



2010 International Meeting attendees left to right, Dale Dunning, Sandy Pratt, ,Craig Burnell Matt Swalwell and Ed Josberger.



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Thunderbird Sailing

April 2011

Annual General Meeting (AGM) Report



President Dale Dunning called the meeting to order February 12th in the Corinthian Yacht Club of Seattle Shilshole Clubhouse. The meeting was delayed 25 minutes to allow the Fleet 13 members to navigate the delays on the I-5 Freeway. Neither Vice President Sean Kane (Chikanery #154) Fleet 5, Boston or International Measurer Duane Emnott were able to attend. The minutes of the 2010 Annual General Meeting were approved .

The following Officers were present.

Dale Dunning President and Webmaster, Fleet 2, Water Torture # 20
 Sandy Pratt, Acting Secretary, Fleet 2, Falcon # 1177
 Craig Burnell, Treasurer, Fleet 2, Predator # 1255

The following members were present.

James Fraizier, Fleet 2, Valkyrie # 974
 Matt Swalwell, Fleet 2, Red Dwarf, #1021
 Ed Josberger, Fleet 1, Snowbird, #1020

The 2009 Fleet reports were published in an ITCA newsletter in February 2010 newsletter which I have requested to be added to the ITCA web site. This newsletter also includes the approval of Specification changes that allow a loose footed mainsail and use of Kevlar reinforcement in Mylar Genoas.

I must apologise for not requesting a report from each fleet. Dale Dunning requested 2010 reports and what he received is printed in this issue..

Old Business

There was a discussion about removing the lead in masts but no action was taken because some had stiffened their masts and the Australian masts did not require lead. There was a discussion about allowing 3 spinnakers while racing but no action was taken.

New Business

Lynne Hoskins of Fleet 2 has taken over the ITCA web site. See her address on page 2 of this newsletter.

The Seattle Fleet has started the planning for the 2012 International Championships. Currently Craig Burnell and Jim Frazier are the co-chairmen.

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International Organization

President : Dale Dunning dale@wallstreetclothiers.com	Fleet 2, Seattle	Water Torture	# 20
Vice President Sean Kane tbrd154@verizon.net	Fleet 5, Boston	Chikanery	#154
Acting Secretary Sandy Pratt s.r.pratt@comcast.net	Fleet 2, Seattle	Falcon	#1177
Treasurer: Craig Burnell cburnell@rentonwa.gov	Fleet 2, Seattle	Predator	#1255
Measurement Chair Duane Emnott kalua262@yahoo.com	Fleet 13, Everett	Thunderbaby	#1266
Webmaster Lynne Hoskins lynne@totalhealthevents.com	Fleet 2, Seattle	Keel Joy	#636

ITCA Web Site= www.thunderbirdsailing.org

ITCA Address—Thunderbird Sailing
PO Box 1033
Mercer Island, Wa 98040,

Available from the International

Wooden Thunderbird Plans—————\$50 U S

Keel Contour Templates on paper—————\$20 U S

Go to the web site www.thunderbirdsailing.org to get a membership application.

International Thunderbird Active Fleets and Contact Persons

Fleet 1, Tacoma, Wa.

c/o Ed Josberger (253) 265-6282
Josberger@harbornet.com
2276 62nd Ave NW, Gig Harbor, Wa 98335

Fleet 2, Seattle, Wa.

c/o Matt Swalwell (206) 660-7777
matt.swalwell@gmail.com

Fleet 4, Victoria, B.C., Canada

c/o c/o Geoffrey Morrison
Geoff.morrison@hillandknowlton.can
1238 St. David St. Victoria B C V8S 4H9,Canada

Fleet 5 Boston, Ma.

c/o Steve Kavanaugh (617) 242-2064
djstevek@aol.com
7 Putnam Street, Charlestown, Ma, 02129

Fleet 10 Toronto, Ca

c/o John Morris
john4sale@hotmail.com
561 Melita Crescent, Toronto, Ontario, M6G3Y7, Canada

Fleet 13 “Evergreen”

c/o Duane Emnott
kalua262@yahoo.com
10510 34th Dr. SE, Everett, Wa. 98208

Fleet 24 Nanaimo

c/o George Compton
comptongeorge@hotmail.com
487 Nova St. Naniamo BC V9K 1C4, Canada

Fleet 27 Perth Australia

c/o John Wager
igwager@attglobal.net
Unit 8, 43 South Perth Esplanade, South Perth WA 6151 Western Australia



Scooter and Raptor during the Pacific Northwest Regional Championships—
Note Scooter's (158) sharp Genoa leading edge for pointing and slacked main outhaul that produces a powerful slot between Genoa and main sails.

See page 3 for the results of this regatta

From the Helm

From the Helm by Dale Dunning

As I sit and write this column, winter and spring are still battling for position. We know inevitably spring will prevail and with it will come the flowers, the birds, warmer weather, and of course the regular sailing season (I mean regular in the sense that there are some crazy people who sail year round).

As a class we have seen many seasons come and go. Two of our ITCA board members are in the winter of their service to the organization. Both Sandy Pratt and I have announced plans to retire from the board. It's time for renewal and revitalization. It's spring time for the International Thunderbird Class Association.

The organization needs a new President and Secretary and I am asking any interested individuals to step up and serve. I have enjoyed being part of the ITCA and hope to continue to contribute in some way in the future. I have met and made a lot of friends through sailing.

I want to thank Sandy Pratt for his service. Over the years we have become good friends and he has taught me a lot about sailing. It still bugs me when he beats me!

Please let myself or any of the other ITCA board members know if you are willing to help. The organization needs new energy and I can assure you any role you may play will be rewarding and fulfilling.

See you on the water!

**PACIFIC NORTHWEST
THUNDERBIRD REGIONAL CHAMPIONSHIP
PORT TOWNSEND
SEPTEMBER 4TH 5TH 2010**

Sail Number	Boat Name	RACE #1	RACE #2	RACE #3	RACE #4	RACE #5	RACE #6	RACE #7	RACE #8	SCORE	SCORE WITH THROWOUT	PLACE
158	Scooter	1	4	2	1	7	1	6	1	23	16	1
9	Fandango	3	2	1	4	2	10	1	5	28	18	2
1236	Raptor	2	1	5	5	8	2	2	2	27	19	3
1255	Predator	5	3	6	2	5	4	3	4	32	26	4
20	Water Torture	10	5	3	10	16	3	5	3	55	39	5
1244	Invader	4	11	4	6	1	15	4	10	55	40	6
1110	Zoe	6	8	11	3	9	6	10	12	65	53	7
101	Selchie	9	9	12	7	3	14	11	7	72	58	8
1008	Swan	7	7	7	11	12	9	13	13	79	66	9
974	Valkyrie	14	6	9	8	11	12	12	9	81	67	10
953	Hussy II	8	14	15	12	10	11	8	6	84	69	11
1021	Red Dwarf	15	15	14	12	6	7	7	11	87	72	12
542	Thatuna	13	12	10	12	13	8	9	8	85	72	13
1006	Aozora	12	13	13	12	4	5	14	14	87	73	14
173	Boreas	11	10	8	9	14	13	15	15	95	80	15

Report of the Vice President Sean Kane, Fleet 5, Boston, Chikanery #154

The 2010 Toronto Thunderbird Internationals were six months away. Chikanery #154 really, really wanted to be there. She was turning 50 years old and was looking to celebrate with her cousins from fleets throughout North America. There was one problem, and it was a big one. She needed some wheels. Calls were placed to shipping companies. Prices were 3x the value of the boat. Calls were placed to the Toronto fleet. A loaner trailer was available, but that involved losing another two weekends of retrieving and returning that trailer. I was running out of options.

When I first purchased Chikanery, I was a single 22 year old. I lived one mile from the Yacht Club in a one bedroom apartment. Savin Hill YC was basically my second home. It was so simple to have the boat stored at the club. Fast forward 15 years and times are different. It is no longer just me. Diane and I are living happily in the burbs 20 miles away raising two boys under the age of 5. Getting to the boat wasn't as simple anymore. A 10 minute epoxy job would now take hours...

"Diane, how would you like to keep the boat in the driveway?" The short answer was no...but after constant listing of the advantages, I got conditional approval. I had permission to buy some wheels. Plus, I could now use my own TRAILER to get to Toronto.

We had a great time at the International Regatta. Fleet 10 was very accommodating. Chikanery did about as best as we could expect. The trailer expense left no money in the sail budget. We were definitely flying the oldest rags of any boat, but we came in the middle of the pack.

Since we have been back the trailer is still paying dividends. For the first time in 15 years the interior has received some attention. The boys want to sleep out on the boat next year. They have already have helped dad with the painting. The boat looks better than it had in years. With all this extra TLC #154 could be around for another 50 years!

Fleet 5 is still going strong in the waters of Boston Harbor. 2011 promises to be a great year. A new boat has arrived from Toronto and three others have completed some extended rehab projects. Anyone who is in town please feel free to contact us. Fair Winds,



Chikanery on her way from Boston to the Toronto International Championships

T-BIRD INTERNATIONALs 2010

		One throw out											Total	Net
		1	2	3	4	5	6	7	8	9	10	11		
ONE TOO MANY	158/1115/900	1	2	2	2	1	2	2	1	1	1	1	16	14
COMPOUND X	USA 1050	4	5	1	9	3	1	1	2	5	2	2	35	26
RATTLE YA DAGS	1181	11	1	6	1	2	3	3	3	3	6	4	43	32
LOONEY TUNES	394	6	11	3	5	6	5	4	5	2	8	3	58	47
BLEW BIRD	1144	10	3	5	7	4	7	7	7	8	4	5	67	57
FULL-ON	1251	2	9	11	12	5	8	5	6	4	7	7	76	64
ELEVENZIES	1004/647	5	8	9	6	7	4	11	8	7	3	8	76	65
CHIKANERY	154	8	7	10	8	8	10	9	9	6	13	6	94	81
DESPERADO	1071	12	12	4	10	10	6	10	10	9	9	10	102	90
ROCKIT	1228	3	15	8	3	12	9	12	12	11	11	12	108	93
STRANGE DEVICE	1240	15	10	12	11	9	15	8	4	12	5	9	110	95
MYSTERIOUS WAYS	1192	9	4	13	13	13	11	6	11	10	10	11	111	98
WHO KNOWS	710	7	6	7	4	11	13	13	13	13	12	13	112	99
FLYBOUY	1120	13	13	14	14	15	12	14	14	14	14	14	151	136



Toronto International Championships Continued

In race two, *Rattle Ya Dags* took the lead just after the start, and held on staying ahead of *One Too Many* in second and *RockIt* in third place. The final race of the day (Race 5 of the series) would see victory go to *One Too Many*, with Dags second and *Compound X* third. A pattern had developed and it was easy to see which boats would be the top three. Thursday morning we were delighted with real wind. Of course, it was again from the east, but no matter. We headed out and once again jockeyed for position to bang the left corner hard. In the first two races, *Compound X* led the way with *One Too Many* second and *Rattle Ya Dags* third. Race 8, the final race of the day, saw *One Too Many* take first place ahead of *Compound X* and Dags respectively. It was time to tap the keg of **Steamwhistle** beer, and for all but the leaders, lick our wounds. Although it was mathematically possible for someone to beat *One Too Many*, the Scooter guys were showing their mettle, and most realized the only battle remaining was between *Compound X* and *Rattle Ya Dags* for second place.

Friday morning was a carbon copy of Thursday, except that it was *One Too Many* who took victory in Race 9 ahead of *Looney Tunes* who finished second despite breaking their traveller early in the race. *Rattle Ya Dags* was comfortably third, and now tied with *Compound X* in second place. But *Compound X* would prevail, finishing second behind *One Too Many* in Race 10, with the *Elevensies* crew third. In the final race, we all wondered if *One Too Many* would bother to race, especially after they were flushed out at the start. They went from dead last to first in a race they didn't even need to sail, with *Compound X* in second thus clinching second place overall, *Looney Tunes* in third to finish fourth overall and *Rattle Ya Dags* fourth to finish third overall. Fifth place overall went to *Blew Bird*.

Thanks are due to the outstanding work of Don MacIntyre and his race committee, to Maggie Cowtan who organized a terrific social schedule, and to Roger van Vlack who oversaw the entire event. Thanks are also due to the sponsors not already listed above: **Skipper's Plan Yacht Insurance, Bristol Marine, Beneteau Yachts** (they are hoping we move on up to bigger boats!), **CSI Investments, Tim Horton's (CamKar Enterprises)** and **Foxwell Consulting**. Thanks also to **Windowcraft** for producing solid wood half-hull keepers, and last but not least the **Ashbridge's Bay Yacht Club** and its members, especially those who hosted competitors: Paul McDonald and Karen Albert (Vertigone), Jeff DeJean (Call the Office), Tom Gilas (Meridian), Barb Baniuk and Colin Andrews (Jester) and to Don Toogood (Shadowfax) who was fresh out of hospital recovering from surgery.

Out of town participants not mentioned above include Steve Kavanaugh from Boston who brought *Mysterious Ways* to Toronto, Sean Kane who also brought *Chikanery* from Boston, and to Kevin Battye who arrived all the way from Australia, ensuring it was truly an international event.

As I write this, my liver is slowly recovering. The bar staff wishes to thank the Scooter team for keeping them busy. The Beer Store thanks the *Compound X* team and assures us that 'Canadian' will soon be restocked.

Congratulations to all, but especially to Team Scooter/*One Too Many* consisting of Duncan Stamper, Keith Provan, Mark (there's a whale!) Malleon and Steve Isbister, Thunderbird International Champions for the second time.

Report of the Treasurer by Craig Burnell, Predator #1255, Fleet 2 Seattle

INTERNATIONAL THUNDERBIRD CLASS ASSOCIATION

Financial Report for 2010

1/1/2010 through 12/31/2010

BEGINNING BALANCE	Balance Forward	\$ 3,532.32	
	Date	Description	Amount
INCOME			1,541.19
	Income		1,536.77
	Interest Inc		4.42
EXPENSES			-1,331.76
	Advertisizing	Ads Events Bonnier	-700
	Misc		-16.06
	Newsletter		-162.47
	Postage		-133.23
	Charity		-200
	Web Hosting		-120
ENDING BALANCE			\$ 3,741.75
OVERALL TOTAL			209.43

Measurer's Report

By Duane Emnott, Thunderbaby, #1266

In response to the Items that came my way this year.

Ken lane re-weighed his mast this year with the help on one of his fleet members due to the replacement of halyards from wire to rope.

This might be one item we want to check on similar boats for the next International regatta.

Went thru files looking and not finding the cert. for hull #242 in response to request from Dale Dunning.

Sent a copy of Certificate of hull #3 to Harry Proctor.

It was with regret that I unable to grant an request for measurement deviation to Joe Daubenburger to measure his boat without separating his keel for weighing purposes. No keel Wgt. cert available.

Rule changes, It has been brought up again this year to revisit the mast weight issue. also to increase the sail inventory onboard due to the addition of a larger spinnaker.

Sorry I was unable to attend the AGM. I am out of town celebrating my 25 wedding anniversary.

Secretary's Report

By Sandy Pratt, Falcon 1177

Sandy Pratt put out one newsletter and answered several forum questions.

I want to Thank Wendy Loat,(Looney Tunes #394,) for doing a great job of hosting the Toronto 2010 Thunderbird International Championships with her fleet mates on short notice since Australia could not do it because of the forest fires. Also thanks Wendy for the great report and results which I took from the Toronto Web Site for this newsletter.

Also I want to thank Jim Frazier (Valkyrie #974) for providing the results of the Pacific Northwest Regional Championships held in Port Townsend, Washington.

Our Class continues to have increased participation in the Seattle area with new participants showing up each season. We have had record rainfall so I have had to schedule trips to the boat in dry conditions. This coming Wednesday starts our evening sailing which continues until mid September. I can hardly wait.

Have a great sailing season

Toronto International Championships

Continued

On Sunday night, as members of the host club, Ashbridge's Bay Yacht Club, sat debating who would win, most of the money was on *Compound X*, but I was betting on the Scooter guys. They were certainly the talk of the club, sailing to their slip, dropping the main, Mark dipping his foot into the water to retrieve the mooring line on the tire, pulling it while Duncan steered the boat around and backed it perfectly into the slip. To quote Regatta Chair Roger van Vlack, 'It was a thing of beauty'.

Monday morning there was almost no wind. The Race Chair, Don MacIntyre, decided to get us off the dock and hope for the best. Eventually a very light sea breeze developed and the racing began. As many had expected, it was *One Too Many* taking the lead. The *Full On* crew skippered by Drew Robertson hung on to take second in the race, while *RockIt* with John Morris at the helm, took third place ahead of the *Compound X* crew. Early jitters showed as five of the 14 boat fleet were called over early.

The second race began in conditions similar to the first, but on the second upwind leg, the skies opened. When the rain stopped, the wind disappeared up by the weather mark. As *One Too Many* tried to round, they discovered the current, which had earlier been non-existent, was suddenly significantly greater than the wind. While shooting the mark, they were passed by David Holmes and the *Rattle Ya Dags* crew. I suspect those two boats were just about finished by the time the next boat made it around the mark. *Looney Tunes*, which had been in a solid third place position, was the first to find the hole. In a desperate move to hold onto that place, they chose to lee-bow *RockIt* in fourth place rather than have to duck both *RockIt* and *Full On*. Hind sight is a wonderful thing. As LT struggled to tack in no wind, both *RockIt* and *Full On* were carried past by momentum, where they joined *Tunes* in the hole. Next up was the Diane Reid team aboard *Elevensies*, who very nearly sailed far enough to avoid the hole, but not quite. By now, it was obvious to the back half of the fleet that they would have to sail hard to the right, well past the mark, to stay in the breeze. What had been the third, fourth, fifth and sixth place boats would be the last four to make it around the mark. Finishing a distant third was *Blew Bird*, sailed by Bob Larsen and his crew from Maryland, the boat Vidas Stukas sailed in 2005 to victory in Boston. With no wind left, Don Mac sent us ashore to try for better luck on Tuesday. Alas, it was not to be.

Once on shore, the *One Too Many* team arrived on the front lawn to hold court making excellent use of the martini glasses sitting comfortably in the Muskoka chairs. The skipper of *Looney Tunes*, although having had a rough day being over early in race one, managed to steal one of the beverages showing she still had some prowess after all. Just as the keg sponsored by the **Working Dog Saloon** was tapped, the heavens opened big time, with thunder and lightning as a wicked squall moved through. The rain ended just before the keg did.

Tuesday morning arrived with another AP on shore. Don Mac and his crew decided to send us out at about 11:30 in case some wind arrived. It came from the west, it went. It came again from the east this time then went. It filled in from the south and died. It came in again from the east, and left. Then from the west. Then bang, bang, bang N over A. Let the **Mount Gay Rum Pour** courtesy of the **Skipper's Plan ABYC Regatta** begin. There would be no lay day as after two full days, only two races had been sailed.

Wednesday saw light winds develop from the east. In the vicinity of the race course, when the wind and current are from the east, there is but one way to go. Hard left. *Looney Tunes* had a great start in the first race, but *Compound X* had a better one. Besides, it doesn't matter where you are at the start, it is the finish that counts, and *One Too Many* recovered quickly to finish second behind *Compound X* and ahead of the *Looney Tunes* team who dropped to third.

Continued on the next page

Fleet 10 Report—by John Morris, Rockit #1228

Fleet 10 currently has 12-15 members but has had issues, like many fleets, in getting significant turn-outs for events.

Last year's Internationals was a fine week - we were proud to host and appreciated the visitors making the effort to get here (an kick local butts.) Congratulations to the participants and especially the winners.

Competitive sailing appears to be under stress in this area. The good news is that our fleet, while currently muted, is faring better than some.

Toronto International Championships

Scooter Guys Won Too Many by Wendy Loat Aug 15, 2010

The 2010 Thunderbird Internationals drew to a close the way they started -- with the team of Duncan Stamper, Keith Provan, Steve Isbister and Mark Malleson winning the race. In between, the weather threw various challenges, but the winds held steady out of the east for the final three days of racing, making winning the start and heading to the beach the only tactic. Or was it?

As they learned from their victorious 2007 campaign, Duncan and Keith knew the way to a successful defense of their title was to be well prepared. Having sailed together since they were 10 years old (including representing BC at the Labatt's Challenge when they were but 13 years old and discovering that if you are 13 at a regatta sponsored by a beer company, there is no better province to host than Quebec), there would be agreement as to how to set up the loaner boat, *One Too Many*, and ensure they had all the equipment they needed. Chris Reil, *One Too Many's* owner, was extremely obliging, telling them they could do whatever they wanted with the boat, except that if they were to sink it, it should be in deep water. Duncan and Keith realized the boat was well equipped, but that a few modifications were necessary, and on Wednesday headed up to Queen Street for some needed supplies. They found exactly what they were looking for, and returned with four very attractive and sturdy martini glasses.

Meanwhile, the *Compound X* team from San Diego headed by Kyle Henehan with his father Ken, friend Todd from Rochester and Jeremy also of San Diego, had shown they were in Toronto to compete by entering in the North East District Championships the week before. Having won all six races, their confidence was high and the boat was ready. Meanwhile, Fleet 10's David Holmes had what was probably his worst Districts finish ever (fourth), leaving us all to wonder if he was sandbagging it or just hadn't tuned *Rattle Ya Dags* well after doing a substantial rig alteration.

The event started with a pub crawl/treasure hunt on Saturday night, and it was clear to see the competition in this regatta would be fierce. One team tried to hide the clues and even bribed the wait staff at one establishment, while another procured answers out of what would be the eventual winning team by plying them with alcohol. *Looney Tunes* won the tie breaker, as Nick Bailey was the first to find the shot glass. Little did we know it would be the only victory for the Tunes in the event.

Continued on the next page

Fleet 1 Report Prepared by Ed Josberger, Snowbird, #1020

Fleet #1 will host the annual Thunderbird Summer Rendezvous August 4-5-6; there will NOT be a rendezvous at the Center for Wooden Boats. Fleet #1 is planning a low key event with a reception at the Gig Harbor Boatshop (<http://www.gigharborboatshop.org/>) Friday evening, racing outside the Harbor on Saturday and a sailing event inside the Harbor Sunday Morning, to end in time for the sail home. Let us know if you have any particular desires. We will do our best to provide some wind.

The Rendezvous will be centered on the Gig Harbor Boatyard, which has become a hotbed of Thunderbird activity. Jaime Storkman is coordinating the reconstruction of #2, it should be back in the water in a year, better than ever. A group of volunteers is refinishing the mast for #1, which is housed in the Gig Harbor Historical Museum.

On the racing scene, Fleet 1 racers have been hard pressed to find a one design start so they have been racing PHRF events, successfully at that. Jaime campaigned Fandango to a first overall in the 2009-2011 South Sound Series. Ed Josberger sailed Snowbird to a first overall in the Vashon Challenge, a double handed race around Vashon Island.

Last summer, members of Fleet #13 invaded Gig Harbor and a great party erupted when Fleet 1 joined them, (See the picture) We had a great time and look forward to their return. Unfortunately the Le Mans Race was canceled, due to construction of a new sewer line. The construction is done and the Le Mans Race will be back this year. Fleet #1 welcomes Fleet#2 sailors to this Fall Classic.



Fleets 1 & 13 combined get together

Fleet 2 Report by Derek Ormerod

Had a great year overall. Fleet participation is strong and we continue to get new faces and boats, both on the race-course and at cruising events.

Another strong showing for weekly racing on the Lake. We had an average of 13 Thunderbirds competing each of the 24 Wednesday evening races where there were usually a tight grouping at the finishes. Congrats to Predator for handily taking the overall series w/ his new suit of sails.

Fleet 2 sponsored Regional Championship in Port Townsend with great participation, including boats from Fleet 1, 2,4 and 13. Congrats again to the Scooter boys for taking the trophy in the last race. Scooter was the only entry from Victoria, Fleet 4. Fun weekend!

Congrats to the newly-restored, back-in-the-water Raptor for taking the Fleet 2 Championships at Shilshole, nosing out Invader in a heated, head-to-head battle.

Cruising events were somewhat hampered by crappy weather, especially in May and June, but we still had a successful opening day and fun rendezvous at CWB. A number of fleet regulars still got out for San Juan and Blake Island cruises w/ other Tbirds. We will try to augment the cruising events in the coming year.

Fleet 2 sponsored social events consisted of the annual holiday party, held in W. Seattle, the opening day bbq, the rendezvous at CWB bbq and the awards banquet at Regionals. Good times!

We are underway with planning for worlds in 2012. Craig Burnell and Jim Frazier are the co-chairs for the event (although neither will admit it) and will get additional support from other fleet members. We have had a planning meeting already and have started with the all-important: figuring out race location.

The 2011 officers are:	President	Matt Swalwell	matt.swalwell@gmail.com
	Vice President	Nic Wayand	nicway@gmail.com
	Treasurer	Alyssa Farber	aefarber@hotmail.com
	Secretary	Scott Petit	scotpetit@hotmail.com
	Newletter Editor	Tim Carey	timcarey@msn.com
	Webmaster	Lynne Hoskins	lynne@totalthevents.com

Fleet 4 Report by Vidas Stukas, Owl #642

The past year has seen some new blood and some semi retirement going on in Fleet 4; and, the young bloods have yet to beat up on the old dogs. If you count the “Scooter Boys” as being part of the ‘old dogs, as they’ve sailed ‘Birds for a number of years, then their exploits at the Internationals and at the NW Regionals puts them as the benchmark for performance that the new guys have to shoot for – a formidable task! The number of active T’Birds has tended to be stable, with 7 ‘Birds coming out for the summer warmth of Wednesday night series, and only two or three hardy souls for the winter racing. On the social side, the fleet has held a number of well attended parties.

On the changes to Fleet 4, the most notable has been the sale of “Cool Breeze” by John Edwards to newcomer Brock Radelet, who has since renamed the boat to “Tiger Tiger” (...burning bright in the forest one night...). We will miss John Edwards constant enthusiasm and pushing the ‘Bird for the sailing public. John Booth has also had to greatly reduce his activities to care for an ailing wife – a difficult job. At the other end of the spectrum, the enthusiasm of newcomer Adrian Betzano is infectious. He’s rebuilt the old “Zig Zag” with a wooden mast, and can always be seen down at the club either working on the boat or taking it out in all weathers. For “Owl”, we’re huddled down for the winter, or what passes for winter on the west coast – a far cry from what the fleets in Toronto and Boston have suffered through this winter. And the, the other young guy, Ian Gable, has travelled far and wide with his ‘Bird, winning the cruising trophy that was originally cast by Dave Anstey way back in the 60’s (??)!

On the racing front, Fleet 4 has basked in the glory of its main travelling competitor, the “Scooter Boys”. First off, Duncan Stamper and Keith Provan went back to Toronto with their long time crew of Steve and Mark, and won the Internationals in a chartered boat, edging out a very strong showing by the San Diego crew. Then, on the Labour Day weekend, they took Scooter to Port Townsend for the NW Regionals. Again, they prevailed, but just, over Fandango. On the home waters of Cadboro Bay, they were bested by the old Guard on “Owl” and by Britten/Owen on “Hocus” for both the Winter Championship, and for the summer Fleets. The young bloods were further back, but waiting for the day when they can assume the mantle. Until then, they have to socialize and be nice to those approaching retirement!