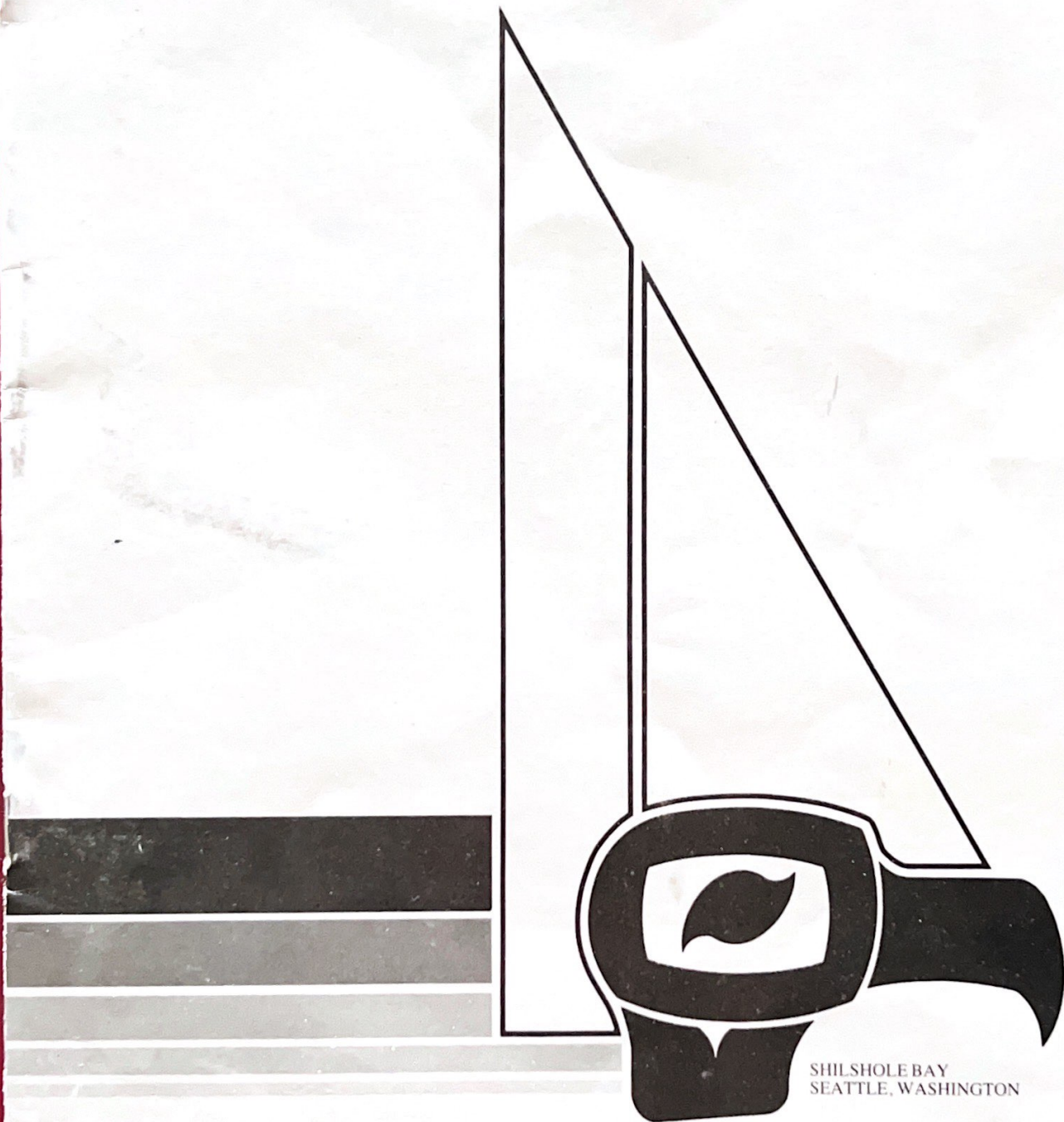


THUNDERBIRD WORLD CHAMPIONSHIP

REGATTA PROGRAM

SILVER ANNIVERSARY



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World Championships _____ Most boats in top 5 places
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Northwest Regionals _____ Won 6 of last 8 years

Seattle Fleet Championships _____ Won 7 of last 8 years

LATE NEWS:

1983 Northwest Regionals _____ First 5 places

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1983 THUNDERBIRD WORLD CHAMPIONSHIP

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State of Washington

JOHN SPELLMAN, Governor

OFFICE OF THE GOVERNOR

A Message From the Governor

As Governor of the state of Washington, I am delighted to extend greetings to the competitors from around the world who will participate in the 1983 Thunderbird World Championship at Shilshole Bay in Seattle, Washington, from July 10 through July 15, 1983.

One-design small-boat racing has always been an exciting contest that requires great skill and dedication, and we in Washington State are proud that Puget Sound, one of the country's finest and most interesting inland sailing areas, has been selected as the site for this prestigious competition.

Please accept my best wishes for success in one of sailing's most competitive events.

Sincerely,

A handwritten signature in black ink, appearing to read "John Spellman".

John Spellman
Governor

SEATTLE THUNDERBIRD FLEET

122 LAKESIDE • SEATTLE, WASHINGTON 98122 • UNITED STATES OF AMERICA

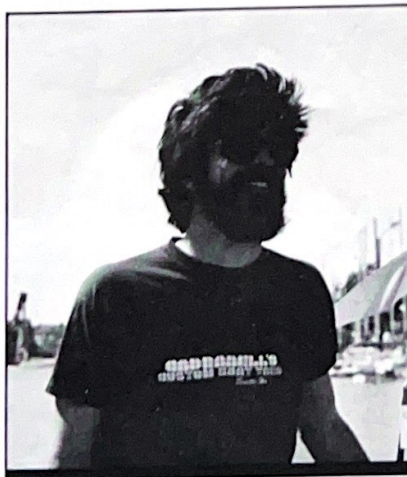
Greetings...

On behalf of the Seattle Thunderbird Fleet and Corinthian Yacht Club of Seattle I wish to extend to all competitors, families and friends our warmest welcome to the Tenth Thunderbird World Championship Regatta. We are honored to host this event in the year of the Twenty-fifth Anniversary of the launching of the First Thunderbird and we promise a week of fine racing and good fellowship.

We hope that in addition to the racing, those of you from out of town will be able to find time to explore our Emerald City and discover some of the things that we "natives" believe makes Seattle one of the most livable cities in the United States.

In order to make the City a little more accessible each of you has been assigned a "host family" from amongst our local fleet members. We hope to share some of our favorite haunts and sights, as well as help you find your own way "about". We sincerely hope that we can get to know you and make your stay here memorable as well as a bit more personal.

May the winds blow fair, your boats be fast and each and every one of you have a most enjoyable week. Your presence is truly our pleasure!



With all of our best wishes,

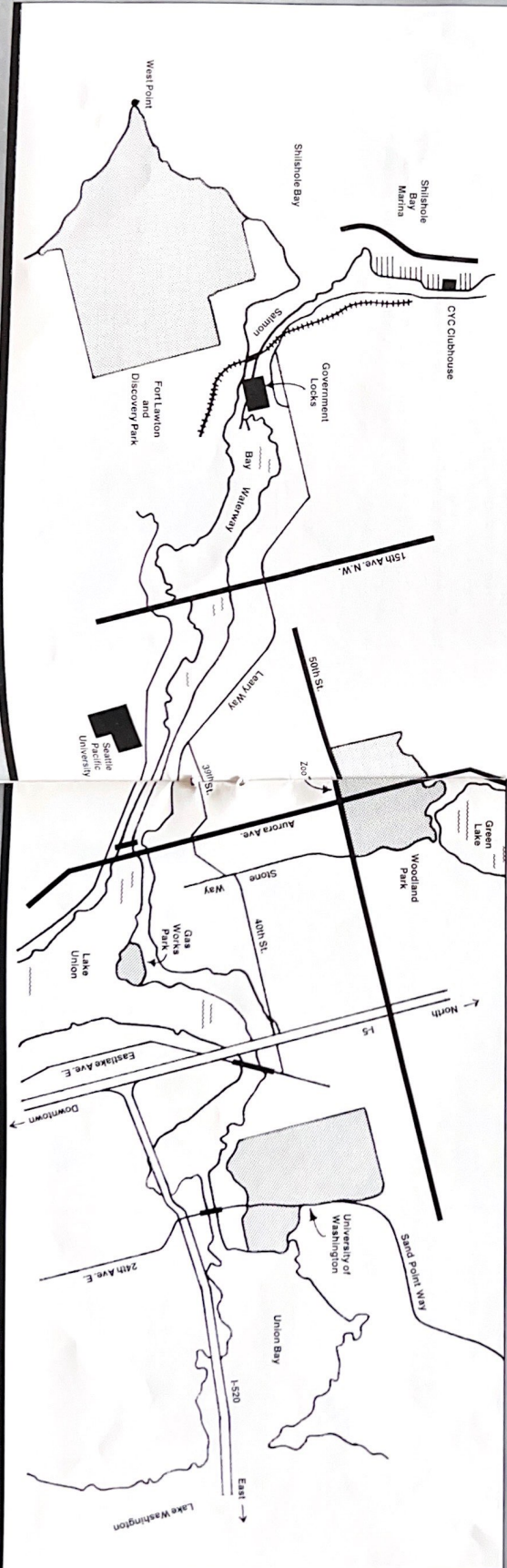
A handwritten signature in black ink, which appears to read "Mark Clemmens". The signature is fluid and cursive.

Mark Clemmens, President
Seattle Thunderbird Fleet 2

SCHEDULE OF EVENTS

Date	Time	Event	Location
Friday	0900 - 1700 Hours	Registration desk open	CYC Clubhouse
	0900 - 1700 Hours	Sail and yacht measurement	CYC Clubhouse (lower level)
Saturday	0800 - 1700 Hours	Registration desk open	CYC Clubhouse
	0800 - 1700 Hours	Sail and yacht measurement	CYC Clubhouse (lower level)
Sunday	1000 hours	Official skipper's briefing	CYC Clubhouse (lower level)
	1115 Hours	Spectator boat departs	Pier "S"
	1200 Hours	Racing begins	Thunderbird moorage area (near CYC Clubhouse)
	1700 Hours	Opening ceremonies: Parade of Thunderbirds with class officers and dignitaries, followed by informal reception and refreshments	
Monday	1015 Hours	Spectator boat departs	Pier "S"
	1100 Hours	Racing begins	
	1800 Hours**	Pizza and Beer Party	Thunderbird moorage area

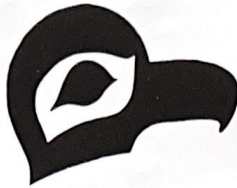
Tuesday	1015 Hours	Spectator boat departs	Pier "S"
	1100 Hours	Racing begins	
Wednesday	1015 Hours	Spectator boat departs	Pier "S"
	1100 Hours	Racing begins	
	1900 Hours**	Wine and cheese party followed by movies "To Fly" and "Hail Columbia"	Pacific Science Center's Earnes Theater (at Seattle Center)
Thursday	0800 - 1000 Hours	Earlybird pancake feed	
	1015 Hours	Spectator boat departs	CYC Clubhouse
	1100 Hours	Racing begins	Pier "S"
Friday	1015 Hours	Spectator boat departs	Pier "S"
	1100 Hours	Racing begins	
	1900 Hours**	Cocktail Hour	Olympic & San Juan rooms
	2000 Hours	25th Anniversary Awards Banquet	



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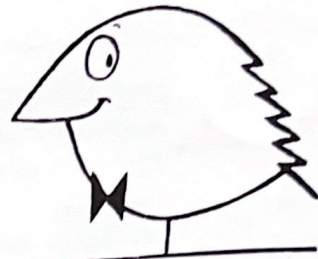


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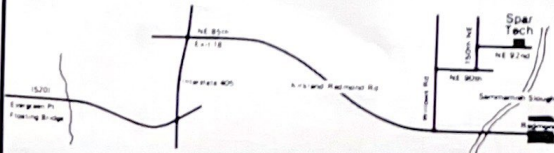
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GENERAL INFORMATION

REGATTA HEADQUARTERS

Regatta headquarters will be located at Corinthian Yacht Club's Shilshole facility, located at Shilshole Bay Marina between piers "S" and "T." The club's address is: 7001 Seaview Ave. N.W., Seattle, Washington, 98107. The phone number is (206) 789-1919. Restroom and shower facilities are available in the clubhouse and the marina area. The clubhouse will be open during the regatta.

INFORMATION DESK

An Information Desk inside the CYC Clubhouse will be staffed from Friday, July 8 thru Friday, July 15 between the hours of 0800 to 1900 hrs. The staff will be glad to assist you in any way possible. Information concerning regatta activities, sight-seeing trips, restaurants, entertainment, driving directions and tickets for social functions will be available at the Information Desk.

COMMUNICATIONS

A telephone is available in the CYC Clubhouse for local calls (206) 789-1919. Pay telephones are located in the general marina area. Incoming messages, messages for crew, and official "Notices to Competitors" will be posted on the Official Bulletin Board located at the CYC Clubhouse. A VHF radio for communications with the race committee boat will be located at the Information Desk.

SUPPLIES

The gas dock at Shilshole Bay Marina is located at between Piers "I" and "J" (immediately in front of the large Port of Seattle Administration Building). Both regular and pre-mix gasoline are available between the hours of 0800 and 1800. A small convenience store at the gas dock has ice, soft drinks, beer and snacks. Several excellent restaurants are located in the area just south of the marina. Additional shops, Laundromats and major grocery stores are located 3 miles east of the marina in Ballard.

YACHT CHANDLERIES AND SAIL REPAIRS

Crow's Nest and Cal Marine Discount offer complete lines of yachting equipment. They are located just south of the marina complex. Sail lofts familiar with the Thunderbird sail plan include Buchan/MacLean, North, Northwyn, Sobstad, Ulmer and Ullman. They are all located within a ten mile area from the marina. Yacht riggers, yacht repair services, and specialty supply houses are also located nearby. Please contact the Information Desk for further details.

HAULOUT FACILITIES

Hoist facilities (3 ton capacity) for launching trailered yachts are available near Pier "W" at the north end of the marina. Parking areas for trailers are located immediately adjacent to the hoists. Commercial haulout facilities are located at the south end of the marina. A commercial haulout costs approximately \$87 round trip. As per the Race Instructions, yachts may not be hauled between 1000, Sunday, July 10, and the last race of the World Championship Series except in case of emergency and with the consent of the Race Committee.

RACE RESULTS

Computerized race results from each day's racing will be posted on the Official Bulletin Board in the CYC Clubhouse as soon as they are available.



Photo Courtesy Port of Seattle

MEDICAL FACILITIES

Emergency medical care is available by dialing 911 from any telephone. Other medical care is available from local hospitals. For emergency medical care while on the race course, call the U.S. Coast Guard on VHF channel 16 or contact the Race Committee boat.

SPECTATOR BOATS

Spectator boats will be available for departure to the racing area approximately 45 minutes before the start of each day's racing. Contact the Information Desk for further information. A press/media boat will be available for photographers and press. A shuttle craft will service both the spectator and press boats.

MOORAGE

Moorage is available for all competitors at the north end of the marina complex alongside the dinghy docks (Pier "V") and in slips on Pier "W" (immediately north of the dinghy docks). Moorage fees are \$6.50/day or \$3.50/day if paid during registration. All yachts moored in this area are required to have a regatta moorage sticker visibly displayed. The moorage area to the south is private moorage and is strictly patrolled.



SOCIAL EVENTS

In addition to the best one design yacht racing, we are inviting you to take part in many unique social events scheduled for Race Week. Each event has been planned with two things in mind: to complement the World's Committee's dedication to top quality racing and to promote the camaraderie and friendship of T'Birders from around the world.

The parties and social events will be casual in nature and open to all crews, families and friends. In addition to the scheduled T'Bird social activities, the Seattle area offers virtually unlimited entertainment and sightseeing opportunities.

To facilitate planning and reservations, the Social Committee requests that all participants preregister and prepay for the week's social events when they register. (Mastercard and Visa cards will be accepted). Staff at the Information Desk will be available during Race Week with information on social events.

Each out of town crew will have a local host family from the Seattle Fleet. Upon arrival of the visiting crews, the hosts will provide an orientation to Seattle and the race site along with a general overview of the week's activities. Host families will be encouraged to organize at least one outing during Race Week with their guests.

Every effort has been made to keep the costs of the social events at a minimum and the fun at a maximum. Costs of the events are being subsidized by the World's Committee whenever possible.

Sunday, July 10

Opening Day ceremonies will be held near the T-bird moorage area following the completion of the day's racing schedule. A parade of notable Thunderbirds including T-bird #1 will pass in review with class officers and dignitaries on board. Opening Day ceremonies will be followed by a reception at the dock with snacks and your favorite beverages.

Monday, July 11

Immediately following racing, crews, families and friends are invited to the Pizza and Beer Party to be held on the docks in the T'Bird moorage area. A minimum charge per person will be made to cover expenses. After two days of qualifying races, this should be a great time to explain why your boat is so fast or why your crew is so wonderful.

Wednesday, July 13

All competitors and friends are invited to Seattle Center's Pacific Science Center for an evening of wine and cheese tasting followed by the showing of two spectacular 70mm IMAX films entitled "To Fly" and "Hail Columbia," which will be shown on a special three-story high curved screen. Be sure to hold on to your seat for this one!

Thursday, July 14

For those who survived Wednesday evening's function, we offer an Earlybird Pancake Feed at the CYC Clubhouse. Come down between 0800 and 1000 for some of the best pancakes this side of Bellevue. A small charge will be made to cover expenses.

Friday, July 15

The Social Committee pulled out all the stops when they planned the 25th Anniversary Banquet and Awards Presentation to be held at Seattle Center. A no-host cocktail hour will precede the dinner and program. John Dewey, past International Thunderbird President, will serve as Master of Ceremonies with brief presentations by other class officers. Our guests will include some of the founding members of the Thunderbird Association. The main event of the evening will be the presentation of the Championship Trophy to the winning skipper and crew. This should be an evening to long remember!



25 YEARS . . .

A History of the Thunderbird

***"Thunderbird . . . in the folk belief of certain Western American Indians:
A huge bird capable of producing thunder, lightning and rain."
(American Collegiate Dictionary)***

On this 25th Anniversary of the launching of the first Thunderbird sailboat, it is safe to say that T'Birds are capable of producing much more than thunder, lightning and rain. In its twenty-five years the Thunderbird design has produced controversy, praise, admiration and a loyal following of owners and former owners who will always remember the Thunderbird with a fondness reserved for few other things in life. The Thunderbird has become legendary in the sailing community as a benchmark of speed. Twenty-five years ago in Cruising Club of America races it was "the boat to beat" and today, in PHRF racing, it is still "the boat to beat." With over 1,200 officially registered boats and hundreds of more "unofficial" T'Birds in existence throughout the world, the Thunderbird has established itself as one of the legends of sailing history.

The Thunderbird saga began back in 1958 when the Douglas Fir Plywood Association in Tacoma, Washington sought out a new sailboat design to promote the lumber industry's new line of marine plywood. Tom Sias, one of the Association's employees, sent out letters to marine architects nationwide asking them to submit a design to meet some strict criteria: "It must be both a racing and cruising boat . . . sleep four . . . capable of being built by reasonably-skilled amateurs . . . pow-

ered by an outboard auxiliary that could be easily removed and stowed . . . and out-perform other sailboats in its class." As the story goes, most of the architects laughed at the criteria as being impossible and promptly chucked the request in the round file. The late Ben Seaborn of Seattle, a naval architect, got one of the letters and ignored it . . . but later had second thoughts and set out to sketch the proposal.

Seaborn was said to have been far ahead of his time by some of his contemporaries. On his ninth birthday he received his first slide rule and soon put it to work designing his concept of a large sailboat. Somehow the drawings wound up on the desk of a prominent east coast yacht designer who saw promise in the young Seaborn's first designs and encouraged him to continue his efforts.

He was 16 when he drew plans for a shorter version of the legendary *CIRCE*, a 62 ft. wooden sailboat he designed in later years. *CIRCE* was built in the early 1930s by his stepfather, Ray Cooke, who successfully raced the boat until his death in 1964. Seaborn went on to design other sailboats during his sometimes strife ridden life, including a beautiful 26-ft. sloop called the Sierra, said to be the predecessor of the T'Bird. The challenge of a design out of plywood apparently intrigued him, and





he went over to chat with boat builder Ed Hoppen in Gig Harbor. Hoppen remembered that what Seaborn actually brought with him that first time were several pieces of cardboard, twisted around in the shape of a hull. Seaborn asked him: "Think you can do that?" He later supplied Hoppen with more formal drawings, but from that initial meeting was born the 26' racing sloop that revolutionized sailboat design.

Hoppen began to see promise in Seaborn's ideas and set about to build the first boat in his waterfront shed. It was Hoppen who developed all of the original construction design work in the Thunderbird, a remarkable task considering that the use of sheet plywood in boat construction was relatively unknown at the time and that plywood isn't the most flexible material to be bending into the shape of a sailboat. All this contributed to the "boxy" shape of the boat with the hard chines and the flat reverse transom. At the time, the design contradicted the traditional "Uffa Fox-look" which featured delicate, rounded lines with long overhangs and fine entries. A common comment upon seeing a TBird for the first time was: "Looks like you forgot to take it out of the box!"

Designer Seaborn attributed the TBird's outstanding performance to three basic factors: the hydrofoil keel, the deep, hard chines and the light-weight hull. The keel, in the shape of a symmetrical hydrofoil in vertical section, produced a highly favorable ratio of lift over drag. Shaped like a wedge, with the thinnest part of the wedge adjacent to the

flange, it eliminated the bulb usually needed for efficient weight distribution.

The most radical departure from tradition was the hard chined hull. Seaborn revealed that: "In view of our experience with this boat, I feel that the poor performance of most hard chine boats in the past must be due to factors other than this specific characteristic. I'm now fully convinced that she has proven the hard chine hull to be at least as good, and possibly superior, to the round bottom hull in competition. As the boat heels down on her sailing lines more wetted surface emerges from the water than topsides descend into the water. At the same time, the long, gently curving, otherwise flat planes of the topsides produce a greater area of lateral resistance.

Hoppen incorporated some unusual ideas into the plans for homebuilding a TBird, including the use of 1/2" plywood molds which were used to form bulkheads conforming to the deck, cabin and cockpit openings . . . thus becoming a permanent part of the boat. This eliminated the need to loft the lines as in traditional construction methods.

Perhaps the most attractive feature of the original design was the low overall cost for a boat capable of both cruising and racing. One of the early builders, Bob Denby of Seattle, who launched **SKYLARK**, #4, tells about going down to Gig Harbor one day with a couple of friends to look at this new hull they had heard about. Hoppen was in the process of building the second boat, mainly so he



could develop a set of plans to be offered by the Plywood Association people for \$2.00 a set. Denby and others who were enamored by the boat began building their own and made frequent trips down to Gig Harbor to pick Hoppen's brain and find out how he handled various problems of the construction.

Hoppen said he didn't mind answering questions, but pretty soon amateur boat builders were arriving in larger numbers and were taking up all his time. "They'd wait until Saturday morning to come by because of their jobs . . . pretty soon there were a whole bunch of them coming me in the boatyard, so I finally set a time for all of them to gather at once. Then I'd talk to the fellow who was furthest along with his boat, answer his question, and then let him talk to the guy who was next furthest along, and so on down the line." Hoppen commented on the camaraderie of those early builders who would help each other whenever possible. He could see that they were on their way to forming their own fleet with a great future.

Hoppen mentioned that the biggest task in developing the original set of plans was to take each step separately and figure out how a backyard builder with limited tools and resources could complete the boat. After he finalized the design and working drawings for the DFPA, word got out and they were literally swamped with orders for the plans.

Hoppen built 14 Thunderbirds in all in his Gig Harbor yard. T'Bird #1, christened **THUNDER-BIRD**, was sold to Doug Sherwood and Jack McKenzie who successfully raced her on both Puget Sound and Lake Washington. The boat was later renamed **PRELUDE** and is currently sailed on Lake Washington by her present owner, Arlen Pomeroy. The boat the plans were drawn from, #2, became Hoppen's own boat which he named **PIROUETTE. PIROUETTE** is still painted the original green color and is owned by Ken Russell of Tacoma, Washington.

With boats being built left and right, it was time to form a class association. On July 10, 1959, Tom Wile (#10, **VIVACHEE**) placed an ad in the Seattle Times inviting interested parties to contact him to arrange volume purchases of T'Birds. Denby and two other T'Bird builders, Wally Larson (#6, **SENECA**) and Bob Hughes (#5, **WISP**) saw the ad and said, "Hey, there are some other guys getting involved in this, and they're going to try to tell us where the table has to be, how many bunks there are and how thick the countertops have to be, and so on . . ." Denby related. "We thought they were going to impose restrictions on what we thought should be free decisions in building our boats, and so we went to the meeting."

Wile, in the meantime, had researched other one design sailboat classes and had picked those rules and regulations he thought might be of value to the T'Bird class. With so many boats being built in different ways, Wile saw the potential for differences in the boats that might affect their sailing performance. Wile reasoned that "It seemed time to form a fleet to protect against this . . . a fleet that would give us a chance to show if you were a good sailor, not that you had a big pocketbook."

That first meeting was followed by several more during the winter of 1959 and 1960, forming the nucleus of the International Thunderbird Class Association (ITCA). An International Constitution and Specification was prepared and the first two fleet Charters were issued to Tacoma as Fleet #1 and Seattle, Fleet #2.

The International published the now famous "Black Book" listing the specifications for the Thunderbird design. Twenty-five years later the "Black Book" has stood the test of time with the only revisions being those concerning the all-fiberglass T'Bird and the optional "cruising deck" design (which added slightly more crown in the deck for greater headroom and additional length to the cabin). Even with these additions, there seems to be no significant difference in racing performance between older wooden boats and the newer fiberglass models (will IOR be able to make that boast twenty-five years from now?).

More than 25,000 sets of plans have been distributed over the years, including new plans developed for a "one-off" fiberglass T'Bird. T'Birds can be built today by amateurs in approximately 1,500 to 2,000 hours at a cost of less than \$10,000 in either plywood or fiberglass. Homebuilt boats still account for over one-half of all new construction. An avid group of sailors in Shediac Bay, Moncton, New Brunswick, Canada (Fleet 25), started out with a two-foot long scale model of a T'Bird in 1964 and have added over 27 boats since then (launched or under construction). One resourceful owner even let his 'Bird fly . . . he got transferred to another area and had a helicopter pick up his T'Bird and fly it over 400 miles to its new home. Fleet 25 so impressed the locals that the Canadian Broadcast Corporation produced a two hour program on the T'Birders.

Homebuilding a T'Bird became somewhat of an obsession with many of the early fleet members in Seattle. Saturdays were spent going to the fellow's house who was also building a 'Bird but was about two weeks ahead of you in progress. You could then see exactly how to do the next step in the construction. One owner with some powerboat background felt that the 5 to 10 horsepower motor wasn't strong enough to power the boat. The late Bill Muncey and his wife Kit had #20, **POOKA** built by Ed Hoppen with a 15 hp. motor.

During a recent reunion of some of the founders of the Thunderbird fleet in Seattle, the camaraderie of those early days was still evident. War stories about building the early 'Birds flew around the room. One story involved Bob Denby and three other builders who needed to have some scarfing done. Denby had a pal in Everett who had access to a gigantic scarfing machine in the mill where he worked. "Sure," he told him, "come on up," when Denby asked about getting some scarfing done one Saturday. What Denby neglected to add was that he had the lumber for four complete boats loaded on the back of a rented semi-truck. The poor fellow at the mill spent all day scarfing 26 ft. long sections of plywood. Because it wasn't his company, he couldn't accept money for the job so he had to settle for heartfelt thanks and a beer. He probably asks a few more questions now when

people call up before saying "Sure . . ."

That tradition of the early builders of "going to see how the other guys are coming along on their boats" rated right up there with going down to talk with Ed Hoppen on Saturday morning. Hoppen recalls the time when a marine architect walked into the boatyard while Hoppen was just finishing up work on an overturned T'Bird hull (the plans called for the hulls to be built upside down). After walking around the hull several times in complete silence, pausing only to stare at transom each time, the marine architect finally stopped and gazed at the transom with a knowing look on his face. "Well," he said, "that's what you get for building it upside down!"

The upside down building technique produced more than its share of stares. One embarrassed builder managed to install his motor on the wrong side of the hull ("Well, the plans did say the left side, they just didn't say which left side!").

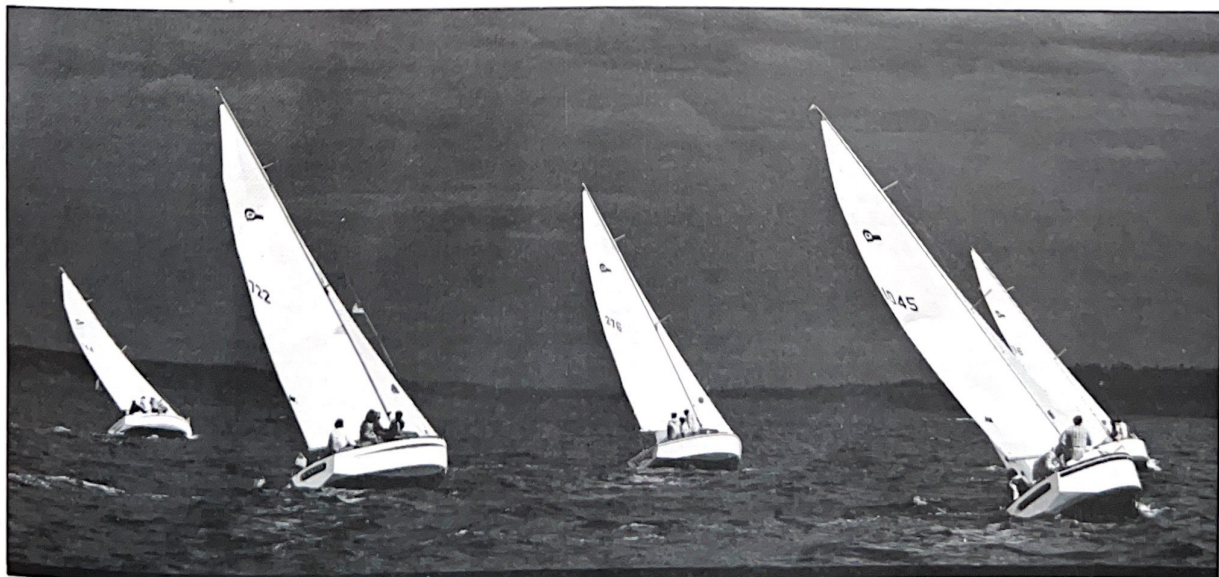
The recollections of those early T'Bird days bring back the tragic fire at the Leschi moorage when three T'Birds were seriously damaged, including current ITCA President George Trusk's 'Bird #460, **SULTANA**. The charred hull was sold to Jack Williams who cleaned her, fiberglassed the wooden hull, and added the then new fiberglass deck and rechristened her as #977, **PHOENIX**. As a 'Bird living her second life, **PHOENIX** went on to become a fleet champion and place third in the Los Angeles Worlds (through a lengthy process documented forever in the USYRU Appeals Cases #214).

From around the world, stories of T'Bird successes add to the tradition and history of the boat: National newspapers carried the account of the Japanese sailor who navigated his 'Bird across the Pacific Ocean from Japan to San Francisco. Not bad for a tall-rigged sloop designed for light wind cruising conditions . . . Or the story of #47, **SEWAN**, an older wooden 'Bird who underwent some minor modifications and raced as a quarter-tonner in the 1979 North American Quarter-Ton Championship in San Francisco. Without even sail-

ing in the last race because of crew illness, the old 'Bird managed to take fifth overall against the hottest state of the art designs the world. If **SEWAN** had raced in that last race and even finished last she would have been assured of a second place overall in the series! . . . From down-under, a Thunderbird sailing in the heavy offshore winds of Australia won the prestigious JOG National Championship over a variety of contemporary boats . . . Dr. Paul Watson, sailing #765, **NAHANNI**, raced in the two-day Vancouver, B.C. to Nanaimo Singlehanded Race and placed second to the legendary 73 ft. ocean racer **GREYBEARD** . . . Seattle area T'Birds opened the 1983 racing season by placing seven boats in the top ten overall PHRF (out of approximately 250 entries) in the Blakley Rock Race . . .

With the tenacity and competitiveness of T'Bird sailors well established over the years, perhaps the most incredible tale is of a 'Bird racing in Seattle's Vashon Island race many years ago when 60-70 mph winds struck the fleet. With much of the fleet left in tatters, the 'Bird screamed along with all sails up to set a course record for the race. The reason for all this bravado . . . the halyard was jammed and the crew couldn't get the sails down! So the legend goes.

The history and tradition of twenty-five years of Thunderbird sailing will most likely add another chapter as over 60 'Birds gather in Seattle, Washington for the 10th World Championship Regatta. As T'Birders arrive from around the world to compete for the coveted Gold Bird flown by the World Champion, there will be a rekindling of old friendships and the joy of new acquaintances. The camaraderie that was present twenty-five years ago will still be there. Recollections of those early days . . . the promotion of a new product by Tom Sias, the dreams of Ben Seaborn, the ingenuity and skill of Ed Hoppen, the determination of Bob Denby, Bob Hughes, Wally Larson, George Valentine, Tom Wile, Bill Turner, Stef Thordarson and many, many other early builders of T'Birds, will all contribute to the ever-growing Thunderbird legend. ■

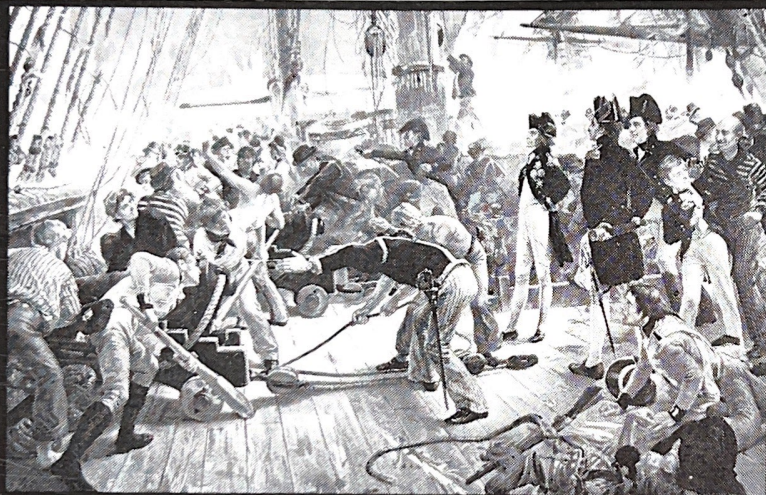


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THUNDERBIRD WORLD CHAMPIONS

1966 — Seattle, Washington

The first Thunderbird World Championship was sailed in August, 1966 on Lake Washington. Bob Johnson of San Diego took first place. Sailing #242 **TAKOA**, Bob scored an impressive 13 points; four firsts, a second and an eighth place.

1968 — San Diego, California

The 1968 Worlds was sailed in the Pacific Ocean off San Diego, California. Tony Redstone of Sydney, Australia won the championship sailing a loaner yacht against 16 other boats. With scores of 4, 4, 3, 9, 3, 2, 2, Tony took the World Championship trophy to Australia for the first time. Dave Anstey of Victoria, B.C. placed second, Bob Johnson of San Diego placed third.



1970 — Sydney, Australia

Tony Parkes won the first Worlds sailed in Australia with a new boat, #904 **MOONRAKER II**. Tony had sailed #417 for five years before having **MOONRAKER II** built for the 1970 Worlds. T'Bird sailors from the U.S. and Canada participated in numbers to test the windy Australian waters.

1970 Champion Tony Parkes #904 **MOONRAKER II**

1971 — Victoria, B.C. Canada

Sailing in a tightly contested regatta, John Malleson of Victoria, Canada sailed #900 **SUNDAY** to first place. He won the last race and scored a total of 19.75 points. Bob Grundison placed second with 22.74 points with Australia's Tony Parkes third with 23.5 and Tony Redstone fourth with 24 points. The Victoria Worlds saw the largest turnout to date for a Thunderbird Championship with over 42 'Birds competing.



1971 Champion John Malleson #900 **SUNDAY**



1973 — Whitby, Ontario, Canada

Twenty-two Thunderbirds sailed on Lake Ontario in August of 1973 in another close scoring Championship. Local racer Tanker Jones sailed #271 **TOTEM TOO** to first place with 8 points to beat Seattle's Frank Francisco who took second with 9.25 points. Bob Grundison of Victoria placed third sailing a loaner yacht.

1973 Champion Tanker Jones #271 **TOTEM TOO**



1975 Champion Sandy Pratt #711 **LEBAR**

1979 — Vancouver, B.C., Canada
 The 1979 Worlds will always be remembered for its incredible scenery, warm hospitality, and impeccable race committee work. Sailed in English Bay, over 45 Thunderbirds representing fourteen fleets battled for position on crowded starting lines. When it was over, Brett Willets and his able crew on #1126 **BERT** took home the World Championship trophy with 25.5 points, followed by two family-sailed boats, Bob Grundison in #642 **OWL** in second place with 27.75 points and Bob MacLean and daughters in #870 **SONATA** with 43 points.

1979 Champion Brett Willets #1126 **BERT**

1975 — Seattle, Washington
 The Worlds returned to Seattle, Washington for the 1975 Championship at Shilshole Bay. This was the first Worlds sailed by several of the new all fiberglass T'Birds and by 'Birds with aluminum spars and high aspect rudders. Sailing in predominantly light winds, Sandy Pratt in #711 **LEBAR** and John Monk in his new fiberglass boat #1006 **AOZORA**, were tied on points going into the last race. Pratt won the tacking duel, taking first place. Frank Francisco, sailing #662 **VIRADA**, squeaked by to capture second.

1977 — Los Angeles, California
 The 7th World Championships were sailed in the ocean swells of Santa Monica Bay. Seven seemed to be the lucky number as Fleet 7 of L.A. hosted the 7th World Championship in '77. They thought they had a new champion after the final race (Race #7 naturally), but because of a rather complicated protest situation, the winner was not determined until later that year. Leonard Watkins in #1050 **COMPOUND X** captured first place with 20.5 points. Bob MacLean in #870 **SONATA** was second, also with 20.5 points, and Bob Hartsock in #977 **PHOENIX** was third with 20.75 points. It would be difficult to have a closer scored regatta. The '77 Worlds also saw the introduction of the President's Trophy donated by John Dewey for the competitor who achieved the best score of those racing with a crew of three or more from the same family. The trophy was presented to Bruce Bevan and family sailing in #1058 **MS. NIBBS**



1981 — Toronto, Ontario, Canada
 Fleet 10 of Toronto carried on the tradition of excellence in hosting the 9th World Championship at the beautiful Ashbridge's Bay Yacht Club. The lavish social program almost outdid the racing schedule on Lake Ontario. Jon Wilkins, sailing #234 **WAMPUM** earned a Gold Bird with 28.4 points. Brett Willets took second in a loaner yacht with 32.7 points, and John Peters third with 46.7 points in #1130 **THOREEN**.

1983 WORLD CHAMPIONSHIP COMPETITORS

Fleet 1 — Tacoma, WA

940 *FROLIC*

Don Booth
618 Ramsdell St.
Fircrest, WA 98466

1008 *SWAN*

Gary Davis
1511 High Ave.
Bremerton, WA 98310

1062 *ROOSTER*

Steven House
6563 Avon Court N.E.
Bremerton, WA 98310

861 *CHINA 2*

Harry Jester
P.O. Box 134
Keyport, WA 98345

297 *LUFFLY*

Jon Thompson
314 N. "I"
Tacoma, WA 98403

883 *THRASHER*

Joseph F. Shirley
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Port Orchard, WA 98366

Fleet 2 — Seattle, WA

277 *AEOLIS*

Bob Adams
4532-86th S.E.
Mercer Island, WA 98040

1003 *BIG BIRD*

Dick Bell
4601 Lk. Wash. Blvd. S.E.
Bellevue, WA 98006

448 *RALLY 3*

Bob Chandler
4764 N.E. 178th
Seattle, WA 98155

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Mark Clemmens
709 Lakeside Ave. S.
Seattle, WA 98144

26 *PEGASUS*

John Coldewey
2327 Broadway E.
Seattle, WA 98102

977 *PHOENIX*

Walter Conner
14608 S.E. 43rd St.
Bellevue, WA 98006

810 *SLÁINTE*

Bruce Cosacchi
7014 S.E. 20th St.
Mercer Island, WA 98040

711 *SISU*

Dennis Counts
1416-25th E.
Seattle, WA 98112

303 *VARUNA*

Jon Decker
219-37th Ave. E.
Seattle, WA 98102

1014 *FELIX*

Nils Enge
13520 S.E. 170th
Renton, WA 98055

296 *SCUFFY*

Cliff Estes
10802-126th Ave. N.E.
Kirkland, WA 98033

1093 *ORCA*

Joe M. Fowler
9821 N.E. 31st St.
Bellevue, WA 98004

806 *LICKETY SPLIT*

Gerrit Henry
1709-35th Ave.
Seattle, WA 98122

1080 *THE HONEYSUCKLE ROSE*

Gene Hoefling
12828-111th N.E.
Kirkland, WA 98033

500 *TUNNY*

Peter House
1208 N.W. 70th
Seattle, WA 98117

638 *APHRO*

Bill Hurley
2234 Minor Ave. E. #102
Seattle, WA 98102

542 *THATUNA*

Joseph James
15105 S.E. 20th
Bellevue, WA 98007

1134 *ZEPHYR*

Rod Johnson/Kurt Seiffert
11004 S.E. 26th
Bellevue, WA 98004

1172

Dennis Lettenmaier
3213 S. Norman St.
Seattle, WA 98144

870 *SONATA*

Bob MacLean
4005 Fremont N. Apt. C
Seattle, WA 98103

1006 *AOZORA*

John Monk
2024 McGilvra Blvd. E.
Seattle, WA 98112

1015 *NUTTER BUTTER*

Don Nutter
2630-129th Ave. S.E.
Bellevue, WA 98005

1177 *FALCON*

Sandy Pratt
14921 S.E. 58th
Bellevue, WA 98006

1020 *SNOWBIRD*

Peter L. Sutcliffe
28 Glacier Key
Bellevue, WA 98006

255 *WILLIWA*

Bernard M. Swenson
2424-24th W.
Seattle, WA 98199

333 *HULUJIMAMA*

Hubert C. Townsend
Rt. 1, Box 542
Vashon, WA 98070

1141 *CANOPUS*

George Trusk
3429-74th Ave. S.E.
Mercer Island, WA 98040

Fleet 4 — Victoria, B.C.

949 *KILA KILA*

Larry Shorter
4361 Ridgewood Cres.
Victoria, B.C. V8Z 6H6

1058 *MS. NIBBS*

Bruce Bevan
65 Lotus St.
Victoria, B.C. V9A 1P3

1075 *LEPRECHAUN*

John Booth
114 Wildwood
Victoria, B.C. V8S 3V9

54 *RAPID TRANSIT*

Richard Burnett
1006 Tattersall Dr.
Victoria, B.C. V8X 2X2

1007 *SHUTTLECOCK*

John Dewey
1741 Feltham Rd.
Victoria, B.C. V8N 2A4

642 *OWL*

R.J. Grundison
3905 Benson Rd.
Victoria, B.C. V8N 4K1

1115 *SCOOTER*

Robert Britten
#2-603 Trutch St.
Victoria, B.C. V8V 4C3

1180 *T'BREAK*

Glen Higgins
315 Masters Rd.
Victoria, B.C. V8S 1C9

355 *HELIOS IV*

Douglas Taylor Lee
3110 Weald Rd.
Victoria, B.C. V8R 6E1

1154 *BLACK MERLIN*

Philip Leitch
2251 Bradford Ave.
Sigdey, B.C. V8L 2C8

1173 *NAUMACHIA*

Tony Markle/Jeff McBride
380 Newport Ave.
Victoria, B.C. V8S 5C5

1005 *SEA JAY*

George Redzich
801 Daffodil Ave.
Victoria, B.C. V8Z 2T1

Fleet 6 — San Francisco, CA

1096 *CRAZY JANE*

Doug Carroll
110 Gough St.
San Francisco, CA 94102

Fleet 7 — Los Angeles, CA

540 *SANDBAGGER**

Gregory E. Kleve
1120 W. Bloom Wood Rd.
San Pedro, CA 90732

Fleet 9 — Vancouver, B.C.

158 *AIRBORN*

Roger A.H. Brett
Box 48955
Bentall 3, Vancouver, B.C.
V7X 1A8

930 *NEW WAVERLY*

Dan Frye
4354 W. 9th Ave.
Vancouver, B.C.
V6R 2C7

84 *AMPLIDYNE*

Doug Le Patourer
3628 W. 14th
Vancouver, B.C.
V6R 2W5

1095 *ARTFUL DODGER*

Al McTavish
3929 Arbutus St.
Vancouver, B.C.
V6J 4T2

1112 *JENNIFER*

James A. Paxton
#115-11491-7th Ave.
Richmond, B.C.
V7E 4J5

continued on page 20

*Designates loan yacht



10th Thunderbird World Championship Regatta International Thunderbird Class Association

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V6J 1M1

765 **NAHANNI**
Paul Watson
4085 Norwood Ave.
North Vancouver, B.C.
V7N 3R4

1132 **COCO II**
Scott Watson
3500 W. 1st Ave.
Vancouver, B.C.
V6R 1G8

1126 **BERT**
Brett Willetts
1062 Homer St.
Vancouver, B.C.
V6B 2W9

Fleet 10 —
Toronto, Ontario

691 **STINGER**
Richard Bott
66 Centre St. E.
Richmond Hill, Ontario
L4C 1A4

913 **FAUVETTE***
Roger Renaud
1-1303 Bayview Ave.
Toronto, Ontario
M4G 2Z8

Fleet 11 —
Sydney, Australia

1122 **LARRIKEN II***
Laurie Schneider
1 Dalmeny Rd.
Northbridge, N. S. W. 2063

992 **KUMALIE***
Robert D. Wilson
2 Kimberley Ave.
Lane Cove, N. S. W. 2066

Fleet 13 —
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662 **VIRADA II**
Bill Brown
3116-54th St. S.W.
Everett, WA 98203

595 **FLAIR**
Fred Ehrlich
18102-86th Pl. W.
Edmonds, WA 98020

1019 **BREMEN**
Hermann Papke
2425-104th Pl. S.E.
Everett, WA 98204

Fleet 15 —
Port Phillip, Australia

826 **KELABO***
Kevin Battye
P.O. Box 103
North Geelong, Victoria 3215

793 **MAY-B***
Dennis McGrath
104 Noble St.
Geelong, Victoria 3220

Fleet 26 —
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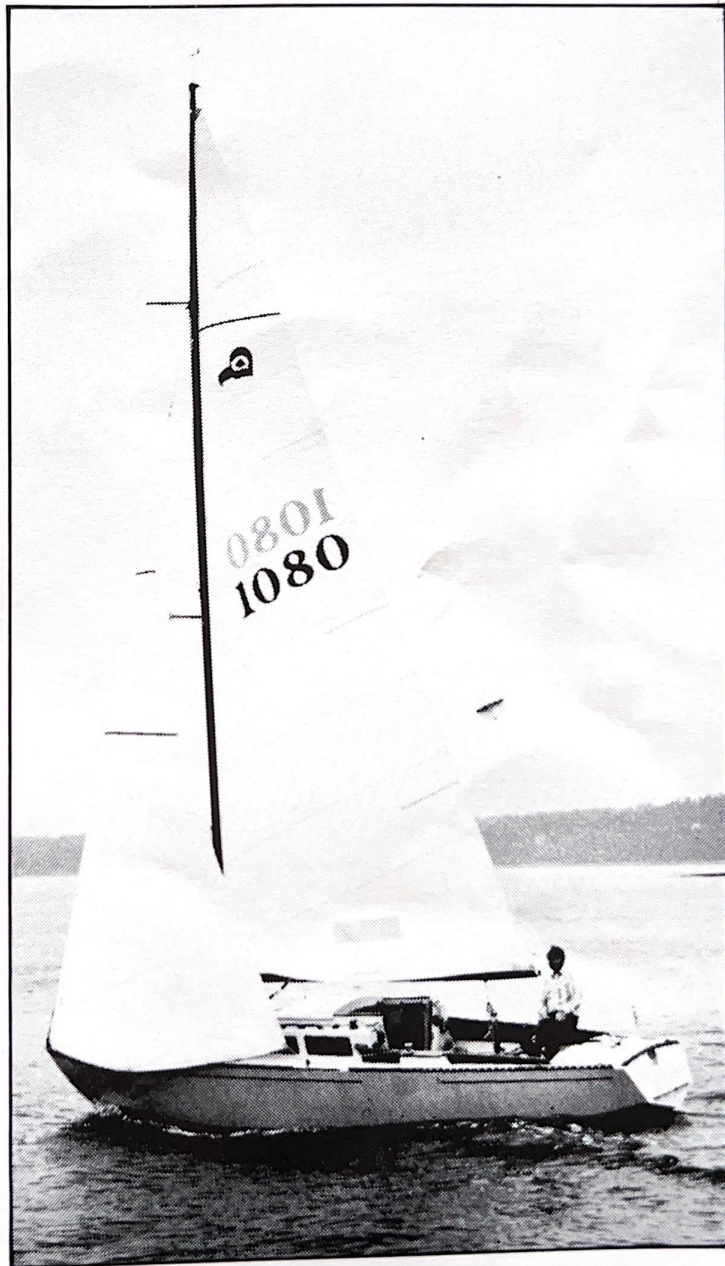
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Gene Hoefling's T-Bird, "Honeysuckle Rose."

