



THE CORINTHIAN YACHT CLUB OF SEATTLE

Corinthian Yacht Club's Annual Award Winners

CYC HONOR ROLL OF CHAMPIONS

ROB FLEMING – CORUBA SWIFTSURE LIGHTSHIP CLASSIC, 1st OVERALL

KRIS BUNDY – I-14 NATIONAL CHAMPION

JONATHAN & LIBBY JOHNSON MCKEE TASAR WORLD CHAMPIONS

STEVE TRAVIS – FLASH WINNER VAN ISLE 360.

EMERY WAGER WINNER CANADIAN LASER NATIONALS



THE CYC PERFORMANCE AWARDS FOR 2007 ARE AS FOLLOWS;

Howard Ricketts Trophy; Dance, Santana 525; John Maltman

The Gibson Trophy; Diversion, J-35 (Rod and Mary Deyo)

Stewarts at Shilshole; More Cowbell, Moore 24 (Kathryn Meyer)

KVI Windjammer Trophy; Diversion (Rod Deyo)

Pully Point Race ; Finale, Swan 46(Roger Hills)

Possession Point Race Trophy; Finale (Roger Hills)

Blakely Rock Light Race Trophy; Time Warp, Beneteau 1st 37.5(Peter Nelson)

Werner Ohmes Fog Horn Trophy; Finale (Roger Hills)

The Northwest Challenge Cup; Mystique, J-30 (David MacLean)



Photos by George Trusk

CYC DISCRETIONARY AWARDS FOR 2007

Dog House Trophy; Allen Goldstein-George Spalding Trophy - Michael Schalka
Gary Horder Memorial Trophy - Junior Sailor of the Year, Michael Schalka

Greig Memorial Trophy – Cruising Boat of the Year, Alveolus, Allen and Norma Goldstein

Boating Family of the Year, Frank-Flannery and Gretchen Kaiser
Boat of the Year, Here & Now, Patrick Denney

Sailor of the Year, Derick Vranizan

Hans Otto Giese Inspirational Award, Wayne Balsiger



From the Helm: Joe James



March has finally arrived when many of our members put away their skis and prepare their boats for racing and cruising. Our Center Sound series will be underway by the time you read this newsletter and our cruisers will have completed their Fridays in February presentations and are planning their next weekend adventure to a local harbor.

I am pretty sure you have heard the comment that CYC is a sailboat racing club. This comment usually implies that we have little to offer sailboat enthusiasts who prefer to cruise their boats rather than race. All those who think we are only a racing club should have attended the first Fridays in February on February 8 when over 100 packed our Shilshole clubhouse to listen to Wendy Hinman and Garth Wilcox tell about their seven years sailing around the Pacific Ocean. For two hours Windy showed us lovely sunsets, flora and fauna, public markets, natives and more waterfalls than most of us imagined

existed in the Pacific. Garth and Wendy cruised and raced with CYC for several years before leaving the Northwest on their cruise. When asked how often they tacked and gybed on a typical day, Garth said that for the first month, they would regularly tack or gybe on every wind-shift. By the end of the seventh year, they would check the set of the sails in the morning and discuss whether they needed to gybe that day or wait till the next.

Corinthian currently has four cruising couples who have recently completed distant adventures or are still out there soaking up the sun. Joining Wendy and Garth at home are Suzette and Paul Connolly who have returned from their six year circumnavigation. Beginning their Pacific crossing are Joel Thornton and Mary Carey. And in the far east Fred Roswold and Judy Jensen are continuing their multi-cruise that started in 1996. In addition we have many members who cruise local waters in the Northwest as well as our current selection for Cruising Boat of the Year, Frank Flannery and Gretchen Kaiser, who spend the winter months cruising in the Caribbean. *(Also Bob Riggle on Gaia -ed)*

Did you have an opportunity to see the CYC display at the Boat Show on Quest Field? We had ten boats displayed, a tent where materials were available and videos showing regattas. Thanks to Bob Ross and Carl Sutter who are both members of the Northwest Marine Trade Association (NMTA) for initiating and pushing the idea and Jeff Oaklief of the I 14 Fleet for the layout design and helping put the whole deal together. Also thanks to Derek Storm who did a great job with the website. We had 10 boats on display and about 100 volunteers who produced approximately 400 hours of volunteer time. So volunteerism does work!

Remmert Wolters has joined the CYC Board as a Director. The Board has accepted Bev's Multerer's resignation and thanks Bev for her year of service to the Board while welcoming Remmert to fill the final year of Bev's position. Remmert currently sails a J-24 after many years in the San Juan 24 Fleet sailing Bandit. Remmert's focus on the Board will be publications and publicity. Several Board members will be sailing in the Center Sound Series. Say hello and discuss your ideas and concerns with them. You may look for me on Stuart Burnell's J-109 Tantivy.

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Rear Commodore John Rahn
Treasurer Jamie Thomas
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Fleet Captain, Race Lorenzo Migliorini
Fleet Captain, Cruise Rod Deyo
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From the Helm: February Omission in printed edition

By Joe James

By the time you read this we will have held the Annual Awards presentation, the display of boats and information at the Seattle Boat Show and be preparing for our Open House on February 10. In addition, the board held a budget meeting on Saturday morning January 12 and the January Board meeting on January 14. On January 15 representatives from all the fleets in the Seattle area were invited to our Shilshole clubhouse to hear the plans and details for the NOOD regatta which will be co-hosted by SYC and CYC. Steve Travis is the CYC co-chair of this event. January used to be a month when sailors were free to grab their skis and head for the mountains. Let me tell you what your club is doing to improve the quality of events for our members as well as continuing our efforts to add new members. Charles Fawcett, our soon to retire club manager, has taken the lead on the Seattle Boat Show effort. Nine of our fleets have boats displayed at the show. Jeff Oaklief has organized the fleet displays. Pattie Heyl, our assistant club manager, has prepared a brochure along with a continuous video and pictures of fleet and club activities. Volunteers have signed up for fifty four-hour shifts at the show to provide information and pass out literature. Our hope is this event will let the public know of our club and fleet activities for all those who attend the show and over time add to our membership.



The Open House is an opportunity for the public to see our Shilshole clubhouse, talk to fleet members about our club and activities and visit with fleet members in the parking lot where boats will be on display. This is an open event where we would like to have club members drop in to see the displays and answer question on February 10 from 1100 to 1600. Pattie Heyl and board member Lisa Dodd have organized this event.

Our race book will be out in mid February. Jim Miller and Lorenzo Migliorini are working over the final draft to send it to the printer. You will notice a very small increase in race fees to balance the raises we are giving to paid race staff.

In the meantime, you may view the race book and sign up for packages and individual races on the web. Derek Storm is our webmaster who created our web and maintains it up to date.

You may notice there are several names in this column. These are some of the volunteers who work to improve our club for all of us. Add the names of the members of several of our committees and race volunteers and board members and you can see that volunteerism is alive and well in CYC. However, even more volunteers are needed to maintain and improve our club and our activities. In particular we will be looking for volunteer scorekeepers on both the Lake and Puget Sound, whaler drivers to supplement our paid staff and PRO's. Members who would like to learn more about race management might consider signing up for the Race Management Workshop to be offered at our Shilshole Clubhouse on Saturday, February 23. The workshop will be taught by Leslie Keller and Skip Anderson.

Spring is just around the corner; time to get your boat ready for the Windjammer Regatta and my favorite event, the Center Sound Series

(Editor's Note: We had a little snafu with the printer and omitted the "from the helm" prose from the printed version of Leadline. We reprinted Commodore James's words here. Leadline is produced by volunteers. If you think you can help us make it better, please make your voice heard. We thank everyone for many submissions of great content! Keep it Coming! -AFJ)

2008 Snipe Women's Nationals & North Americans



The local Snipe Fleet 444 is sponsoring the 2008 Snipe Women's Nationals and North American's on Puget Sound in Seattle, Washington, May 9 – 11.

This event will have a qualifying position for the WH&O and is open to international competition. We want to get as many of our great Seattle women sailors participating as possible, whether skipper or crew, we can get you on the water.

We will also have spectator boats available for all of you that want to witness want to observe from the

water. CYC and the fleet will also be hosting practice racing during the Lake Spring Series on Wednesday nights with coaching available on and off the water.

We are looking forward to continuing the long time tradition of "Boat Boys", volunteers that will be assisting the women with all aspects of the regatta including boat set up, launching and storage, cheerleading and repair on the race course and finally that hot drink ready for you upon your return to the dock. And of course there will be great food, drink and entertainment each day after racing.

Visit our website: www.snipe444.org/2008_womens_nationals.html

Contact Kirk Smith: kirksmith01@msn.com, Regatta Chair for additional information.



Interview with Staff Commodore David Blakemore

Several weeks ago, we learned that Pacific Handicap Racing Fleet of the Northwest had somehow honored Staff Commodore David M. Blakemore. We decided it was time for Leadline to interview him about what happened.

LL: Just exactly what happened and why?

DMB: After representing CYC as PHRF Handicapper and Director for over thirty years, I decided it was time to pass my CYC representation to PHRF to another CYC member. Since I was by far the longest time member of the PHRF Directors, they took the occasion to elect me a Life Member.

LL: What was your role at PHRF?

DMB: As part of my representation of CYC as Director (PHRF's governing body), for the past eight years, I have served as Secretary-Treasurer, and in 1986-87, I was PHRF President.

LL: How did you get started at PHRF?

DMB: In early 1976, I moved my CAL 40 Viva to L44 at Shilshole, and soon after, my L Dock neighbor, Norm Larabee, who was then CYC's PHRF Director, asked me to become one of CYC's PHRF Handicappers. At that time, CYC had over 300 boats racing using PHRF ratings, all being handled by one handicapper (presently, the normal workload for a PHRF handicapper is 10 to 50 boats). So I assumed responsibility for half of the CYC boats and proceeded to learn the details of handicapping – after all, it's not quite rocket science. Several years later, Norm moved his boat to Edmonds, and dropped his CYC membership, and I succeeded him as PHRF Director for CYC. And the rest is now old history. And, as they say, time flies by when you are having fun. Another benefit was that it gave me the opportunity to serve CYC in a low profile manner.

LL: Did you do anything else except being CYC's representative to PHRF?

DMB: Yes, in 1995, I was appointed Vice Commodore of CYC, and I was elected Commodore in 1996, and then served two terms as Junior Staff Commodore. And later I was elected Fleet Captain – Cruise, and led the cruising fleet for two years. And somewhere along the line, after Staff Commodore Len Nevler's death, I was asked to represent CYC at PIYA, and I did this for a few years.

LL: How come two terms as Junior Staff Commodore?

DMB: After Bo Nanna completed his term as Commodore, he moved to Southern California, effectively leaving the Junior Staff Commodore position vacant. I was asked to fill in, and continued to attend Board Meetings.

LL: How many Life Members does PHRF have?

DMB: I guess that I'm the corporate memory of PHRF, and to my knowledge, no one has even come close to my record of service, except Walt Little, the founder of PHRF. He was Chief Handicapper for many years, and when he gave up that position, he became Chief Handicapper Emeritus.

LL: Who will replace you as CYC's representative to PHRF?

DMB: I don't know at this time. I have discussed the vacancy with Joe James and Lorenzo Migliorini, and it's up to them to identify a replacement. I may minimize the importance of the position, but CYC sailors still represent the largest group of PHRF members. On some issues, voting is proportional to number of boats represented, and when I first attended a PHRF Director's meeting, I represented 323 CYC boats, which was over 10% of the total PHRF fleet, and no other Director represented that many boats. Although the numbers are now way lower that, CYC still represents 12.1% of the voting PHRF membership. So effective representation is vital. I trust that Joe and Lorenzo will fill the position with a capable individual.

Fleet Focus: Thunderbird

Thunderbirds Turn 50 in 2008

The Thunderbird class sailboat was designed in 1958 by Seattle Washington naval architect Ben Seaborn, as winner of the contest sponsored by the Douglas Fir Plywood Association (now APA - The Engineered Wood Association) of Tacoma, Washington for a design proposal for a plywood sailboat that would "... be both a racing and cruising boat; provide sleeping accommodations for four crew; be capable of being built by reasonably skilled amateurs; provide auxiliary power by an outboard motor that could be easily removed and stowed; and out-perform other sailboats in its class." The resulting design permits owners to have liability coverage for the boat's operation in their homeowner's policy.

Ed Hoppen of Eddon Boat Company in Gig Harbor, Washington, built the first Thunderbird boats, launching Thunderbird #1 in 1958 and contributing to the design and construction methods. The keel design, according to Hoppen, was the same as the Sierra design but had a different appearance because the Sierra keels were never properly made. The Sierra was an earlier design by Ben Seaborn which was very similar to the Thunderbird, except done in conventional plank construction without the hard chine. Ed Hoppen's drawings showed Ben exactly to what tensile and compression tolerances Seaborn could bend the plywood on the cabin top and on the hull. In other words, Ed Hoppen gave and Seaborn the limits of lines he was could draw.



Thunderbird Fleet No. 1 is based in Gig Harbor to this day. Ed Hoppen also developed the construction plans from which he and most amateurs built their Thunderbirds. The Douglas Fir Plywood Association sold plans for the Thunderbird in 1957. Thunderbirds #2 and #4 were being built in Lake Hills, Bellevue in 1957. Before 1970 the Douglas Fir Plywood Association gave the Thunderbird plans to the International Thunderbird Class Association.

Fifty years of experience and construction of more than 1,250 Thunderbirds around the world have demonstrated that the 25.90-foot (7.89 meter) Thunderbird class sailboat is a success by all accounts.

The Thunderbird's performance can be attributed to a lightweight, 3,650 lb (1,656 kg) hull and rig with V-bottom hull and hard chine's. Outstanding stability is provided by a 1,530 lb (694 kg) cast iron keel of advanced design with a 4.79-foot (1.46 meter) draft. The sail area is 363 square feet (33.72 square meters) in the mainsail and Genoa, and racing boats are equipped with a spinnaker.

Contact Sandy Pratt for more information

AMERICA'S CUP HALL OF FAME AND ESPN SAILING COMMENTATOR GARY JOBSON TO GIVE PRESENTATION AT PALISADE RESTAURANT

Jobson In Seattle to Kick Off the 14th Annual Leukemia Cup

Gary Jobson, Emmy award-winning sailing commentator, America's Cup winner and author of 15 books on sailing will be in Seattle on Wednesday March 26, 2008, giving a special presentation at the kick-off meeting for the 14th Annual Leukemia Cup Regatta & Poker Run (Leukemia Cup). The event at Palisade Restaurant at Elliott Bay Marina in Magnolia from 6:00 – 8:00 p.m. is open to the public and free to all boaters (and non-boaters) interested in hearing Jobson speak and learning more about the Leukemia Cup and how to get involved. Interested parties should bring their crew and even non-boating friends, enjoy fabulous complimentary eats and drinks from Palisades, become eligible for great prizes, and meet Jobson, who will be autographing copies of his latest book, *Championship Sailing*.

In a competitive sailing career spanning more than four decades, Jobson has won just about every significant championship. He has also led ambitious expeditions to the Arctic, Antarctica and Cape Horn and is Editor at Large of *Sailing World* and *Cruising World* magazines. Drawing from his personal experiences in hundreds of dramatic races, his 75 minute presentation, "Sailing: Speed and Passion" will present the sport of sailing in its many disciplines and will touch on ocean racing, inshore racing, ultimate sailing, cruising, the America's Cup, and the Olympics. All accompanied by riveting and entertaining videos. Additionally, and more importantly, as National Regatta Chairman of the Leukemia & Lymphoma Society's sailing program, Jobson – himself a lymphoma survivor – is here to encourage boaters to participate in Seattle's 2008 Leukemia Cup Regatta on June 7th, 2008.

Don McVittie Was a Dinghy Champion And a Leader in the Gear Industry



Staff Commodore Donald “Don” McVittie, an International 14 champion and mechanical engineer who helped lead the development of electrical generation through wind power, died Jan. 20 after a two-and-a-half-year battle with lung cancer. He was 77.

McVittie started sailing I-14s shortly after moving to Seattle in the early 1950s, and he and his wife Renate, whose nickname is “Red,” successfully campaigned five of the boats, all named Tigger, up and down the West Coast for over 20 years. The first Tigger was CYC’s Boat of the year in 1958.

McVittie was the West Coast I-14 champion several times, according to his wife, who said he also shared the national championship once with George O’Day. McVittie also sailed twice for the Northwest in the Mallory Cup competition, the U.S. Men’s Sailing Championship once as skipper and once as crew

The first time, his wife crewed for him, but the second time, in 1966, she was busy winning the Adams Cup for CYC in a boat skippered by Jerie Clark. The Adams Cup competition is for the U.S. Women’s Sailing Championship.

McVittie’s sailing career was cut short in the early 1970s as a result of a neck injury suffered when his car was struck from behind by a drunk driver, his wife said.

“He was a great dinghy racer, and he and his wife were one of the best teams around,” said Staff Commodore Dick Marshall. “And he was a staunch Corinthian.”

McVittie was born in Niagara Falls, N.Y. , the son of an engineer who worked for Union Carbide. He went to the University of Buffalo for two years and then transferred to the University of Michigan, where he was active in the sailing club, met his future wife, and graduated with a degree in mechanical engineering.

After a stint with the Puget Sound Naval Shipyard in Bremerton, he went to work for Marine Construction and Design Co. (MARCO), and he and his wife lived in a houseboat on Seattle’s Portage Bay with their new daughter, their dinghies and a Seabird yawl, their “cruising” boat.

After designing hydraulic equipment for commercial fish boats at MARCO, he moved to The Gear Works, where he became known as an expert in gears and left as chief executive officer in 1986 to become a consultant. He was a past president of the American Gear Manufacturers Association and a recipient of the group’s Lifetime Achievement Award.

For the last six years, McVittie has been heavily involved in the wind power industry, overseeing the design and quality control of windmill. gear boxes. He worked until two days before his death.

He and his wife have been avid cruisers and scuba divers, traveling through the Northwest, British Columbia and Alaska on their powerboats, both called “Raven,” until McVittie became ill in 2005. The second Raven is based on a 38-foot fishing boat hull, but was otherwise entirely designed by McVittie and launched in 1992.

Ashore, he was a serious opera fan, always trying to catch a performance wherever his travels took him. And not limited to shoreside, he was a knowledgeable wine connoisseur, which was much appreciated by all who dined with him.

In addition to his widow, McVittie is survived by three children, Jody McVittie, Eric McVittie and Sahara Pirie and four grandchildren.

A memorial service will be held at the CYC Shilshole Clubhouse on Sunday, March 2 at 1:30 p.m.

March, 2008

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1 s-Blakely Rocks Race SeaScouts
2 S-Laser Frostbite & Private Func- tion	3 S- Monday Lunch	4	5	6	7 1- Catalina As- soc.	8 S-Possession Point Race
9 S-OD Srping Weekends	10 S- Mon- day Lunch BRD. Meeting	11	12	13	14	15
16 S-OD Spring Weekends	17 S-Monday Lunch	18 S-Private Funct.	19	20	21 L-Multihull Association	22
23/30 S-Windjammer Race Mng Course	24/31 S- Monday Lunch	25	26	27	28 S-Private Function	29 S-Pulley Point Race

Code: L=Leschi, S=Shilshole, CC=College Club, Closed indicates that the clubhouse is reserved for a private function. SLB=Sound Large Boats, SOD=Sound One-design Boats, PSFC= Puget Sound Fleet Council Meeting (Big Boats), PSODFC= Puget Sound One-design Fleet Council Meeting (One-design boats). SWSA=Seattle Women Sailing Association

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