

# Santa Cruz To Host Hobie Cat 16 Nationals

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Sentinel Boating Editor

Hobbies have always been big in Santa Cruz — but they will be even bigger in September when the Hobie 16 National Championship Regatta will be held here.

John Hauck, manager of O'Neill's Yacht Center, announced that the catamaran event will be staged off the Dream Inn Sept. 21 through Sept. 27.

The regatta, which will feature the top 80 skippers and crews, is being sponsored by Sea 'n Ski and O'Neill's along with the local Hobie Cat Fleet No. 240. The Hobie 16 National Association will run and sanction the Regatta.

Seventy of the skippers will qualify in regional events. The final 10 spots will be in open qualifying here on Sept. 21-22.

The championship races will be held Sept. 23 through 27 with the field being cut to 40 on the final two days.

The Hobie Association will provide new race-ready boats for the event. Contestants will switch boats daily.

Headquarters for the event will be the Dream Inn.

This will be the third national event of the year for the area. The Santa Cruz 27 National Championship Regatta will be held here Aug. 22-24, and the 505 North Americans are scheduled for Aug. 25-29.

The local yacht racing season get under officially this Saturday and Sunday when the Santa Cruz Yacht Club holds its annual Commodore's Regatta.

Two races are scheduled for both days with noon starts. There will be both one-design and PHRF classes.

Registration will be at the skippers meeting at 10 a.m. at the SCYC Clubhouse.

Classes racing are expected to be Santana 22, Moore 24, SC 27s, Olson 30s, Lasers and Day Sailers.

The following weekend finds the Monterey Yacht Racing Season opening with the Northern California Laser Regatta being held locally.

The St. Francis Yacht Club of San Francisco will holds its annual cruise to Santa Cruz on May 2, it was announced by the local chairman of the event, Arno Viehoever.

The fleet will arrive on May 2 and will be guests at a no-host cocktail party and dinner at the Santa Cruz Yacht Club.

On Saturday, May 2, there will be a dinner-dance at the yacht club for the visitors.

More than 300 luxury yachts, power boats, racing boats, day sailers and trawlers will be on display at Alameda's Mariner Square Marina for the San Francisco Bay In-The-Water Show which opens Friday and runs through April 20.

The show will feature what's new in the sail and power boat markets from around the world. The "Queen of the Show" will be a Swan 57, a high performance cruiser built in Finland which will be displayed alongside a Swan 441.

Free sailboat rides will be offered on a J-24, by members of Alameda's Olympic Circle Sailing Club, as well as a larger Tiburon 44 for a cruise around the estuary.

Nearly 50 percent of the boats on display will be making their West Coast debuts.

Among the boats on display will be a locally-built Moore 24.

Show hours are Monday-Thursday, 11:30 a.m. to 6 p.m.; Friday, 11:30 a.m. to 7:30 p.m.; Saturday, 10 a.m. to 7:30 p.m. and Sunday, 10 a.m. to 6 p.m.

The question of tax rebates on boats resulting from Proposition 13 is still in the appellate courts and a decision may be forthcoming in the near future.

Whether the boat owners or the counties win that battle, the case is expected to be appealed to the state Supreme Court.

Although the State Board of Equalization predicts little controversy about boats being taxed at the 1 percent level this



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This Moore 24 sailboat, built in Santa Cruz, is to be on display at the boat show in Alameda Friday through the 20th at Mariner Square.

Photo by Georges McCormick

year, the question of which level will be used for 1978 is still being hotly contested.

Proposition 13 in itself did not address personal property including boats. But it did prohibit the levy of taxes in excess of 1 percent of market value of real property subject to assessment.

When Proposition 13 became law, it affected another constitutional provision which states that taxes on personal property cannot be higher than taxes on real property.

The result was that the Jarvis-Gann initiative had indirectly lowered the taxes on boats from about 3 percent, which most counties charged, to 1 percent.

This basic tax change is not disputed. What is under question is the implementation date of the lowered tax. The counties split about half-and-half in charging the lower or higher amount. Santa Cruz County is one of the counties which charged the higher amount.

At present 14 cases, which deal with the 1978 unsecured roll, are in some stage of the legal process. Many of these are waiting the outcome of two cases that are now in appellate courts. They are:

— The San Diego Board of Supervisors vs. Loneragan, et al.

This suit is between two government entities — the San Diego auditor and tax collector and the board of supervisors.

It requests the court to declare that the 1 percent rate limitation in the constitution is equally applicable to personal property.

In September 1978, the San Diego Superior Court agreed with the plaintiff, the board of supervisors, that the 1 percent rate did apply to personal property.

An appeal was filed in the Fourth District Court by the auditor in November 1978.

— The Hansn Manufacturing Company vs. Los Angeles County.

Hansn Manufacturing Co., the plaintiff, also requested that the 1 percent tax rate is applicable to personal property collected in 1978. In April 1979, the Los Angeles Superior Court decided against L.A. County. The county then appealed.

This case is considered by tax experts as the better of the two because it is a contest between a tax payer and a county.

Therefore, it should provide a sound precedent when it is finally decided.

Coincidentally, both cases were argued orally on Dec. 11. They have not been taken under submission.

Although these cases are expected to be appealed to the Supreme Court, the fact that both initially were decided in favor of the 1 percent level is a promising sign for boat owners.

The current (April) issue of Yachting has an excellent article chartering in North America.

Although the chartering spotlight has for many years been focused on the Caribbean in general and the Virgin Islands in particular, there's an amazing amount of chartering available in the waters of the U.S., Canada and Mexico.

The magazine provides a full rundown in five popular areas, Pacific Northwest, California and Baja, Great Lakes, New England, Chesapeake Bay and the Florida Keys and Gulf Coast.

Included are listings of power and sail yachts, offered as bare or crewed charters, plus a list of area cruising guides.