



Classic Yachting

A QUARTERLY NEWSLETTER BY AND FOR ALL THE FLEETS OF THE CLASSIC YACHT ASSOCIATION

Bell Harbor - A Pacific Northwest Fleet Tradition Built Around our Traditional Wooden Boats

by Margie and Jim Paynton, PNW Fleet

A history of the Pacific Northwest Fleet's Bell Harbor event needs to begin in 1983 with its predecessor, the Port Ludlow show. It was called "Port Ludlow by Land and Sea", with non-competitive participation by the Classic Yacht Association, the Classic Car Club of America, Rolls Royce Club, and the Antique and Classic Boat Society. Free moorage for two nights was provided, public viewing was included as was an outdoor barbecue, initiated by Classic Yacht Association member Ramp Harvey. The Port Ludlow by Land and Sea event continued for 13 years, through 1996 under the leadership of various Classic Yacht Association members, including Monty Holmes, who was able to attract antique air and float planes, adding "Air" to the "Land and



Pacific Northwest Fleet vessels parade down the Seattle waterfront as part of the official Sail In at the first Bell Harbor Rendezvous, June 13, 1997. *photo provided by M and J Paynton*

Sea" event. In early 1997 challenges arose indicating that after fourteen years at Port Ludlow changes needed to be made. Fleet members wanted a new location for an event that would allow us to show our wonderful wooden vessels to the public and provide a regular meeting for our members.



Members of the Pacific Northwest Fleet at the first Bell Harbor Rendezvous, June 13, 1997. *photo provided by M and J Paynton*

At the Seattle Boat Show in January of 1997, we met Jody Burke, Facilities Manager for the new Bell Street Marina at Pier 66 on the Seattle waterfront. We told Jody that the local Classic Yacht Association fleet was looking for a location to showcase their wooden, pre-World War II vessels. Jody became quite excited about the possibility of such an event. The Marina's state shoreline access agreement included

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From the Commodore

Diane E. Lander

I have just returned from a fabulous 21-day cruise aboard **Marian II**. Wonderful weather the entire time and no boat problems. Lucky me! My itinerary took me to the San Juan Islands – one of our many gorgeous Pacific Northwest cruising grounds. Beautiful scenery, great food on board and at local restaurants and many wonderful beaches to be enjoyed by the **Marian II** crew including my two French Bulldogs, Calais Elyse, and CoCo Chanel.

Now it is time to get back to work in my role as Commodore. I am looking forward to the Change of Watch in Hawaii scheduled for January 13-17th in Honolulu. As the Delta variant rages, the Governor of Hawaii recommended against travel to the islands as recently as early September. The bridge of the Classic Yacht Association will decide whether current conditions will permit our in-person meeting by mid-October. I, for one, really hope that we can meet in person. However, we will do what is the safest for the group in accordance with existing regulations and recommendations from Hawaiian officials. You will be notified as to the status of the meeting not later than mid-October. In the meantime, if you want to sign up for the meeting all the information is on the Classic Yacht Association website including the information about the hotel. Please sign up – the more the merrier and I am so hopeful that we will be able to meet in person.

The agenda for the meeting is being developed. All fleets can request that agenda items be added to the agenda and must do so not later than November 13. Reminders will be sent to the fleet bridges, and I am reminding all our members to contact your fleet representatives and bridge members with any requested agenda items as soon as possible but in any event allowing enough time for the items to be submitted to me not later than November 13th.

As fall and winter approach, we are starting to plan our off-season maintenance projects. My biggest project this year will not be on my boat, but in my condo. During the pandemic, being home so much, I decided that I hate my flooring. So, starting the end of September, my flooring is being torn out and replaced with beautiful luxury vinyl planking that looks like hardwood and is really pet friendly.

During the two- or three-week construction project, I will be staying aboard **Marian II** which will be really fun. I always love time aboard my boat. Eventually **Marian II** will be needing a new transom, but hope-

fully not this year – or next year! With a wooden boat, the projects are never finished it seems.

I hope to see all of you in Hawaii in January. If you have any ideas for the meeting, please feel free to contact me at commodore@classicyacht.com.



Commodore Diane Lander is really ready for our Hawaiian sojourn.

photo courtesy D Lander



As our annual meetings and Change of Watch events approach, it is essential that all members have access to the “members only” features on the Classic Yacht Association website.

Please be sure that your login information is correct and allows you full access.

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David Huchtausen’s poster for the 2002 event.
image provided by D Huchthausen

guaranteed public access, and an event such as a boat show could satisfy that policy. By the time our conversation concluded, a plan had been hatched for a show of classic boats at the Bell Street Pier in Seattle that very summer to celebrate the Marina’s first anniversary!

Since the Port Ludlow event had typically taken place in June, Father’s Day weekend was chosen as the date for the classic boat show. The weekend would include things that had taken place at Port Ludlow, including a boat parade, a communal dinner for the boat owners, and an invitation for public viewing. Like its predecessor, the event would not be judged, but would include a “People’s Choice” award for the visitors to vote on their favorite classic. The committee contacted various media outlets for publicity, resulting in coverage by *The Seattle Times*, a television helicopter, evening newscasts, local boating magazines, and interviews on KVI’s weekly marine radio program. These activities resulted in large crowds coming to the Marina.

In addition to holdover activities from Port Ludlow, the Bell Street Classic Rendezvous began a tradition of using fleet members to carry out the many on-site tasks necessary to ensure a successful event. A printed program was created to educate the visitors on the docks about the unique features



Bell Harbor Marina manager Jody Burke presents Stephen Wilen the very first “Peoples’ Choice Award” for his classic yacht *Kensington* in 1997. photo courtesy M&J Paynton

of each vessel present. Since 2001, member David Huchthausen has created annual collectible commemorative posters for the event. In 2002, the Chief Seattle fireboat began a tradition of coordinating its monthly water display drill during the sail-in of vessels on Friday afternoon. Also in 2003, the Saturday and Sunday arrival of huge cruise ships at the Pier 66 terminal brought more crowds of onlookers to the docks. Because of security concerns on the Pier, it was necessary to eliminate the car clubs at the event.



Popular Seattle TV meteorologist Walter Kelley delivers his evening forecast live from Bell Harbor, June 15, 1998. photo courtesy M&J Paynton

Many milestones have been celebrated during the Bell Harbor weekend. Here are some of them:

- With the help of a Friday front-page article and photo of *Wahoma*, on Saturday Monty Holmes spotted an older woman standing at the bow, her hand extended to touch the boat. When Monty approached her, she explained that she had dated the son of the first owner and had very fond memories of a boat trip on *Wahoma*.

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The *Norwegian Bliss* towers over some of the classic yachts at the 2018 Bell Harbor Rendezvous.
photo courtesy M&J Paynton

- 🚩 Also at the first event in 1997, Mike Passage and Laura Shifflette warned each other while visiting the event that they would **NOT** be purchasing a classic boat. By weekend's end, they were the owners of *Faun*! (They have been active members of the Classic Yacht Association since. Lauren has served as Commodore of the Pacific Northwest Fleet. By all accounts they've had wonderful summer cruising since.)
- 🚩 In 1998, meteorologist Walter Kelly of Channel 13 delivered his evening weather forecast from the helm of Jim and Margie Paynton's *Maranee*.
- 🚩 In 1999, the arrival of *Deerleap* from southern California would coincide with the Bell Street event. By 2004, Slim and Carolyn had moved *Deerleap* to the Pacific Northwest for good.
- 🚩 In 2005, the show's centerpiece was *Glorybe*, resurrected from an ashen, watery grave, and restored following a horrific fire at the Seattle Yacht Club in 2002.
- 🚩 Several boats have hosted multiple owners at the waterfront weekend, including three sets of owners aboard *Lawana*, and three families representing *Comrade*'s caretakers, including two generations of the Birdseye Family for a total of 50 years followed by Kathy Weber and Bill Shain.
- 🚩 An Engine Preservation Award has become a part of the weekend, recognizing the labors and dedication of classic boat owners in maintaining their vessel's decades-old power plants.

The event has been the occasion for celebrating milestone birthdays, including 80, 90 and even 100 years (*Lawana* the boat and Lake Union Dry Dock Company -- the original designers and builders of Lake Union Dreamboats). Crowd size has increased over the years, and there are typically over 40 Pacific Northwest Fleet yachts in attendance. A record of 54 boats filled the marina in 2006. With four sets of organizing chairs over the years (Paynton, Shugart, Kochel and Lander), the weekend continues to lure guests from throughout the Classic Yacht Association, the maritime community, and visitors from around the world. Enthusiastic businesses sponsor the moorage and other components of the weekend – it could not happen without their support!

As they say, the best is yet to come – June 17-19, 2022 will mark the 25th anniversary of the event! Mark your calendars now; we will stuff as many boats as possible into the Bell Harbor Marina! As for visitors, there are several hotels in the immediate area, or better yet, enlist as a crew member on a classic for the weekend.



Bell Harbor Marina completely filled with classic yachts at the 2019 Bell Harbor Rendezvous.
photo courtesy M&J Paynton



Where is your favorite anchorage/moorage and why?

Please send a note to Newsletter@classicyacht.org while your summer experiences are still fresh in your mind. You will be contributing to a future newsletter article.

A Voyage into the Archives –***The Classic Yacht Association Newsletter No. 5, September 1985****Provided by Arnold Hofman, former member of the Pacific Northwest Fleet*

Classic Yacht Association

NEWSLETTER NO. 5, 1985 PACIFIC NORTHWEST FLEET SEPTEMBER 8, 1985

Where the heck has this newsletter been? We have been waiting for it since June but without results. The Great Potentate and somewhat obscure cruiser, Commodore of the CYA Fleets G. Gilbert has looked at this editor/commodore with a jaundiced eye in regard to this situation and has managed to give me the industrial strength gults. As a result, I plan to complete this newsletter without taking any potshots at the membership or their yachts. I will only report confirmed fact or personal observation and as a result I would never report that a yacht like CLE ILLAHEE is "hog" since I am not technically qualified to determine the exact condition even though the boat may look like that to some observers. Well, so much for the plan and the rules of engagement.

Since the last letter we definitely have had some fun and serious underway time. The best Puget Sound summer in memory made it hard to go to work. Those of us that made it to Everett's Salty Sea Days had a very nice time. Followed MER-NA and MARIAN II from Seattle to Everett where we joined up with SCORPIOUS, ORBA, MOLA MOLA, CURITAS PRIMA, TERRY-DEB, and LAWANA. With the Snohomish River running out to a minus tide and the wind blowing, our Great Potentate, gutsy as ever, decided to do about a dozen "touch and go" approaches on the dock apparently for practice, much like they do with small aircraft. The idea might just catch on. Although the invited city fathers showed a lack of interest in our sailpast, we had a short one anyway and I'm sure the public enjoyed it. Had some good visiting time with our group as well as the public roaming the docks. The sea lions posed for pictures on the log booms for everyone's enjoyment.

Understand that some of our membership has been into some "heavy duty" cruising. Word filtered back from remote parts of the state that ORBA, CLE ILLAHEE, and RESOLUTE went as far as Seward Park for Memorial Day weekend. Again on 4th of July ORBA, CLE ILLAHEE, TERRY-DEB, and MER-NA went all the way to Lake Union for the Wooden Boat Show. Word has it that all had fun in spite of being run out of their anchorage by the police. We have not seen the actual police report so we can't very well confirm, deny, or report on any rumors of rowdy behavior or illegal mooring of boats.

While the previously mentioned boats went all the way to Lake Union, PHIELA II was underway for La Connor, Anacortes, and the San Juan Islands for a few days. Saw MIONE near Langley, WA on the east

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in a land cruising motor home as we had heard. Guess we provided LIBERTY with some much needed entertainment which they were busily trying to document. I'd tell you about it but I'm hoping their film will be ruined in development. The next morning SCORPIOUS and ORBA left early to do some fishing. After they had hamburgers for dinner they did some night steaming to get into Victoria on Thursday.

Friday, PHILELA II got to Victoria and before long we had a total of 15 great boats from the PNW Fleet. With us was ORBA, SCORPIOUS, SCAMPER, PATAMAR, RESOLUTE, ARLENE, MER-NA, SANDPIPER II, DAVY BILL, MARIAN II, CLASSIQUE, CLE ILLAHEE, KIYI, AND SEAFARER. We had a great turnout. Jim and Margie Paynton showed up and participated but without TERRY-DEB. There was something for everyone. The women went to High Tea, some of the boys went to a marine junk store in Souke, we made music one evening on the ORBA, some took in a Greek restaurant, and on Saturday night the Ellises flew back to Seattle to what David described as an absolutely wonderful evening being paraded around as a piece of meat at Heather's class reunion. Sunday morning saw us all getting ready for the sailpast. Our sailpast looked the best I have ever seen. As we turned to port outside the breakwater, our spacing looked great and everyone was lined up as the should be. It was interesting to see our three great "production" boats, RESOLUTE, ARLENE, and MER-NA, all lined up in a row together.(No offence meant Norm).

Monday saw us underway crossing the strait at 0600 and tied up in Port Orchard via Port Townsend by 1845. That included some minor voyage repairs on PATAMAR in Port T. A fun week to wrap up a great summer.

Here is what is next!!

September 21 & 22 Fall Rendezvous and Pot Luck Tom Henderson is coordinating. It will be at the downtown docks and Tom will talk you into the right spot by VHF on Saturday Morning. POULSBO

October 26 & 27 Halloween Rendezvous and Pot Luck at Blake Island. Monty Holmes is coordinating this one.

Be there or be square!!

Commodore Arnold



This is but one of a number of issues ending in 1998 that Arnold Hofman passed on to me. Arnold is still an active boater who keeps his boat in a boat house that opens onto the same alley way as ours. He no longer owns a classic wooden boat. We have another neighbor Jay Niederhauser who is also an active boater, Both Arnold and Jay were active members of the Pacific Northwest Fleet and were Fleet Commodores. I am sure many of us know "retired" members.

I think our "retired" members have much information and stories about the Classic Yacht Association – its boats and activities throughout our earlier history. If you know "retired" members who have interesting stories please introduce us (newsletter@classicyacht.org).

Dinghies, Dinghies, Dinghies – On this page and following are contribution from our members

The Patamar Dinghy

by Ken Meyer; owner of *Patamar* since 1997, Pacific Northwest Fleet

When Heather and Dave Ellis bought the *Patamar* in 1982 it came with an aluminum cabin top dinghy, which blew off in the first stiff wind. Gene and Jean Spargo had a solution, a 8-foot long lapstrake dinghy that was smaller than he desired for his boat, the *Lawana*. That dinghy was now stored in his garage. This red cedar over white oak frame dinghy has been on the roof of the *Patamar* ever since. It has soundly served out its duties over time and is admired for its servicability, rowability, beauty, and history.

The dinghy was built by Marty Monson in his own yard on Lake Union during the 1930s. Marty learned the craft from when he worked at the Grandy yard which was known for the lapstrake's design and their ability to produce many like it from patterns and stock on hand. It was rumored that a single boat could be roughed out in a day and finished out in the time it took the paint to dry.

What makes it unique to the *Patamar* is the method of launching. From the cabin roof, the dinghy is placed onto a slide (or "glide") and gravity brings it over the transom into the water. Reversing the procedure with a block and tackle returns the dinghy to the roof. This is a single person task although having help makes it much easier to balance the boat in the track on the glide. Although a davit or boom system may be preferable, there is no headroom in the *Patamar* boathouse for this equipment. This design also leaves the boat and rooftop dinghy with a cleaner profile. Since this system has lasted for more than 40 years, I think it will remain for a few years more.



Snap shots of Ken launching his dinghy. At the top he is mounting the slide. In the second image he is guiding the dinghy down the slide. In the third he has successfully launched the dinghy. photos courtesy of K Meyer

Newsletter Report

by Bill Shain, Editor

The wealth of the Newsletter resides in the contributions that you make. I encourage you to reach out with suggestions for content.

This issue contains a number of wonderful contributions about the dinghies we own. My thanks to members who made these submissions.

email: Newsletter@classicyacht.org



Dinghy on my Stephens

by Robert Sesar; owner of *Skal* since 1997, Northern California Fleet

After impulse purchase of a new dinghy for my 34-foot, 1928 Stephens Brothers Delta Cruiser, we came to the realization we needed to build a saddle and davit for the 1945 Penn Yan 12-foot boat with 1945 Johnson outboard. The operation had to be such that the Penn Yan could be taken down and put away easily, so we will use the dinghy and not have it as just another boat decoration. Searching the web, we found a shop crane that resembles something you could find in 1928. Attaching the mounting bracket was based on my best hope, that under load, the davit would not rip off the side of the boat.

I wanted the davit to be completely removable leaving no trace that I bastardized a Stephens. The davit I bought is actually a light weight OZ crane used to move parts around a shop. It comes with an optional electric hoist making it easy to operate. Since the crane was not tall enough, a black powdered



Bob and company out in the Penn Yan.
photo courtesy of R Sesar

were limited to 4 knots maximum and lacked power to push *Skal* out of the troughs in a timely manner. My first thought, "We have a Penn Yan life boat, all will be OK."



One for Fun, One for Work

by Dan DeGard, owner of *Saga*, Pacific Northwest Fleet

Saga carries the *Brief*, an 8-foot pram I built from a Chesapeake Light Craft kit during the Winter about eight years ago. It rows very nicely, and there is a small gaff-rigged sail that is a real kick. My intention is for it to be ready for my grandsons, now age 7 and 5, to have a blast with it.



Dan enjoying a row in the *Brief*. photo courtesy of D DeGard

For the mundane, utilitarian shore boat duties, *Saga* carries a 9-foot Livingston. The Livingston barge can be rowed or powered by an electric trolling motor or a 60+ year old 1hp Seagull (named Jonathan).



Using the davit to launch the dinghy.
photo courtesy of R Sesar

coated extension was built out of steel. We installed the crane and a new saddle to *Skal* over one week-end. Attaching the hook to the lifting brackets in the Penn Yan, we hoisted it into place on the saddle and strapped it down.

We sailed out of Glen Cove Saturday morning February 20th at five in the morning for San Francisco. The wind was an unusual southeasterly so the wave generated by the 20-30 knots of wind were hitting us on the beam. We did leave the dock knowing it was blowing 20 plus knots across the San Pablo Bay. My crew started to get a little sea sick. I did my best to keep the boat level and then off Point Pinole the engine started to take it easy. What I mean, the reliable Yanmar would not run over 1,800 RPM's so now we

A Classic with one Small Modification

by Cecelia Rosell; owner of *Bianca* with Maurizio Hublitz , *Canadian Fleet*

The wooden dinghy of *Bianca* is a Herreshoff cedar planked design. It was built by a man in Whiterock, BC, intended to be used by his grandchildren. By the time he was finished construction 20 year later, his grandchildren had already grown up and that's when he decided to sell it to someone who would enjoy it more.



Cecelia rowing in Dingy Bianca.. photo courtesy of C Rosell

Dingy Bianca has been an absolute joy for us for many years now. She's light and rows incredibly well, surfing effortlessly in-between waves. She's taken multiple people and cats around harbors and to and from shore. She's mounted onto the swim grid where she can easily be taken up & down. A motorcycle



Our "review" mirror. An excellent way keep your eye on passengers, too. photo courtesy of C Rosell

rear-view mirror was installed on a wooden stick to spare our necks when rowing longer distances. A fun-fact is that our guilder forgot the "H" in

"Dinghy" so in golden letters it now says "Dingy Bianca" on her transom. It was first pointed it out to us by a friend. It's now the running joke and we wouldn't want to correct the typo since it always brings a smile on our faces!



A Skiff by any Other Name

by Dorin Ellis, owner of *Mitlite*, *Pacific Northwest Fleet*

My skiff is a 1996 Glen-L Sherwood Queen. Built in Puyallup, WA.

I love the adorable, odd, pseudo-workboat look of the boat, and that she tows behind *Mitlite* like a dream. Currently I am looking for a better seating situation for passengers.



My bright tender alongside, the presently not-so-bright *Mitlite cabin*. photo provided by D Ellis

In the three months since I have purchased the boat, I have used the heck out of it. Both as my sidewalk-to-shore while at anchor, as well as fishing/crabbing/beaching utility boat. She also is an enjoyable lake cocktail cruiser.

In the early part of the summer, right around our super-heatwave in Seattle, my old skiff. A 14' RIB inflatable, had been stolen and totaled. In the process of searching out a replacement a friend of mine found what he claimed was "a boat that was weird enough for me". And I suppose he was right. I was hooked on it at soon as I saw it.

The boat has made friends everywhere I have taken her. Glen-L is a DIY boat plan company out of Port Townsend, whose plans are available for mail order out of the back pages of *Popular Mechanics*. The materials used were at the discretion of the builder and

OARS - keepers of classic wooden boats

by Jack Darnton, OARS Communication Chair

Most any morning in Anacortes, an island community 80 miles north of Seattle, WA, you can see members of the Old Anacortes Rowing and Sailing Society rowing classic wooden gigs on Fidalgo Bay. They are embodying the 125-member club's mission: Rowing together to enjoy, honor and promote wooden boats and small craft traditions.

Founded in 1978 by local wooden boat enthusiasts, OARS boasts a six-boat fleet: three classic four-oared wooden gigs built by club members, a modern composite wherry, a Queen's gig for one rower, and a rowing and sailing wooden longboat that served as a youth education component of OARS for many years.

The club regularly shares its boats with the community at parades and events such as the Anacortes Waterfront Festival and small boat messabouts, where they take people out for rows. Members pitch in to do the regular maintenance and repairs needed to keep the boats in prime condition. The oldest gigs were built almost 40 years ago.

The pride of the fleet is the *Island Star*, a four-oared gig that's 27-feet, 4-inches in length and has a provenance that goes back to the early 19th Century. It's the fastest boat in the fleet, given its sleek lines and length.

OARS members and the shipwrights at Emerald Marine built the *Island Star* in 2010. It is a traditionally built lapstrake gig with red cedar planking.

The *Island Star* is based on a Whitehall rowboat, the *American Star*, built in the early 1800s by two brothers in Brooklyn, NY. Competitive rowing was a popular activity back when the *American Star* raced to fame in New York Harbor on Dec. 9, 1824 before 50,000 enthusiastic fans. The four-oared gig beat the *Dart*, a gig from a British warship, in a racing competition that has been described as equivalent to today's Super Bowl – with \$1,000 (almost \$30,000 today) in prize money going to the winners.

The boat was gifted to General Lafayette on his last visit to the United States in 1825, to show gratitude for his role commanding French forces during our Revolutionary War. He preserved the boat at his estate outside of Paris in a pavilion constructed especially for that purpose. The *American Star* was still in France at Lafayette's estate when Kenneth Durant, who was researching the origins of the Whitehall rowboats, found it in an empty carriage house in



The OARS fleet by the dock in Anacortes
Photo courtesy of J Darnton.

1968. It was quite a find, one of the oldest surviving small craft of its type.

In a cooperative effort between the Mystic Seaport Museum in Connecticut and John Gardner, famed maritime historian, educator and boatbuilder, the lines were taken off the hull in 1972. The first replica of the *American Star*, the *General Lafayette*, was built in the Mystic Seaport Museum in 1975.

The story moves to the Pacific Northwest when another replica, the *Salish Star*, was built in Port Townsend during the winter of 1998 using Gardner's plans with a few modifications. It was commissioned by the Port Townsend Wooden Boat Foundation.

A third replica was started in 2000 by the San Juan Islands Maritime Heritage Society. But the project stalled in Friday Harbor, and the unfinished boat wound up in Anacortes. The years went by, and when OARS started thinking about a new boat, members voted to take on the *Island Star* build with the help of Emerald Marine Carpentry in 2010.

One of the first tasks was to remove the flawed original planks. The replacement planks came from sawn red cedar that had been stored for decades. The wood was near-perfect with a narrow, straight grain. The three 7" x 7" x 25' timbers originally belonged to George Pocock, who came from England and founded Pocock Racing Shells in Seattle in 1911. Pocock was a key figure in the development of rowing at the University of Washington and built the shell the "Boys in the Boat" crew used when they won the Olympic Gold Medal in 1936.

The wood changed hands and ended up at the Port Townsend Maritime Center. OARS purchased it to plank the *Island Star*.

All the previous designs were modified slightly for the *Island Star*. It has more strakes of planking — eight planks on each side compared to six on the *American Star* — to give it more room and make it rounder. More space between the thwarts and modifications to the bow and stern make it easier to row. Scantlings were also beefed up to make it a more useful club boat.



Interior view during construction of *Island Star*. Photo courtesy J Darnton.

The boat is clin-ker planked, copper riveted at the frames and clenched nailed in the laps. In addition to the red cedar planking, other woods include Oregon white oak frames, fir thwarts, and gunwale, local locust floor timbers, transom and knees, and yellow cedar or carbon fiber oars.

The build took about eight months in all. Soon after completion, the *Island Star* was in Port Townsend for a race with her sister ship the *Salish Star* as part of the Wooden Boat Festival. The *Island Star* crew pulled out to an early lead and soundly outpaced their rivals.

Since then *Island Star* has been in many races around the region, always drawing admiration for her beautiful lines and workmanship. Most of the time, though, she can be found out on Fidalgo Bay, manned by OARS crews that row her weekly and can appreciate firsthand the craftsmanship and care put into this beautiful and historic boat.



Island Star under way with graphite oars. Photo courtesy of J Darnton.

Not so Tender

by Mike Fazio, owner of *Annie*, USA Fleet

I actually have an ancient tender, a c.1890 10-foot Lawley. I don't think it has floated or held water in it since 1990! I have it tucked away in my shed, trying to decide if I should find a new home for it.



My 1890s Lawley. Waiting for its day in my shed. Photo by M Fazio.

For *Annie*, I had been using a “hand-me-down” inflatable for which I crafted mahogany seats and floorboards made up from various spare parts! Over the winter months, it was left outside and fell victim to a snow plow. The damage was not recoverable.



My necessary and functional inflatable. Photo by M Fazio.

This summer, another old Avon found its way into my life. This boat was used by a local marina for years, and looks like it might have been previously owned by Jacques Cousteau when he discovered Atlantis! While they can be fun, I find that tenders are just a necessary evil.



Our Spindrift II, too

by Doug Reicher and Camille Tisdel, owners of Spindrift II, USA Fleet

Our dinghy came with *Spindrift II*, our 1929 46-foot flat top cruiser. It is a lapstrake Elco dinghy that fits on the aft deck cabin roof. It may not be the original



T/T Spindrift II sitting in her cradle on the roof of Spindrift II. photo by C Tisdel

to the boat. We heard a story of how our current dinghy was found in a marina on the Hudson River around 1985. The marina owner mentioned that they had an Elco dinghy in a storage barn. The dinghy was from a 1926 Elco that had been broken up.



Lowering T/T Spindrift. photo by C Tisdel

The original dinghy from *Spindrift II* may have been separated when the boat hit an unmarked jetty on Long Island Sound at night and partially sank. The original owner, Judge Harold Medina from West Hampton and the captain escaped on the dinghy and were heard arguing as to which way to row. Nearby homeowners came down to the beach and banged on pots to guide the rowers in. It turns out

that if they had followed the captain’s directions, the two would have been rowing to Europe. The boat was sold to a salvage crew who quickly raised and repaired the boat and then sold it. The dinghy may not have gone back to the boat.

Our first attempt to use the dinghy was met with a large amount of water coming in the boat when the boat was still floating on the davit lines. As we all know, wooden boats need to swell when first put in the water, but this is not a good trait for a dinghy that may have to serve in an emergency. After caulking the strakes and keel, we were able to successfully use it. It is remarkably stable in the water which is partially due to some ballast let into the keel. The dinghy rows well too. Someone may have put a sail on it as there is evidence of a hole for the mast in the front seat and evidence of hardware for a rudder on the transom. The dinghy is easily launched from its resting place with the two davits. I have even done it by myself.

People ask why there is a T/T in front of the dinghy’s name on the transom. The letters stand for “Tender to”. It might help get the dinghy back to the mother ship in case they are separated.



A Skiff by any other Name... continued from page 9



Mitlite’s bright all over tender. photo courtesy by D Ellis

mine is all teak-marine-ply with solid teak trimmings, and fastened with silicon bronze. I am not sure the boat will probably ever look as good as the day I bought it. Builder was a fan of high varnish—even the bottom!



A Grandy and a Whaler

by Dan Bartlett, owner of *Holiday*,
Pacific Northwest Fleet

The dinghy carried on board the *Holiday* is a 7-1/2-foot lapstrake constructed boat that was built by the Grandy Boat Company of Seattle, WA. *Holiday* was built at the Edison Technical School on Lake Union and launched in 1946.

Shortly after the launch of *Holiday*, the Grandy dinghy was given to my grandfather as a gift, in recognition of his volunteer work at the Edison Technical



Our Grandy lapstrake dinghy with grandchild out for a row. photo courtesy by D Bartlett

School. My grandfather, Rex Bartlett, had hardware stores in Seattle, building a business in the Wallingford district and later in the Green Lake area. He was also an accomplished woodworker and boat builder. One of the boats he built was a 30' ketch sailboat in his backyard, which he named *Verda* after my grandmother. Around the time he sold the ketch, he commissioned Ed Monk Sr. to design the plans for *Holiday*. Being in the hardware business, he met many



The Boston Whaler off the stern of *Holiday*. photo courtesy by D Bartlett

acquaintances in Seattle, one being Jimmy Chambers Sr. who ran the Edison Technical School. After receiving the plans for *Holiday*, he went to Jimmy and told him to "Build me this boat". He soon sold his hardware business and retired at the age of 50! The building of the *Holiday* was started in November of 1944 and launched around July 1946.

The story of the Grandy and volunteer work done at the school was told to me by Jimmy's son Jim Chambers Jr. I am not aware of the actual work my Grandfather did at the school but I would have to assume based on Gramp's woodworking skills and experience he was capable of many volunteer tasks at the school.

The dinghy does not get in the water very often. We normally tow an 11-1/2-foot Boston Whaler Sport, which we have owned since it was new in 1988.



Classic Yacht Association – Strategic Planning Survey of Members

by Gerry Kamilos – Association Rear Commodore

We need your help!

Whether you have been a long-time member, or we just posted your new membership in this Newsletter, we need to understand your expectations, hopes, concerns, and vision for the Association. The Fleet Officers of the Association have prepared a survey that will take 15 minutes to complete. This survey is designed so your responses will be anonymous, thus protecting your privacy and providing us with your most unfiltered and transparent responses.

After assembling a Strategic Planning Committee, the survey results will be used to draft a Strategic and Business Plan and an implementation plan that will be presented to the membership for their review, comments, and eventual approval.

Thank you for dedicating 15 minutes to help us prepare a plan that will guide us into the future!

Please complete your survey by October 20, 2021.

Welcome New CYA Members

Members with registered vessels

Amado Shuck and Lisa Haug
Teal
78' 1927 Kruse & Banks
home port: Seattle, WA
Pacific Northwest Fleet



Benoit Godin and Sarah Hockin
Loueda
30' 1947 H.E. Snider (Monk)
home port: Victoria, BC
Canadian Fleet

Kim Erickson and Mary Hart
Storm King
40' 1942 Tacoma Boat Co.
home port: Anacortes, WA
Pacific Northwest Fleet



Other New Members

Richard Shanks
Audacity
 home port: Everett, WA
 Pacific Northwest Fleet

Tom Golden & Janet Honaker
Dionysus
 home port: Long Beach, CA
 Southern California Fleet

Colin and Deanna Emsley
Deanna J
 home port: Anacortes, WA
 Pacific Northwest Fleet

John and Christine Metcalfe
Coquette
 home port: Seattle, WA
 Pacific Northwest Fleet

Welcome back returning members

John and Barbara Waterhouse
Waterhawk II
 home port: Seattle, WA
 Pacific Northwest Fleet

Peter Johnson and Christine Foley
Tiverton
 home port: Tiburon, CA
 Northern California Fleet

Bob Leff and Donna Hale
 home port: Sausalito, CA
 Northern California Fleet

Lloyd and Theresa Shugart
Flying Cloud
 home port: Seattle, WA
 Pacific Northwest Fleet

Paula Drayna
Afton
 home port: Seattle, WA
 Pacific Northwest Fleet

A Move to a More Stable Dingy

by Larry Benson; owner of *Thelonius*
 with Tina Stotz, Pacific Northwest Fleet

For most of the 20 years that I have been classic boating, I rowed my wooden, lapstrake tender to shore, to explore coves, and act as an emergency tender. I felt, at the time, that an inflatable was incongruent with a classic wooden cruiser. In more recent years, I have begun to realize I needed something more stable as I have become less so.



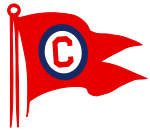
Our lapstrake tender is still mounted on *Thelonius*.
 photo by B Shain

At the 2019 Seattle Boat Show I bought a 10 foot Kachemak inflatable with double aluminum hull. This year, I added a 9.9-hp Suzuki outboard with electric start. Now I don't have to pull a cord to start the motor. My shoulder is happy about this. I wish I had done this years earlier.



The tender makes for easy excursions to friend's boats, docks & beaches. Tina on the beach at Sucia Island.
 photo by K Weber





Classic Yacht Association
 10203 47th Avenue SW, #D-4
 Seattle WA USA 98146

CLASSIC YACHT ASSOCIATION

FALL 2021



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Commodore.....Diane Lander, PNW
 Vice Commodore.....John Peckham, SC
 Rear Commodore.....Gerry Kamilos, NC
 Staff Commodore.....Garth McBride, CAN

Please send queries, suggestions, complaints,
 articles, artwork, and photographs to
newsletter@classicyacht.org

The deadline for submitting material for the
 Winter 2022 issue is **December 15, 2021**.

Notices:

Thank you to all our contributors.

Remember articles for the next issue are due by
 December 15, 2021.

Please contact me with your story ideas for
 future newsletters. Nominate a boat or boaters
 who have a story we would all love to hear.

I am most grateful for the comments and encour-
 agement that I receive.

- *Bill Shain, Editor*
Newsletter@classicyacht.org