Program

1989
Tornado
World
Championship

October 8-18
Houston Yacht Club
U.S.A.
# RACE OFFICIALS

**Event Chairman**  
Michael Bordelon  

**Co Chairman**  
Marc Lamkin  

**Principal Race Officer**  
Richard E. Matthews  

**Jury Chairman**  
Dr. Manfred Piso  

**Jury Members**  
Patrick E.A. Talbot  
Robin Judah  
Jan Boogert  
Dave McFaul  

**Tornado Advisory Committee Chairman**  
Michael Zuteck

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# RACE COMMITTEE

**Richard E. Matthews**, Principal Race Officer

## SIGNAL BOAT
- Van Callahan  
- Catherine Focke  
- Florence Helm  
- Lynn Hudgins  
- Anna O'Meara  
- Sue Perdue  
- Ken Strum

## MARK SET BOAT 1
- Ned Van Maanen  
- Bob Wright  
- Bruce Huckaba  
- Bill Sandstrom  
- Shelly Tumbleson

## MARK SET BOAT 2
- Bill Thogersen  
- David Fox  
- Jimmy Thogersen  
- Dennis Brown  
- Linda McKee

## LINE BOAT 1
- Jerry Landon  
- Judy Lamkin  
- Dick Playter  
- Dean Snider

## RESCUE BOATS
- Ed Bluestein  
- Reginald Hurr  
- Cindy Benson  
- Bob Jordan  
- Scott Jordan  
- Ellyn Roof  
- David Saunders  
- Lloyd Wells  
- Warren Wheelock  
- Guy Buckner  
- Ed DeJon

## LINE BOAT 2
- John Focke  
- Buzz Fowler  
- Bob Petrie  
- Betty Petrie  
- Edward White

## STAKE BOATS
- Paul Berner  
- John Cutler  
- George Dolezal  
- Jay Dooling  
- Bobby Dureya  
- Mads Emanuelsen  
- Steve Gillett  
- Bob Middleton  
- Karl Schneidau  
- Freda Schneidau  
- Allen Ward  
- Henry Westerlund  
- John Woodall

## MEDIC BOAT
- Joe Camp  
- Gene English
Welcome to Texas... to Galveston Bay... to Shoreacres... to the Houston Yacht Club.

The 1989 Tornado World Championship promises to be a truly world-class event in size, variety and competition. A total of 76 teams from 16 nations are entered in this regatta. Reading your resumes is like reading the "Who's Who" in the fast lane of sailing.

The organizing committee has been working for nearly two years to provide top-quality race administration, good storage and launching facilities for your boats and a taste of Texas hospitality for you. In recent months, more than 150 members of the Houston Yacht Club and the Galveston Bay Tornado fleet have worked with us to make our plans a reality. While you are here, these people will be joined by our club staff in trying to make this a world championship competition to remember.

Our primary goal is to provide you with the best racing possible. We cannot control the weather, but we will do whatever is necessary to provide quality race administration and strong support on the water and ashore.

We also know that camaraderie is an important aspect of any sailing competition. Parties have been planned, ranging from a strictly informal get-together to a sit-down dinner for the awards. We want you to use the club as a place to visit with each other and our members.

We look forward to meeting all of you in the next two weeks...but, most of all, we look forward to watching you race!

Mike Bordelon
Event Chairman

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### EVENT CALENDAR

<table>
<thead>
<tr>
<th>Oct</th>
<th>Day</th>
<th>Activity</th>
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<tbody>
<tr>
<td>5</td>
<td>Thursday</td>
<td>Registration</td>
</tr>
<tr>
<td>6</td>
<td>Friday</td>
<td>Registration &amp; Measuring</td>
</tr>
<tr>
<td>7</td>
<td>Saturday</td>
<td>Registration &amp; Measuring</td>
</tr>
<tr>
<td>8</td>
<td>Sunday</td>
<td>Registration, Measuring &amp; Opening Ceremony</td>
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<tr>
<td>9</td>
<td>Monday</td>
<td>Measuring, Competitors’ Briefing &amp; Practice Race 1</td>
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<tr>
<td>10</td>
<td>Tuesday</td>
<td>Measuring, Practice Race 2 &amp; Get-Acquainted Party</td>
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<tr>
<td>11</td>
<td>Wednesday</td>
<td>Race 1</td>
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<tr>
<td>12</td>
<td>Thursday</td>
<td>Race 2</td>
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<td>13</td>
<td>Friday</td>
<td>Race 3</td>
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<tr>
<td>14</td>
<td>Saturday</td>
<td>Race 4 &amp; Texas Gulf Party</td>
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<tr>
<td>15</td>
<td>Sunday</td>
<td>Make-up Day, USTA Meeting</td>
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<tr>
<td>16</td>
<td>Monday</td>
<td>Race 5 &amp; Class Meeting</td>
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<tr>
<td>17</td>
<td>Tuesday</td>
<td>Race 6</td>
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<tr>
<td>18</td>
<td>Wednesday</td>
<td>Race 7 &amp; Awards Ceremony &amp; Banquet</td>
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</tbody>
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### OPENING CEREMONY

- Parade & Entrance of Competitors
- Invocation & Blessing of the Fleet
- Colors Ceremony
- Welcome & Introductions
- Sailor's Address
- Entertainment
- Closing
By Michael D. Zuteck
US 541

Tornado sailing on Galveston Bay goes back to the earliest days of the class. The area’s first was owned by Lee Finch and was sailed from the Seabrook Sailing Club during the 1968 season, the very first full year for worldwide Tornado distribution after its selection as the TYRU B class catamaran in the fall of 1967. I sailed with Lee in the 1968 long-distance race from Seabrook Sailing Club to the Houston Yacht Club and back and quickly placed an order for a Tornado, which arrived in November of 1968. First Seabrook, and later the Houston Yacht Club, would prove vital as centers of Tornado growth in the years that followed, so perhaps this beginning was rather symbolic.

At first, local racing was necessarily in multiclass handicap, against the Seabrook Tiger Cat and B Lion, but even more so, against the Flying Dutchmen, Thistles, Day Sailer, Sunfish and others that really made up the bulk of the fleet. Anything pushed by the wind that was willing to cross the starting line was fair game in those days.

WORKING OUR WAY UP

Soon Dr. Christopher Smale arrived from California with his Tornado, and in a regatta at HYO, blew crew Robert Jefferies and me right off the water in a foretelling of California prominence in years to come. We made a lot of changes in a hurry, including switching to his much lighter son Rob for crew, closed the gap and decided to test the big league by going to the 1970 Worlds in Florida, managing to finish ninth.

The next step was again into the lion’s den, to the U.S. Nationals in California, where we were hopelessly slow in certain conditions. That vital lesson led to the immediate purchase of a new mainsail from a then little known California sailmaker named Rick Taylor, which employed a “revolutionary” Dacron fabric called CYT. It was stiff and crinkly, and at least one person said it looked way too rough to be fast.

However, when we used it at the North Americans at CORK (Kingston) in the fall of 1971, it proved to be marginal downwind but very fast upwind. We won that event with 4,2,1,1,1 scores, pretty much surprising everyone, ourselves included.

PICKING UP SPEED

This win contributed to the emergence of Taylor sails into worldwide prominence. These same sails got a lot of attention here on Galveston Bay, serving to ignite interest from some already hot local sailors looking for a good cat fight. The most prominent figure among the new wave was stock market and oil speculator Bruce Badeau, who bought a custom California woodie by Skip Hawley and appropriately named it Wildcat. After a good tussle here on the bay, Bruce went to the 1975 Worlds with young Doug Cummings as crew and pulled off a spectacular third-place finish.

With that testimony to the level of Tornado racing on Galveston Bay, and with the Tornado’s nomination as the Olympic catamaran for the 1976 Olympic games, things were really off and running, and other top cat sailors began to join in.

Benefiting from this improving local competition, in 1981, John Goodman and I went back to Kingston and again won the North Americans solidly. That was really the symbolic ten-year anniversary of the event that had seemed to get it all going.

WELCOME TO GALVESTON BAY

In the years since then, there has been so much good competition that it is simply not possible to recount here the further individual accomplishments as the fleet has continued to strengthen and grow.

But it has been the fleet’s good fortune to continue to attract some of the most accomplished catamaran sailors in the area, each with his own style and bag of tricks and each looking to take on the best we could muster.

We are fortunate now to have many of our sailors high in the national rankings, so that several will get to test their skills in this World Championship. It is now our pleasure to share with the world the wonderful sailing conditions and hospitality that have made these years of growth and enjoyment possible.

Welcome to Galveston Bay.
COMPETITORS

France
Gilles Escarret/Stephan Madrias
Mr. Morisset/Mr. Morisset
Yves Loday/Daniel Souben
Alain Bornarel/Mr. Gavignet
Frederic Le Peutrec/Richard De Meo
Herve Lurton/Fabrice Idier
C. Clevenot/M. Eisenblaetter

Federal Republic of Germany
Roland Gaebler/Frank Parlow
Thomas Eckardt/Mario Eckardt
Rainer Martens/Christian Raabe
Jorg Spengler/Robert Montau
Bernt Spengler/Thomas Iseler
Helge Sach/Christian Sach
Peter Roocks/Burkhard Zander
Frank Suchanek/Oliver Thies
Oliver Schwall/Rene Schwall
Justus Wolf/Michael Starken
Axel Gupner/Niki Piso

Italy
Giorgio Zuccoli/Angelo Glisoni
Alberto Ducati/Gianluca Roveraro
Franco Cittar/Claudio Pisani
Walter Pirinoli/Marco Pirinoli

United Kingdom
Robert White/Shaun Clatworthy
Reginald White/Stephen Olle

Finland
Kalevi Kostiainen/Markku Kuismin
Johanna Kuismin/Tommi Gustafsson

Norway
Per Arne Nilsen/Anne Lise Carstens

Sweden
Mats Johnsson/Kristen Frennfeldt
Jens Weiberg/Sune Shoglund
Goran Marstrom/Kalle Strandman

Switzerland
Patrick Diday/Andrea Krapp
Rolf Zwicky/Christoph Brullmann
Edgar Roethlisberger/Markus Bryner

Brazil
Alex Welter/Ralph Christian
Lars Schmidt Grael/Clinio Freitas

Australia
Allan Goodall/Greg Cann
Mitch Booth/John Forbes
R. Coles/Neil Dickson
Graeme Parker/Wayne Mercer
Peter Blaxland/Rowland Smith
Brad Schafferius/Michael Bluk

Bermuda
Reid Kempe/Jay Kempe

Canada
David Sweeney/Brian Sweeney
Melodie Gummer/Bill Reid
Kent Plumley/James Colburn
L. Woods/T. Woods
Magnus Clarke/Tom Clarke
Scott Carlson/Tim Lochner
C. Hampton-Davies/Sharen Jenkins
Eddy Martin/Philippe Oulhen

New Zealand
Brian Jones/Sean Reeves
Greg Goodall/Murray Philpott
Colin Rankin/Simon Manning

Austria
Andreas Hagara/Roman Hagara

USSR
Iurii Konovalov/Sergey Kravtsov

USA
Hans Barth/James Livingston
Michael Zuteck/Pamela Linn
Bob Webbon/Martin Hamilton
Dan Field/Ed Smith
Douglas Graf/Joanne Weberlein
Paul King/Donna Woolls
Bruce Blalock/Sallie Blalock
Dennis McCredie/John Barrett
Pease Herndon/Jay Glaser
Dennis Palin/Debbie Duty Palin
Andrew Efstathiou/Kathryn Efstathiou
Boo Standley/Paul Standley
Paul Bussard/Bryan Dair
Norman Chu/Gary Chu
Carlton Tucker/Glenn Purcell
Jonathan Mitsumori/John T. Ebken
Pete Melvin/Chris Steinfeld
Paul van Dyke/Steve Keefe

VIRGIN ISLANDS
Jean Braure/Tim Dutton
THE TORNADO, INTERNATIONAL CATAMARAN

By Bruce Blalock
(Copyright 1989)

The Tornado, perhaps the fastest one-design sailboat ever, has established itself in international competition, including the Olympics, as the worldwide standard of catamaran competition.

It is sometimes referred to as "rocketship," "la machine" or plain old "Nader" by some of the people who sail it. Paul Elvstrom may have said it best in Bermuda just before the 1986 Tornado World Championship as reported by the Mid-Sea News. "The speed," he said, "the speed. Everything else is so old-fashioned compared to fast catamaran sailing to me." The real reason for the success and popularity of this boat is that it is FAST, and FAST is FUN.

Forget about the Tornado's Olympic class status, its powerful rig and how good it looks. It's how it feels, how it rides and the speed it generates that really is the secret to the boat's popularity. The feeling is that of a highly tuned sports car, riding low, responding instantly, with lots of power and at the same time, lots of control.

PRODUCTION

The Tornado is an open class, one whose design can be built by anyone. In effect, the Tornado is a formula, not a boat. The largest producer, Reg White Limited, builds about 15 boats per year and since the design is open to anyone, there is no large manufacturing concern to produce, distribute and market the Tornado. The only marketing comes from the enthusiasm of the sailors and the performance of the boat. One of the advantages to having a class that governs itself is that the boat has evolved over the years, through its membership efforts and new equipment trials, into the most highly developed of any trailerable catamaran.

DESIGNED IN 1966

The Tornado was designed in the fall of 1966 by Rodney March (who used a very similar hull profile on his C-class boat, THUNDER I), Terry Pearce and Reg White. Most of the design and production work was done in Brightlingsea, England. The prototype boat was built by Reg White, the only one of the original creators who is still involved with the class. In 1967 the IYRU held a multihull trial at Sheppey, England. There were two Tornados in the competition, one a sloop, the other a una-rig with a wing mast. The Tornados won seven of the nine races. No other boat won two races. The sloop rig Tornado was selected as the best representative of Division B and became recognized as an international design.

SIMPLICITY OF DESIGN

In the words of John Fisk, then chairman of the IYRU Observation Committee, "Division B produced in the Tornado a craft easily recognizable as outstanding and superior to the other entries in all respects. The simplicity of the design allied to the excellent performance, has produced a boat of outstanding merit."

In order to compete in recognized Tornado events each boat must meet specifications prescribed by the class. These range from templates for various hull and rudder shapes to weight and shape of certain parts of the rig and, of course, measurement of the sails. One-design racing, after all, is the selection of the fastest sailors, not the fastest boat.

There are about 11 active builders around the world licensed to produce the craft. The builders are required to furnish information to the class on each boat built and pay a royalty to the International Tornado Association for each product. Class rules allow hull construction in either wood or fiberglass.

ORGANIZATIONS

Once a boat is built, the owner must apply to a national organization for registration. Joining the national association also makes the participant a member of the International Tornado Association. One of the pleasures of being a member is reading the regatta reports from around the world in "Fly Tornado," the International Tornado Association newsletter. This quarterly publication keeps members informed of all major events, news of the class, and specific information on equipment.
The Tornado, for all of its sophistication, is very much a two-person boat. There may be other cats that can be competitive with a respectable sailor and a "movable ballast" crew, but that won't happen here. The crew position is one that demands agility, experience, brains and most of all -- respect. This boat performs well when the team performs well. The forward position basically runs the boat to the prevailing conditions and does it from the wire. It truly is a delight to have a well-coordinated team working every puff for all its potential.

**TOP SAILORS**

One of the real pleasures of sailing a Tornado is knowing that most of the international champion catamaran racers match wits on this boat on a regular basis. Some of the U.S. racers include Randy Smyth (1984 Yachtsman of the Year, Olympic silver medalist), and Jay Glaser (Olympic silver medalist, sailmaker). Newcomers to the U.S. Tornado sailing scene are 1984 and 1988 Olympic alternate Gary Knapp and 470 silver medalist from the 1984 Olympics Chris Steinfeld. Pete Melvin, 1988 U.S. representative to the Korean games has certainly been making his presence felt, as has our most recent newcomer, Pease (pronounced Pt2) Herndon, fresh from her 1988 470 women's Olympic campaign.

International sailing legend Paul Elvstrom, the only person in history to win four gold medals, each one in a different Olympics, has taken to the Tornado. He is 60 years old, placed fourth in the 1984 Olympics (after sailing the Tornado since 1981) and won the European Championship in 1983 and 1984.

Of course, the legend himself, Reg White still sails a very mean Tornado. His son Robert managed to beat Reg in the United Kingdom Olympic trials in 1984 and 1988 and won the 1985 and 1986 Worlds.

The Netherlands has a consistent champion in Willie Von Bladel, who sails with his brother, Cees. Chris Cairns of Australia surprised the Tornado world when he developed a pre-bend mast with which he won the Worlds in 1983 and 1984. Rex Sellers of New Zealand outlasted everyone in the 1984 Olympiad and took the gold medal with a brand new crew.

Frenchmen J. Le Deroff and N. Henard have stormed to the front with their brilliant performance in the recent Olympic games. Russians Yuri Konovalov and Sergey Kravtsov captured the 1988 Worlds, and Giorgio Zuccoli and Luca Santelli of Italy seem to have it all together. Andreas Hagara and Roman Hagara of Austria have been in the front since their remarkable showing at the Kiel Worlds, and fellow countrymen Norbert Petchaz and Christian Claus are consistent winners as well.

**THE PEOPLE WHO SAIL THEM**

There's a lot to say for the people who sail the Tornado. The class is made up of people who are willing to test, develop, compete on and govern a boat that is not supported by any large company. The class is made up of people who cooperate across national boundaries and language differences.

This spirit of cooperation is never as evident as at a regatta where people are willing to go out of their way to help competitors with suggestions, parts or assistance. In no small way, international competition in this form has, and will continue, to bring the people of the world together through greater understanding and athletic competition. The Tornado IS the international catamaran!

**U.S. TORNADO CHAMPIONS**

<table>
<thead>
<tr>
<th>Year</th>
<th>Participant 1</th>
<th>Participant 2</th>
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<tbody>
<tr>
<td>1969</td>
<td>Bruce Harvey</td>
<td>Bruce Stewart</td>
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<tr>
<td>1970</td>
<td>John Collins</td>
<td>Ron Barr</td>
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<tr>
<td>1971</td>
<td>Tim Taylor</td>
<td>Dee Dee Taylor</td>
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<tr>
<td>1972</td>
<td>Roy Seaman</td>
<td>Diane Seaman</td>
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<tr>
<td>1973</td>
<td>Bob Kettenhoffen</td>
<td>Bob Klein</td>
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<tr>
<td>1974</td>
<td>Keith Notary</td>
<td>Dave Gamblin</td>
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<tr>
<td>1975</td>
<td>Henry Bassett</td>
<td>Jay Koeck</td>
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<tr>
<td>1976</td>
<td>Richard Loufek</td>
<td>Jay Glaser</td>
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<tr>
<td>1977</td>
<td>Randy Smyth</td>
<td>Jim Hill</td>
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<tr>
<td>1978</td>
<td>Pete Melvin</td>
<td>Pat Muglia</td>
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<tr>
<td>1979</td>
<td>Randy Smyth</td>
<td>Jay Glaser</td>
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<tr>
<td>1980</td>
<td>Pete Melvin</td>
<td>Chris Steinseld</td>
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<tr>
<td>1981</td>
<td>Patricia Melvin</td>
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<td>1982</td>
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<td>Chris Steinseld</td>
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HIGHLIGHTS, TORNADO INTERNATIONAL CLASS

In brackets after each year is the number of boats built.

1967 (10) International status granted Tornado because it won outright the IYRU trials for B class catamarans held in England.
1968 (72) Worlds at Kiel, West Germany, 14 boats.
1972 (329) Worlds: Travemunde, West Germany, 60 boats. This was the first year entries were limited in the Worlds and sailors had to qualify to attend. This was also the year the Tornado was accepted for use in Olympic competition, 1976 scheduled for the first.
1974 (379) Worlds: Honolulu, Ha., USA, 47 boats.
1975 (357) Worlds: Copenhagen, Denmark, 64 boats.
1976 (357) Worlds: Sydney, Australia, 52 boats.
  Olympics: Kingston, Ontario, Canada, 14 boats.
1977 (200) Worlds: Alamitos, Ca., USA, 63 boats.
1979 (192) Worlds: Kiel, West Germany, 104 boats.
  Olympics: Moscow, sailing in Tallin.
1982 (118) Worlds: Kingston, Ontario, Canada, 64 boats.
1984 (82) Worlds: Sorrento, Australia, 63 boats.
  Olympics: Los Angeles, Ca., USA, 20 boats.
1985 (63) Worlds: Travemunde, West Germany, 80 boats.
1986 (102) Worlds: Murray's Anchorage, Bermuda, 57 boats.
1987 (119) Worlds: Kiel, West Germany, 84 boats.
1988 (NA) Worlds: Tallin, USSR, 30 boats

As of September 30, 1987, there were 1,310 ITA members worldwide. Germany leads in participation with 288 members. The United States has 214, and Austria has 127.

THE HOUSTON YACHT CLUB

The Houston Yacht Club traces its roots to two organizations: the Houston Yacht Club, established in 1897, and the Houston Launch Club, founded in 1906.

The two clubs sold their respective properties in 1926 and pooled resources to build the current clubhouse. The three-story, Spanish-style building was dubbed "The Pink Palace" because of its coral color...which is still maintained today.

BIGGER THAN EVER

The club has been in continuous operation since that time, except during World War II when it was used as a cadet facility by the U.S. Coast Guard.

In 1982, the club's harbor was enlarged to hold 560 boats. In addition more than 100 boats are kept in dry storage, and 200 Sunfish are stored in lockers on the grounds.

The Houston Yacht Club has more than 600 members who can enjoy year-round boating on Galveston Bay. In fact, one of the club's most popular regattas, the Mid-Winter Regatta, is held in February each year.

RACE ADMINISTRATOR

The club has gained an admirable reputation in Texas and the southern part of the United States for its ability to conduct regional and national regattas, and HYC hosts several of these types of events every year. The Tornado Worlds is the first world championship event to be held at HYC.
SUPPORT COMMITTEES

ACCOMMODATIONS
Mary Ann Allen,
Chairman
Elizabeth Dabney-Charles
Freda Schneidau
Patty Ward

AWARDS/AWARDS
Virginia Cade,
Chairman
John Barrett
Bruce Blalock
Bert Dooling
Jackie Dryden
James Glenn Jr.
Elizabeth Glenn
Florence Helm
Judy Lamkin
Adele Stotler
David Stotler

ENTERTAINMENT
Gary Ebdon,
Chairman
Judy Lamkin
Bettye DeJon
HYC Ladies Association

The La Porte Dixieland
Jazz Band
Lloyd Wells
Mary Pat Wells
Jack Walker
Meredith Wilson
Ed Koch
Jerry Wickel
Robin Fontenot
Sam Beaty
Jeff Battle

SPECTATOR BOATS
Marc Lamkin,
Chairman
Harvey Cupaiuoli
Tynes & Sissy Sparks
Earl Moore
Lon Strong
Elaine Neyland

COMMUNICATIONS
Ed Hearon,
Barbours Cut Import
Services
William Maddrey
Ann Bordelon

REGISTRATION
Lani Emanuelsen,
Chairman
Wanda Beaudry
Linda McKee
HYC Women’s Sailing
Association
Carole Colley
Nancy Wristers
Lynn Miller
Betty Petrie
Mary Pat Wells
T.J. Smith
Bob Middleton
Jane Middleton
Laure Holle
Beverly Steele
Bertha Dooling
Nan Miner
Paul Berner
Sally Berner
Flossie Miller
Pat Miller

BEACHMASTER
Jack Progelhof,
Chairman
Kevin Dunn
Dennis Brown
Carl Gulik
Gary Ebdon
Dennis Palin
Bob Webben
Martin Hamilton
Pam Linn
Wayne Hicks
Mike Zuteck
Bill Thogersen
Bill Peace
Joe Carr, HYC Harbormas-
ter

PUBLICATIONS
Mike Bordelon,
Chairman
Ann Bordelon
Jeff Linn
John Mauldin,
North Sails
Jeff Debevec,
Debevec Photography
Raoul Beasley,
Beasley & Co.

MEASURING
Jeff Deutsch,
Administrator
Gary Ebdon
Gerald Colley
Wayne Hicks
Bill Moyer
Mike Giardina
Bob Scaldino
Steve Harlow
Kent Gordon
Dick Player
Kent Laughery
Joe Deese
Elliott Bray
Doug Ottens
Melanie Mosher
Bob Mullins
Bobby Deden
Dennis Brown

JURY SUPPORT
Sandy Peck,
Jury Secretary
Gary Ebdon
Edward Hamilton
Jeff Linn
John Meeks
The international jury for the 1989 Tornado World Championship includes highly experienced yacht racing judges from five different countries. In addition to their jury experience, all five judges have active backgrounds in class racing, and three are veteran Tornado sailors.

Air transportation for the members of the international jury is being provided free of charge by American Airlines.

**DR. MANFRED PISO, JURY CHAIRMAN**

Dr. Manfred Piso of Austria will serve as jury chairman for the 1989 Tornado World Championship.

A veteran Tornado sailor, Dr. Piso began his sailing career in 1948. He has been active in the Pirate class, a national youth class in Austria, in the Finn class and in the B Catamaran class. He has sailed Tornadoes for 18 years, including 12 years as a helmsman.

Dr. Piso was appointed an IYRU Judge in 1983. Since then, he has judged scores of world and European events. In 1988, he served on juries for the Pre-Olympic Regatta in France, the 470 Worlds in Israel, the Tornado European Championship in Spain and the Optimist Worlds in France. Earlier this year he judged the 420 Worlds in Yugoslavia.

**PATRICK E.A. TALBOT**


He has sailed on International Folkboats and participated in handicap yacht racing. He has been active race administration for a number of years.

Talbot was appointed a Senior United States Yacht Racing Union (USYRU) Judge in 1978 and became an International Yacht Racing Union (IYRU) Judge for Canada in 1984 while he was still a Canadian citizen. He has been a Senior Race Officer and a member of the USYRU Race Management Committee since 1982.

**ROBIN JUDAH**

Robin Judah of Bermuda is currently an active Tornado sailor, as well as an experienced IYRU judge.

He began what he terms "serious yacht racing" in 1950. He has raced Fireflys, Merlin/Rockets, Hornets, Dragons and Solings. He represented the United Kingdom at the Olympic Games in Mexico in 1968 and at the Kiel pre-Olympic regatta in 1967.

He emigrated to Bermuda in 1975 and began to take a serious interest in racing administration. He became an international judge in 1983.

His judging career includes the 1983 Tornado North American Championship, the 1986 Tornado World Championship, and world championships for Echels 22s, IODs and Cadets.

**JAN BOOGERT**

Jan Boogert is a native of the Netherlands who now lives in Italy. He raced in the Meteor class and H-Boat class for 13 years before becoming active in racing administration.

He has been judging events for eight years and has also served as principal race officer for numerous competitions. He has been an IYRU judge for three years.

Boogert’s most recent judging experiences include the Formula 40 Grand Prix in Italy, the IYRU Junior World Championship in Australia, the 6-Meter World Championship in Switzerland, the Finn World Championship in Italy and the 1/2 Ton World Championship in France.

**DAVE MCFaul**

Dave McFaul of Hawaii was the silver medal winner in the Tornado class during the 1976 Olympic games. He has owned and raced four Tornados since 1971, winning trophies in world competition in 1972, 1974 and 1976.

He became a USYRU Associate Judge in 1982, and was upgraded to Senior certification in 1984.

He was the prime organizer of the 1974 Tornado World Championship and served as a member of the international jury for the 1980 Tornado World Championship.
HOSTS & HOSTESSES

The following people have graciously opened their homes, condominiums and yachts to provide accommodations for many of the competitors:

Sonny & Mary Ann Allen
Hank Arnold
Paul & Sally Berner
Ed & Marsha Bluenstein
Mike & Ann Bordelon

Wayne & Gerry Christensen
Gerald & Carole Colley
Milton & Cookie Cooke
Eleanor Curtis
Cleo Davidson
Ed & Bettye De Jon
Lee & Sharon Demarest
George & Reba Dolezal
Bobbie Duryea

Gary Ebdon
Gene & Cecile English
Chuck & Jan Fennerty
Nancy & Terry Flynn
John & Catherine Focke
Doug Graff
Mike & Sugar Hare
Jack & Ellen Hart
Reggie Hurr

Boyce & Frances Jones
Bob & Cindy Jordan
Charles & Terri Kerr
Helena Kimball
Marc & Judy Lamkin

Burt & June McAshan
Larry & Rene Maher
Bob & Mary Mardock
Rocky & Lynn Miller
Fred & Pat Muston
Tony & Neave Nunes
George & Sue Perdue

Karl & Freda Schneidau
Tom & Pam Smith
Madlin Stevenson
Ed & Maryanne Tallichet
Bill & Ginny Thogersen
Shelly & Lobie Tumbleson

Mike & Pat Vecellio
Alan & Patty Ward
Charlotte Wells
Ed & Dolores Westerlund
Erwin & Ann Wilbanks

THANK YOU

We gratefully acknowledge the assistance of the following people and organizations who contributed in many ways to the success of the 1989 Tornado World Championship.

PATRONS

American Airlines
Avis
Danger Sails
Classic Cafe
Southwest Nautical Supplies, Inc.
Bayshore National Bank
Clear Lake Boating and Trades Assoc.
Flying Dutchman Restaurant
Baytown State Bank

CONTRIBUTORS

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John Meeks,
Meeks Marine

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Joe Camp Ford
John Maudlin,
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U/K Sails
Ed Christi,
C&C Sails
Jay Dooling,
Dooling & Dooling
Richard Percoco,
Percoco Sails

Shoreacres City Council
U.S. Coast Guard Auxiliary
Ragnot Amateur Sailing Association

James Jackson
Bill Peace
Bob Heller

We would also like to thank the Houston Yacht Club staff for their assistance.
SOUTHWEST NAUTICAL SUPPLIES, INC.

For All Your Tornado Boating Needs
★ Clothing ★ Accessories ★ Hardware ★ COMPLETE RIGGING SERVICE ★
713-474-2025

2300 NASA ROAD 1  SEABROOK, TX 77586
See Location ①
RIGHTING AN OVERTURNED TORNADO

PLEASE BE AWARE:
THE AVERAGE DEPTH OF GALVESTON BAY IS 10 FEET (~3M).

THE BAY BOTTOM IS AN ESPECIALLY TENACIOUS TYPE OF MUD. IF AT ALL POSSIBLE, PREVENT THE MAST FROM SUBMERGING.

RESCUE CRAFT SHOULD NOT RENDER ASSISTANCE UNLESS REQUESTED, AS IT WILL DISQUALIFY THE TORNADO FROM THE RACE.

CREW SHOULD CHECK THAT SHEETS AND TRAVELLER ARE FREE BEFORE ATTACHING TOW LINE. RESCUE CRAFT SHOULD PASS TOW LINE TO TORNADO CREW AND PREPARE TO TOW AWAY FROM THE DIRECTION OF THE MAST.

THE END OF THE TOW LINE SHOULD BE PASSED OVER THE UPPER HULL AND FIXED TO THE BASE OF THE MAST.

WHEN SIGNALLED BY THE TORNADO CREW, THE RESCUE CRAFT SHOULD PULL SLOWLY WITH INCREASING POWER TO GENTLY RIGHT THE TORNADO.

AS THE TORNADO LUNGES TO THE UPRIGHT ATTITUDE, REDUCE THE TOWING POWER AND SHIFT TO NEUTRAL. LEAVE SLACK IN THE TOW LINE AS THE TORNADO CREW UNTIES THE LINE AND BE CAUTIOUS TO KEEP THE TOW LINE FREE OF THE RESCUE CRAFT'S PROPELLER.

THE TORNADO CREW SHOULD BE PREPARED TO BOARD THE BOAT AND PARK INTO THE WIND. THE RESCUE CRAFT SHOULD STAND BY UNTIL THE CREW HAS CHECKED FOR DAMAGE OR INJURY.
<table>
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<tr>
<th>Sail No</th>
<th>Boat Name</th>
<th>Builder</th>
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ARRIVAL PACKET
October 3, 1989

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INCLUSIONS

EVENT CHART
LIST OF COMPETITORS
LIST OF ACCOMMODATIONS
TICKETS: TEXAS GULF PARTY & AWARDS BANQUET
ITA QUESTIONNAIRE
ST. PETERSBURG TROPHY - SKIPPER'S BALLOT
TORNOADO RIGHTING INSTRUCTIONS FOR GALVESTON BAY
HYC MENU INFORMATION
GULICK ENGINEERING FLYER
# EVENT CALENDAR

| October 5 | Thursday | Arrivals, Registration |
| October 6 | Friday   | Measuring, Arrivals, Registration |
| October 7 | Saturday | Measuring, Arrivals, Registration |
| October 8 | Sunday   | Measuring, Arrivals, Registration |
| October 9 | Monday   | Opening Ceremony |
| October 10| Tuesday  | Measuring |
| October 11| Wednesday| Competitor’s Briefing |
| October 12| Thursday | Practice Race 1 |
| October 13| Friday   | Measuring |
| October 14| Saturday | Practice Race 2 |
| October 15| Sunday   | Get Acquainted Party |
| October 16| Monday   | 1st Race |
| October 17| Tuesday  | 2nd Race |
| October 18| Wednesday| 3rd Race |
|           |          | 4th Race |
|           |          | Texas Gulf-style Party |
|           |          | Make-up Day |
|           |          | USTA Meeting |
|           |          | 5th Race |
|           |          | Class Meeting |
|           |          | 6th Race |
|           |          | 7th Race |
|           |          | Awards Ceremony And Banquet |

## COMPETITOR’S BRIEFING

The competitor’s briefing will be at 1000 hrs (10:00 am) on October 9th in the Ballroom of the Houston Yacht Club.

## EVENT CLASSIFICATION

The Notice To Race did not state the event classification. Therefore in accordance with IYRU Rule 1.2, Appendix 14, the event is a Category A event.

## MONEY EXCHANGE

No local bank is equipped for money exchange and the Houston banks which are equipped are some distance away, which is inconvenient. We recommended in your Information Packet and Pre-arrival Packet that cash would best be exchanged prior to leaving your country or at the airport exchange.

## KEN’S PLACE

Reference in this packet and other publications will be made to Ken’s Place or the Beachcomber as it was previously called. Ken’s Place is the covered deck by the water’s edge near the launching cranes.
ACCOMMODATIONS

To those of you who requested private accommodations some one should be at Registration to show you to your accommodations. Hosts providing private accommodations are not expected to provide meals for their Tornado guests.

A list of the accommodations for each competitor is provided in this packet.

Below is a list of names and telephone numbers for HYC Club Rooms and public accommodations:

Houston Yacht Club Rooms
   Club Manager: Morten Massoe
   Telephone: (713) 471-1255
   Telecopier: (713) 471-6080

La Quinta Motor Inn
   Managers: Ed Tiggs or Mae Tiggs
   Telephone: (713) 470-0760
   Telecopier: (713) 471-2116

Nassau Bay Hilton
   Director: Patti Massey
   Telephone: (713) 333-9300
   Telecopier: (713) 333-3750

American Host Hotel
   Manager
   Telephone: (713) 332-3551
   Telecopier: (713) 333-3750

Forest View Recreational Vehicle And Trailer Park
   Manager: Helen Anders
   Telephone: (713) 471-5688

SAILING AREA

The sailing area will be in Upper Galveston Bay as shown inside the event chart. The area is about 4.3 nautical miles (8 km) from the club and to avoid shoals, competitors should enter the sailing area through the TORNADO FAIRWAY identified on the event chart.

As a courtesy to the competitors, a logging procedure is available to provide for your safety and security.

1. When you leave the harbor, hail your sail number to the rescue boat stationed at the "judge's stand" near the harbor entrance, Fl 4s 30 ft on the event chart.

2. When you enter the TORNADO FAIRWAY, hail your sail number to the rescue boat stationed at the red bulkhead
sign which marks the entrance to the fairway.

3. Hail your sail number to the race committee prior to the warning signal. See the sailing instructions.

4. When you have finished the race, hail your sail number to the rescue boat stationed at the red bulkhead sign as you leave the TORNADO FAIRWAY.

5. Hail your sail number to the rescue boat at the "judge’s stand".

PLEASE FOLLOW THIS PROCEDURE TO ASSIST THE RACE COMMITTEE AND TO PROVIDE FOR YOUR SAFETY AND SECURITY.

DINING

The Houston Yacht Club has a large, full service dining room. A menu for the event is provided in this packet.

Most public dining facilities are along Highway 146 in Seabrook and Kemah, on Fairmont Parkway in La Porte, Highway 2094 in Kemah, and along NASA Road 1. See the cover of the event chart.

Hosts providing private accommodations are not expected to provide meals for their Tornado guests.

For those who may wish to prepare their own meals there are several large super markets and grocers within 15 minutes of HYC by car. The nearest is Kroger Supermarket on Fairmont Parkway in La Porte. See the cover of the event chart.

HYC does not allow cooking on the club grounds. Lunches may be eaten at Ken’s place or on the observation deck.

MEASURING

Measuring is scheduled for Friday, October 6, through Tuesday, October 10. A measuring time should be scheduled at registration.

Chief Measurer
Paul Standley
32 Pine Pt. Road
Rowayton, CT 06853

Measurement Administrator
Jeff Deutsch
757 Echo Lane
Houston, TX 77024

Measuring will take place 0900 hrs (9:00 am) through 1800 hrs (6:00 pm) on October 7, 8, 9, and 10. Hulls and masts will be measured at the east end of the Houston Yacht Club building out of the weather. Sails will be measured in the club ballroom, second floor. For efficiency, hulls and masts will be measured primarily on the 7th and 8th, and sails will be measured primarily on the 9th and 10th. Each entry must show a copy of a valid I.T.A. Measurement
Certificate, for the boat they will be racing, to the Registration Committee and to the measuring officer before weighing.

Each entry shall have one mainsail and one or two headsails measured. Mainsail battens, shackles and masthead hooks must be removed from the mainsail prior to measurement.

Reference 8.0 of the "Notice To Race".

A sample of hulls, one hull per boat, will be taken during the measurement process for a gyration test to provide data for the new class rule governing pitching moment.

OPENING CEREMONY

The opening ceremony will be held at the Houston Yacht Club at 1700 hrs (5:00 pm) on Sunday, October 8, 1989.

Competitors should rendezvous at Ken’s Place at 1630 (4:30 pm) hours and prepare to parade up the sidewalk to their seats.

Recommended dress for competitors, guests, and regatta crews is shirt and slacks for men and skirts for women. Regatta officials should wear blue blazers and white pants.

ENTERTAINMENT

Get Acquainted Party: The Ladies Association of the Houston Yacht Club is hosting an hors d’oeuvre party for Tuesday, October 10 after the last practice race. Meet at Ken’s Place, the covered pier next to the water by the cranes around 1830 hrs (6:30 pm) for some tasty snacks. Entertainment by the La Porte Dixieland Jazz Band.

Texas Gulf Style Party: A Texas Gulf style party and dinner is planned for the evening of October 14th. Admission for competitors and judges is free. Guests may purchase tickets during official registration or at the club office through October 11. Tickets are $10.00 per person. The party and dinner will be outdoors at the Houston Yacht Club and casual dress suitable to the weather is recommended.

Style Show: The Ladies Association of HYC is having a style show on Wednesday, October 11. Lady guest of the event are invited to attend the style show as guests of the Ladies Association. Cocktails at 1100 hrs (11:00 am) in the dining room of the club.

USTA MEETING

There will be a meeting Sunday, October 15, 1930 hrs (7:30 pm) in the ballroom of HYC for the members of the United States Tornado Association.
CLASS MEETING

SPECIAL GENERAL MEETING

NOTICE IS HEREBY GIVEN that a SPECIAL GENERAL MEETING of the International Tornado Association will be held on Monday, 2000 hrs (8:00 pm), October 16, 1989 in the ballroom of the Houston Yacht Club, Texas, USA.

AGENDA

1. Apologies for Absence
2. Minutes of last Committee Meeting during the European Championship, Travemunde
3. Election of Officers and Committee
4. Advertising - IYRU Rule 26
5. Class and Championship Rules
6. Newsletter and Yearbook
7. Any Other Business
8. Date and Place of Next Meeting

By Order Of The ITA Committee
Axel Gupner: Chairman

SPECTATOR BOATS

Spectator boats will be available for guests of the event. Guests should register for a spectator boat at Registration for the event. A roster will be placed on the event bulletin board located in the breezeway of the club every morning at 0900 hrs (9:00 am) identifying which boat is assigned and its location in the harbor. If you missed registration, sign up at the bulletin board by 1900 hrs (7:00 pm), the day before.

Be prepared to disembark from your spectators boat slip in the HYC harbor at 1030 hrs (10:30 am).

Host skippers are not expected to provide food or drink for guest spectators. However, guests may bring along any food or drink and a storage place will be provided.

AWARDS BANQUET

The awards ceremony and banquet will be held on the evening of Wednesday, October 18th, in the ballroom of the Houston Yacht Club. Cocktails at 1900 hrs (7:00 pm) and dinner at 1800 hrs (8:00 pm). The banquet is open to all competitors and judges. Guests may make reservations and make payment during official registration or in the club office prior to Monday, October 16. Cost for guests is $20.00 per person, inclusive. Due to the size of the club’s dining facility, reservations will be limited.
Recommended dress for the occasion will be blazers for gentlemen and cocktail dresses for the ladies.

REGISTRATION

Registration will be held in the lobby of the Houston Yacht Club from Thursday, October 5th, through Sunday, October 8th. Competitors should register as soon as possible upon arrival at the club. You must have a valid I.T.A. measurement certificate with you at registration.

Championship Rule 3.5: In accordance with Championship Rule 3.5 the skipper and crew of each yacht must present their current ITA membership card.

The ITA will also be present at Registration to verify membership and take subscriptions.

Registration Schedule

<table>
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<tr>
<th>Date</th>
<th>Day</th>
<th>Hours</th>
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<tr>
<td>October 5</td>
<td>Thr</td>
<td>0900 hrs to 1200 hrs - 1400 hrs to 1700 hrs</td>
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<tr>
<td>October 6</td>
<td>Fri</td>
<td>0900 hrs to 1200 hrs - 1400 hrs to 1700 hrs</td>
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<tr>
<td>October 7</td>
<td>Sat</td>
<td>0900 hrs to 1200 hrs - 1400 hrs to 1700 hrs</td>
</tr>
<tr>
<td>October 8</td>
<td>Sun</td>
<td>1200 hrs to 1400 hrs</td>
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HYC CLUB CHARGES

The Houston Yacht Club is not able to be immediately remunerated for services in the dining room, bars, or hotel rooms in cash. Each boat (helmsman and crew) will be issued a club guest card at registration, which will be valid until October 19th. The guest card along with a signature on an expense ticket can be used for club services.

All club charges can be paid in the club’s office at one time prior to departure with MasterCharge, VISA, American Express credit cards, cash, or by check.

Note: Ice from the refrigeration units located around the club is not free. You can purchase the ice by signing an ice ticket.

In order to protect the club, no Tornado will be allowed to leave the club grounds, the harbor, nor will any Tornado in a shipping container be allowed to leave the club until the crew has paid their bill.

TORNADO STORAGE/LAUNCHING

When you have decided on a storage site for your boat, remove the numbered tag from the anchor eye and return it to Registration. You will be given a tag with your sail number to attach to the anchor eye. That is your anchorage for the event. Do not move to another anchorage that is tagged with a fellow competitor’s sail number.
Each storage place is equipped with an anchor eye which is augered into the ground. Your boat should be tied to the eye as shown in the illustration below.

ANCHOR YOUR BOAT WHILE ASHORE. Sudden storms with high wind gusts can damage your boat and other boats if not tied to the anchor eye.

ITA QUESTIONNAIRE

A packet inclusion is a questionnaire from ITA. Complete the questionnaire and place it in the box located outside the club office prior to the class meeting Monday, October 16.