all sailed

toward the beach again. As the race progressed it became apparent that some crews had "tipped" the scales during the weigh-in. This caused crews on slower boats to use other than legal methods to catch up; including paddles, oars, water balloons... in one instance there was even a boarding party!

To spectators it must have looked unbelievable. To the racers it was hilarious! Who won the race? Don Coe from Ventura, Iowa... a real heavyweight. 

Low riders or gang sailing? Just pulling over to fix a flat hull...

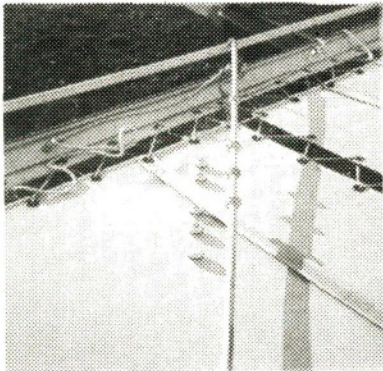


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HOT TIPS

HOBIE 16' FRONT CROSSBAR MAINTENANCE

The possibility exists that the nuts on a Hobie 16' dolphin striker rod could back off or become loosened. When this happens, the dolphin striker becomes useless. The compression load the mast creates on the front crossbar could cause failure.

PREVENTIVE MAINTENANCE

This potential problem can be completely eliminated by occasionally checking the nuts at either end of the dolphin striker rod to make sure they are tight. We recommend center punching the threads at the nuts to prevent them from working loose.

TECHNICAL INFORMATION

Starting with the next issue, we will be running a special series of technical articles contributed by the experts, with tips on rigging, tuning, and racing from top Hobie skippers. Also a "how to..." section for new Hobie fans. Please send suggestions and requests for specific topics.

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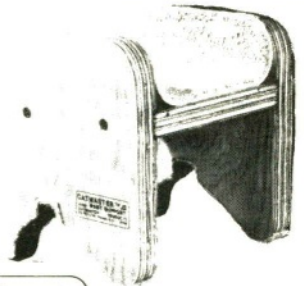
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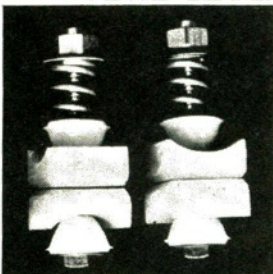
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per pair **\$25.00**

NEW! SSI SUPER JIB BATTENS

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

SSI exclusive **\$12.00** set

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Not a paint but a true anodize to repair the scratches and gouges in black anodized aluminum. Keeps the "Flamer", "Banana" or any other black trimmed boat looking new. A 3-part system that is easy to apply and permanent. Kit includes materials for many applications. Complete with all necessary materials and instructions.

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Safe, simple and sure — and inexpensive. Recognizing that sailing the Hobie 16 solo can be a very scary thing, SSI has developed its "UPRIGHT" to overcome the high cost and tricky installation required in other righting systems. It operates on the same proven principle as lengthening the shroud—allowing the mast to lay over—giving the solo skipper the advantage of the boat's own weight to greatly assist in getting it "UPRIGHT". Installation is easy. There are no holes to drill, no measurements, no fuss! Attaches in 5 minutes to the existing shroud adjusters and the only tool required is a pair of pliers! Safety bridle attaches to the mast base to keep the mast in the socket but doesn't interfere with rotation.

"UPRIGHT" will not give the racer an advantage because it takes longer to get set for sailing again than if you didn't use it. "UPRIGHT" is designed for one reason—to make sailing the Hobie 16 safe for the single hander or light crew.

Complete Kit **\$32.50**

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(Patent Pending)

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

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FLEET NEWS

HOBIE CLASS ASSOCIATION

NOVEMBER/DECEMBER 1976

FLEET #10 Clear Lake, Iowa

Fleet Captain Jerry (and Captainess Debbie) Sedars decreed that there be fun and frolic at the elegant beach facilities of Gerry and Nancy Thompson one Saturday night. The two-hullers were out in strength and the chill breeze simply brought people closer together around the keg and the fire. No one complained!! It was a great evening with fine togetherness, super chow, and great conversation. The Old Crow (mystery name of Fleet #10's newsletter author) must admit that he was impressed by the way these Hobie people enjoy themselves... however, as a long time one-hull sailor, I bore the brunt of the slings and arrows that the H-16's (justifiably) hurled. We discussed the late great All-of-a-Kind and their most damaging barb was, "It's hard to identify those E's when you're going by them so fast." (that isn't verbatim but it's close enough for government work). Bob Elsbury made the mistake of excusing himself for a moment and when he got back found that he had been elected Fleet Captain for the coming year. Good luck and congrats, Bob. Don Coe, the new Second in Command and Dave Atkinson, Secretary-Treasurer round out the slate of officers for the Fleet.

FLEET #61 Denver, Colorado

The final fall HOBIE FUN DAY was held at Cherry Creek Reservoir on Sunday, October 3. Modest fees provided access to lunch, beer, and the neatest trophies of the year. Stories are that any skier, biker, sailor, or other outdoor weirdo who didn't earn one is sobbing with sorrow (this editor sure would like to know the nature of the treasure). The day featured eventwise, a Powder Puff Race, a Single-hand Race, an Anything Goes Race, and a Stop Race. Plus, the biggie... a T-shirt contest. No wet ones allowed, darn darn says Bob Crew. Leftover T-shirts are available for a single buck (\$). This is a heck of a deal. Recall that T-shirts are useful as 1) supplemental underwear for winter, 2) waxing your Hobie, 3) wiping your trailer, and 4) wiping off anything else that might be a bit befouled. Note of importance: if you feel even the slightest, littlest bit seasick, when you are out on your Hobie—go right on ahead and throwup.

FLEET #73 Pleasantville, New Jersey

The Yacht Club of Pleasantville's Hobie regatta season came to a pleasant(ville) and rewarding climax on Sunday, September 12, coincidentally at the same time that the Miss America Pageant was happening on the other side of the Bay (goes to show where Hobie sailors would rather be!).

The Club, together with the help of Sailing Chairman Nick Talotta, presented a complete program for Hobie skippers this year. The season was launched on June 23rd with a Hobie seminar for all seasoned sailors as well as new potential sailors. This was followed up with a social get-together via a sailors' party on June 26th. Mother Nature did more than just cooperate, providing near perfect weather for each of our four regattas. Skippers received free beer and lunches, Hobie T-shirts, and trophies at each of the regattas. The special Bill Frymire Award which is presented to the best sailor of



**"The Oldest Hobie Race
9th Annual
Ancient Mariner Regatta
See story in Jan/Feb issue
of Hot Line"**

the season was won by Bill Hiller who just narrowly edged out Jim Glanden and Jim Barkalow.

The season certainly would not have been as successful without the support and cooperation of many such as Rocky Cale of Fleet #190, the Pleasantville City officials and the Pleasantville Fire and Rescue unit... not to mention the diligent work of the Regatta Committee: Cliff Chapman, Wayne Evering, Dick Cleary, Ann Hiller, Ronnie Talotta, and Denise Hiller.

Our Fleet would like to extend a cordial welcome to all Hobie skippers and crew in the South Jersey area to participate in planning the 1977 sailing activities which promise to be even bigger and better. For further information, contact Bill Hiller, (609) 641-9083, or Nick Talotta, (609) 653-8337.

FLEET #116 Winter Haven, Florida

With the summer's lull of no-wind sailing almost over, Fleet #116 POLKCATS take off with a race schedule that can't be beat. Just check what the Stinkers have planned in the Regatta Schedule section. Plenty of "My cat's faster than your cat" races, family outings and "Taking the Public for a Ride" are planned for the '76-'77 season. The Stinkers invite all to attend.

To complement such a season, a motley crew was chosen as officers: Mike Gilley, Commodore; John Hargroves, Vice Commodore; Bob Vick, Race Chairman; Ike Selig, Secretary/Treasurer; Keith Brantley, Boatswain; and Joe Price, Publicity Chairman. We send out a special thanks to last season's officers.

For those who wish to join the Stinkers of POLKCATS #116 in membership and/or activities, contact Michael Gilley, 2025 26th St. NW, Winter Haven, FL 33880 or (813) 293-2328.

FLEET #186 Rowayton, Connecticut

We had our Fall Invitational Regatta on Long Island Sound the weekend of September 11th and 12th. Near perfect sailing conditions prevailed the entire weekend; sunny skies, double trapeze weather legs, screaming reaches, and plenty of cold beer.

Dean and Peg Nicholson of Fleet #136 set out to win first place in the Hobie 16 division with three straight firsts; the rest of us had to battle it out for second and third place trophies. Our Race Committee really took advantage of the sea breezes, who can forget that the windward mark "S" stands for STRENUOUS. For some of the more unfortunate Hobies, it also stood for SOAKING wet as they dropped like flies rounding the mark.

One of our own fleet members, Al Babcock, sailed an impressive five races in his Hobie 14 and walked away with the first place trophy in Division 4. Congratulations.

Saturday night we had a homebaked dinner with all the Roton Point Club ladies bringing a homemade goodie. Needless to say, there were no leftovers. More free beer kept everyone happy and oblivious of their sore muscles and bruises. Following the end of the races on Sunday, the awards ceremony was held on the Club's lawn. Handsome pewter and brass trophies were presented to the top three finishers in each division. First place in 16's went to Nicholson and Nicholson and Al Babcock took first in 14's. Winners and losers swapped lies and guzzled more free beer.

T.H.E. c.

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HOT LINE SUBSCRIPTION

c/o Hobie Class Assoc., P.O. Box C-19509, Irvine, CA 92713

NEW for "77"

*HULL TENSIONER KIT

\$ 18.50

This revolutionary addition to a Hobie 16' or 14' completely eliminates hull and trampoline platform racking. This system keeps hulls diagonally rigid. Ideal for bungee mounted trampoline. Built of S.S. Roller Swaged cable and threaded stud for minimum windage and water resistance. Easy to install instructions.



ADVANTAGE — GAINED

Eliminates fore-aft movement of hulls. Remarkable change in boat drive and smoothness on all points of sail. Keeps boat diagonally square, eliminating many upper rigging variations. Some torsional stiffness is gained. This system makes an older boat sound, feel and perform like a new boat.

*EPOXY HULL STIFFNER KIT

17.00

This kit comes complete with 2 lbs. of metal like epoxy and complete instructions for full or partial bonding of casting to crossmembers, side arm and hull posts. Kit includes, two part epoxy, mixing cups, mixing sticks, emery cloth and full instructions.

ADVANTAGE — GAINED

Hull and platform torsional stiffness has become a proven and desired characteristic of modern catamarans. With less rigging movement and smoother hull entry and departure performance increases drastically. Helm sensitivity and feel increases tremendously. Sail entry is less disturbed by achieving less Hobby Horseing, allowing you to drive with more boat speed.

*FORESTAY ADJUSTER SWIVEL

14.50

This swivel attachment comes complete with 1/4" pins and special bow shackle. It is made of tough S.S. construction and has a safe working load of 1780 lbs. and breaking strength of 3575 lbs. Easy to install.



ADVANTAGE — GAINED

Have you ever questioned the "S" curve entry of the tack and foot of the Hobie jib? This assembly allows the forestay adjuster to rotate for near perfect luff entry. Ideal when reaching. Clean going to weather.

MINIMUM WINDAGE TRAPEZE

87.00

This four wire handle constant tension system is made of double continuous 3/32-7x19 S.S. wire passing through one thimble each at the mast tang. Stationary handles are smaller diameter furruled lightweight aluminum tubing. Tension line is 1/4 marlow dacron with S.S. stop washer. (Trapeze handle-hooks not included.) Included is shock cord and complete installation instructions.

ADVANTAGE — GAINED

Eliminating critical wind resistance and leading edge disturbance on the upper areas of the mast. This system eliminates duplication of shackles/thimbles, swages, etc., but still remaining simple and functional with minimum overall wind resistance.

DOUBLE PURCHASE JIB TRIM KIT

60.00

This system includes the finest hardware with full installation instructions. Swivel Clears have S.S. jaws *Clamclears are aluminum. All line is Marlow. Shock cord traveler car return is doubled for longevity. *40.00

ADVANTAGE — GAINED

This system is twice as easy to operate, particularly while out on the wire. With the 2 to 1 ratio, adjustment can be made under heavier jib sheet tension.

*SHAPED ANCHOR BAR

10.00 pr.

Made of S.S. Bar Stock. Match pair ground for port and starboard. Precision drilled and threaded.



ADVANTAGE — GAINED

This concept minimizes hull-lip water resistance at the shroud anchors.

ORDER NOW! Check, Money Order, BankAmericard or Master Charge. (Send card number and expiration date.) Dealer Inquiries Invited, prices subject to change. Free Shipping — California Residents Add 6% Sales Tax

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COMPETITION
RIGGING &
HARDWARE

* "Some items have not been approved class legal"

REGATTA SCHEDULE

DIVISION 2

November 6	Fall Series #2/Fleet #1 Dana Point Harbor, CA	Einar Hughes (714) 496-3285
November 14	Fall Series II Race #1/Fleet #3 Long Beach Marina, CA	Rick Schultheis (714) 962-6876
November 20	Fall Series #3/Fleet #1 Dana Point Harbor, CA	Einar Hughes (714) 496-3285
December 4	Fall Series #4/Fleet #1 Dana Point Harbor, CA	Einar Hughes (714) 496-3285

DIVISION 3

November 6 & 7	2nd Annual Turkey Regatta/Fleet #20 Monterey, CA	Ron Gross (408) 427-2270
November 14	Millerton Fleet Race/Fleet #62/Fresno, CA	Rob Nelson (209) 439-2804

DIVISION 4

November 6	Pot Holes Special/Sailboats Ahoy Pot Holes Reservoir, WA	Albin Brandstetter (509) 946-7274
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DIVISION 7

November 7	Full Moon, Night Race/Fleet #102 Port Isabel, TX	Pat Haley (512) 943-2810
November 14	Turkey Day Regatta/Fleet #4 New Orleans, LA	Walter Baudier (504) 947-2983
November 21	No Name Regatta/Fleet #99 Corpus Christi Beach, TX	Carol Grgurich (512) 854-3973
November 28	Turkey Day Race/Fleet #102 Laguna Madre, TX	Pat Haley (512) 943-2810
December 4 & 5	2nd Annual Mexico Open/Fleet #102 Port Isabel, TX	Pat Haley (512) 943-2810
December 21	Mustang Island Race/Fleet #102 Corpus Christi, TX	Pat Haley (512) 943-2810
December 26	Blue Northern Regatta/Fleet #102 Port Isabel, TX	Pat Haley (512) 943-2810

DIVISION 8

November 6 & 7	Florida Multihulls Tenth Annual Regatta Treasure Island, FL	Joan Gregory (305) 294-2696
November 7	2nd Annual POLKATS Open/Fleet #116 Lake Ariana, Auburndale, FL	Michael Gilley (813) 293-2328
November 13	Springfield Atlantic Bank/Fleet #111/Rudder Club Jacksonville, FL	Mike Walsh (904) 731-0514
November 14	4th Race-2nd Series/Fleet #44/Gulfstream Sailing Club Ft. Lauderdale, FL	Mike Mikkelsen (305) 565-9706
Nov. 20 & 21	5th Annual Southwest Florida Hobie Championships/Fleet #173 Caloosahatchee River, FL	Ben Smoot (813) 334-2538
November 21	Gobbler's Revenge Race/Fleet #116 Lake Ariana, Auburndale, FL	Michael Gilley (813) 293-2328
Nov. 26-28	Keys Cat Challenge/Fleet #71 Smathers Beach, Key West, FL	Joe Petty (305) 294-9343

December 4 & 5	Gator Bowl Regatta/Rudder Club/Fleet #111 Jacksonville, FL	Mike Walsh (904) 731-0514
December 5	Only 20 days left till... /Fleet #116 Lake Ariana, Auburndale, FL	Michael Gilley (813) 293-2328
December 19	5th Race-2nd Series/Fleet #44/Gulfstream Sailing Club Ft. Lauderdale, FL	Mike Mikkelsen (305) 565-9706
December 19	Fleet Publicity Race/Fleet #116 Lake Howard, Winter Haven, FL	Michael Gilley (813) 293-2328
January 9	Boy, It's colder than... /Fleet #116 Lake Ariana, Auburndale, FL	Michael Gilley (813) 293-2328
January 23	Freeze Your Hoo Haw Off/Fleet #116 Lake Ariana, Auburndale, FL	Michael Gilley (813) 293-2328
February 13	Valentine's Day Race/Fleet #116 Lake Ariana, Auburndale, FL	Michael Gilley (813) 293-2328
February 27	Winds Up Race/Fleet #116 Lake Ariana, Auburndale, FL	Michael Gilley (813) 293-2328
March 13	Fleet Publicity Sail/Fleet #116 Lake Hollingsworth, Lakeland, FL	Michael Gilley (813) 293-2328
March 27	Blood & Guts Again Race/Fleet #116 Lake Ariana, Auburndale, FL	Michael Gilley (813) 293-2328
April 10	Hobie Egg Hunt Family Day/Fleet #116 Lake Ariana, Auburndale, FL	Michael Gilley (813) 293-2328
April 24	Love Bug Regatta/Fleet #116 Lake Ariana, Auburndale, FL	Michael Gilley (813) 293-2328
May 15	Family Camp Out/Fleet #116 Ft. DeSoto Park, St. Petersburg, FL	Michael Gilley (813) 293-2328

DIVISION 9

November 14	Fleet #12 Series/Lake Lanier, GA	Clyde Shepherd (404) 981-8414
November 27	Wish Bone Regatta/Fleet #70 Oceansprings, MS	Al Johnston (601) 875-9585

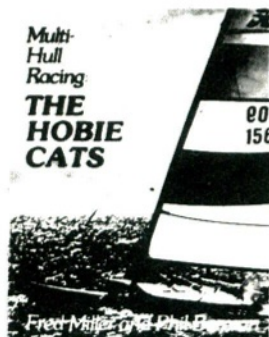
DIVISION 13

Nov. 19-21	Open Regatta/Fleet #133 Sauturce, Puerto Rico	Roberto Bouret 723-2364
November 21	Coupe Hinano/Fleet #107 Matavai, Tahiti	Tahiti Cat/Gordon Knight
December 4 & 5	Year End Race/Fleet #133 Sauturce, Puerto Rico	Roberto Bouret 723-2364
December 12	Coupe De Noel/Tahiti Cat/Fleet #107 Arue/Papeete, Tahiti	Tahiti Cat/Gordon Knight

INTERNATIONAL

November 7	Fall Series/Fleet #75/Tamuning, Guam	Bob Heron 646-1482
Nov. 13 & 14	Sun Set Regatta/Fleet #189 Saipan, Marines Islands	Tom Sheehan 6361
November 14	Fall Series/Fleet #75/Tamuning, Guam	Bob Heron 646-1482
November 21	Fall Series/Fleet #75/Tamuning, Guam	Bob Heron 646-1482
Dec. 18 & 19	Mid Winter Sun Tan Regatta/Fleet #189 Saipan, Marines Islands	Tom Sheehan 6361

HAPPY HOBIE HOLIDAYS



Multihull Racing: The Hobie Cats

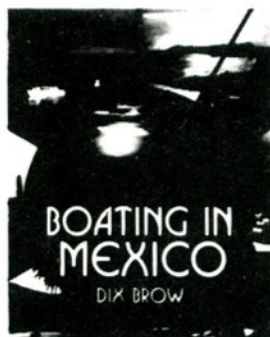
by Berman and Miller — a comprehensive history of Hobie Cat development and racing performance; records, how-to improve your own Hobie racing; 96 illus. bw & color, 152 pages, 8½ x 11, paper, \$9.95

Techniques of One-Design Racing

by Jack Evans — for the one-design sailboat racer who wants to sail faster and win races; 72 illus., 96 pages, 6 x 9, paper, \$5.95

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A beautifully illustrated, descriptive story of cruising the California Delta — current maps and directory of Delta facilities; 245 illus., 192 pages, 8½ x 11, paper, \$9.95



Boating in Mexico

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Dix Brow gives a functional reference to boating in Mexico; written in conversational style, beautifully illus. For trailering or ocean-going, covers local customs, fuel, charts, suggests areas for novice or expert — and much more. 130 illus., 16 pages of color, 160 pages, 8½ x 11, paper, \$12.95

Boatowner's Legal Guide

Capt. Wm. Crawford presents the basic aspects and peculiarities of Maritime law; 104 pgs, 6 x 9, paper, \$5.95

Simplified Celestial Navigation

by Maxwell Kelch — makes the theory of celestial navigation understandable to the average boatman; includes worksheets; glossary. Illus., 96 pages, 6 x 9, paper, \$5.95

Planning Your Cruise

Experienced cruiser/author Carolyn West offers an organized, logical sequence of steps to enjoyable, safer cruising through planned preparation. West Coast, Canada, Florida are included. Illus. 96 pages, 6 x 9, paper, \$5.95

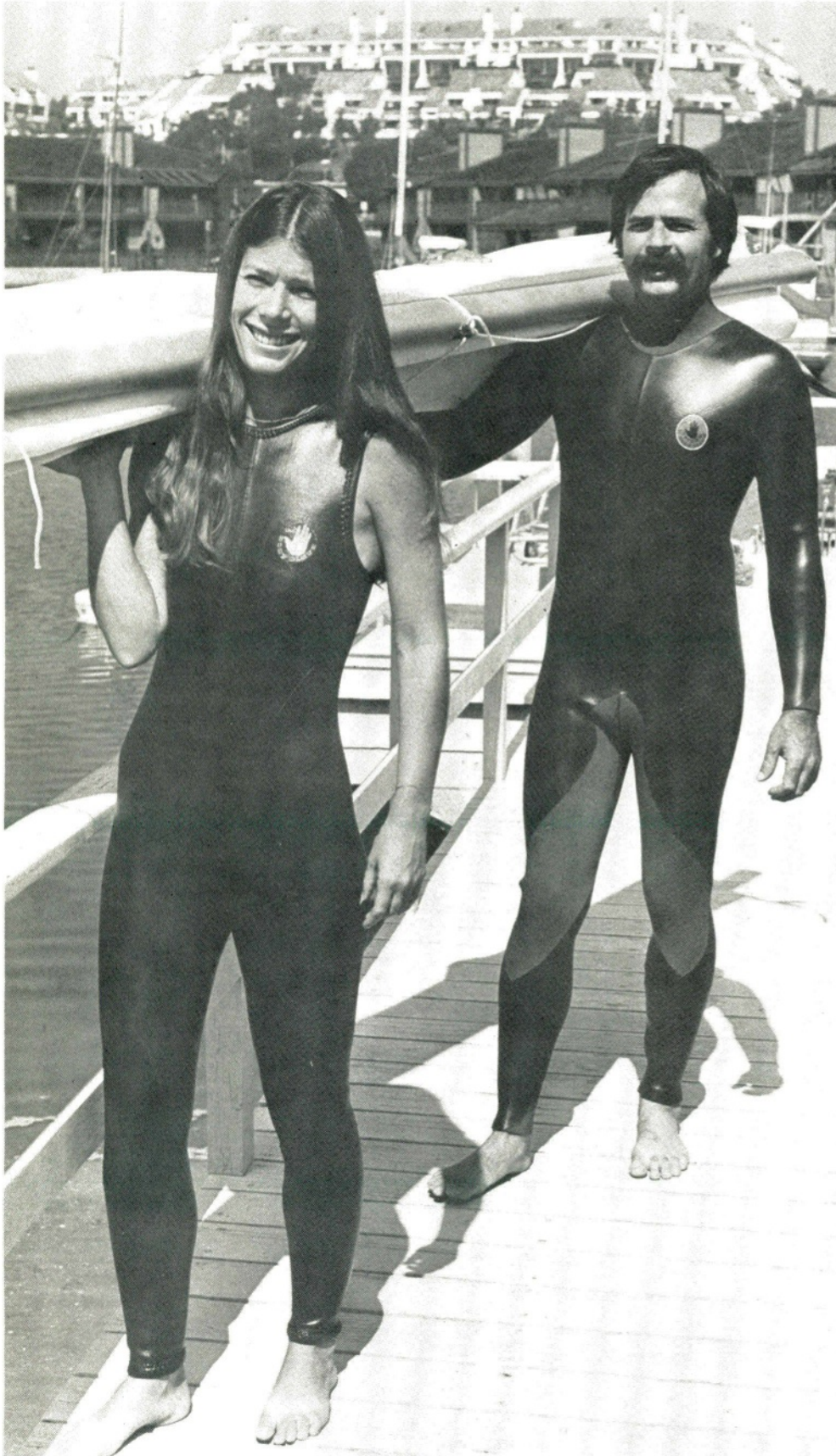
A Victorian Maritime Album

by Basil Greenhill — a selection of 100 photographs depicting the coast of Britain at the turn of the century, detailed captions; a work of history and nostalgia. 144 pages, 8 x 11, hardbound, \$16.95

Available from your local dealer — if your dealer does not have the book you want, orders may be sent direct to the publisher: Haessner Publishing, Inc.

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WINTER SAILING IN BODY GLOVE COUNTRY



The new BODY GLOVE SPIDER suit selected by Sam is cut especially for fall/winter sailing. This design has a medium-high neck, all stress areas (butt, knees, inside thighs) reinforced with blind stitched nylon panels, double nylon wrist and ankle darts prevent tears at stress points, and has a back zipper for entry ease and comfort. Sheila's "legs" model has soft rolled edges, easy step through entry, knee pads and reinforced shoulder snaps. BODY GLOVE ideas for cold water protection fit like a glove.

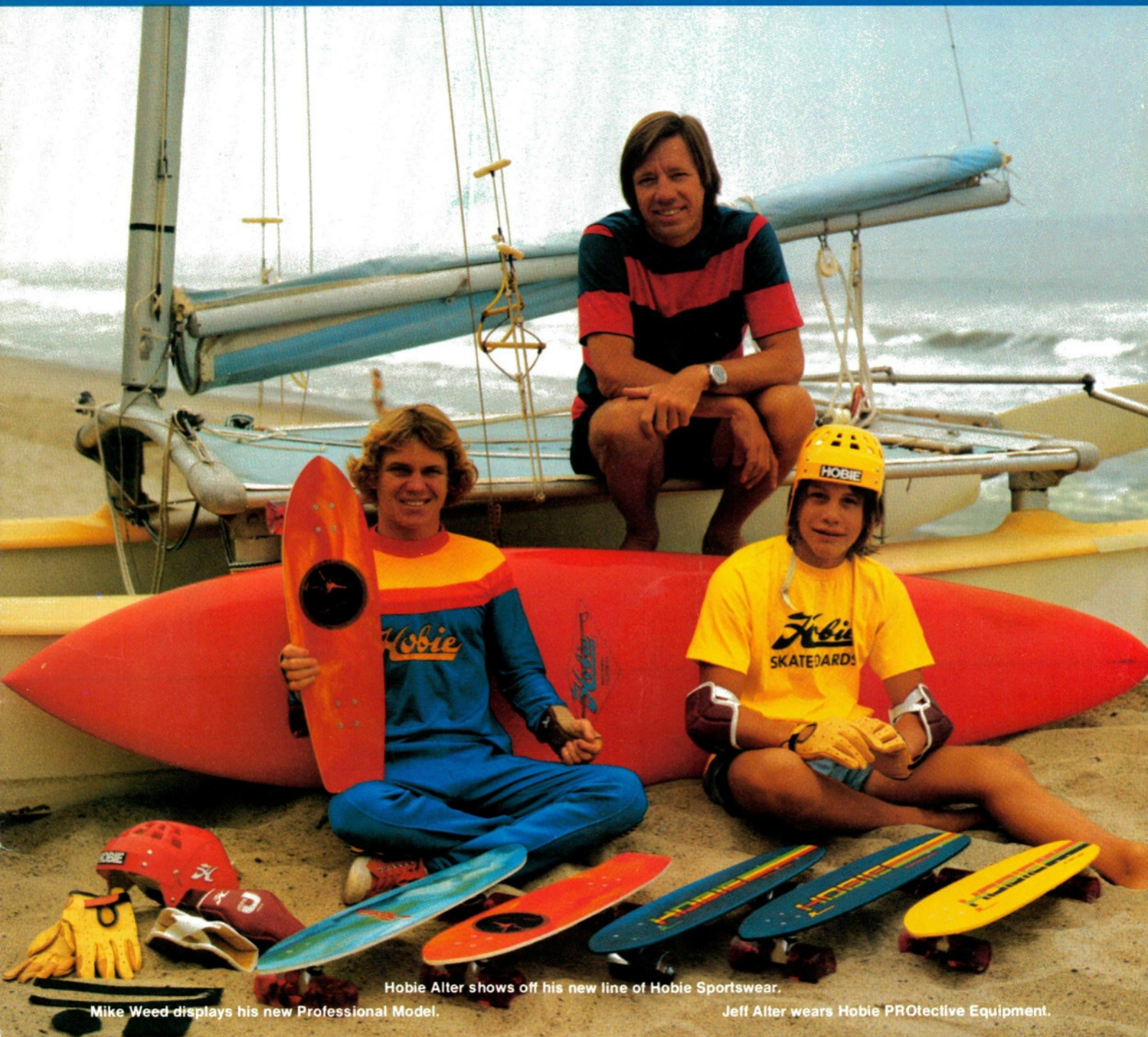
BODY GLOVE

P.O.Box 511
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Tel: (213) 372 - 8423

Dealer inquiries invited



HOBIE SKATEBOARDS



Hobie Alter shows off his new line of Hobie Sportswear.

Mike Weed displays his new Professional Model.

Jeff Alter wears Hobie PROTECTive Equipment.

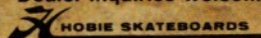
*HOBIE SKATEBOARDS: Our line features ACS Trucks, and all the wheels have precision bearings. Left to right—Hobie Surf Flex Kicktail, Mike Week Pro Model, Sundancer (solo suspension), Hobie Competition, Hobie Hustler.

*PROTECTIVE SAFETY EQUIPMENT: Hobie has a full line of safety gear for the professional skater and for the hot amateur who knows the importance of PROTECTive® equipment.

*MIKE WEED PROFESSIONAL MODEL: This hand-laminated kicktail is designed for both freestyle competition and radical terrain. Ask to see it at your local dealer. Watch for the Gregg Weaver Professional Model in the next SKATEBOARDER.

Hobie Skateboards and PROTECTive® equipment are available at finer surf, skate, bike, ski, sporting goods, and department stores.

Dealer Inquiries Welcome



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