

2020 Change of Watch in Seattle

by Diane Lander, Commodore and Laura Shifflette, PNW Staff Commodore

The Classic Yacht Association Change of Watch weekend was held in January in Seattle. We chaired the planning and execution of this event. The weekend started out on Thursday, January 16 with attendees visiting the Space Needle and the Chihuly Glass Garden and having lunch at the Collections Café in the Seattle Center.



We next toured the Lake Union Drydock Company as it celebrated its centennial and heard from 3rd-generation shipyard owner Hobie Stebbins about the operation of this iconic shipyard that built Lake Union Dreamboats in the 1920's and 1930's. Then onto the "Big Blue Boathouse" owned by Diane Lander and saw her 1928 42' Lake Union Dreamboat, the *Marian II*. Finally, we gathered in

Our New Officers – Commodore Diane Lander, Vice Commodore John Peckham, Rear Commodore Gerry Kamilos, and Staff Commodore Garth McBride. *photo: JPipkin Photo*

the lounge of the host hotel, the Lake Union Marriott, for cocktails and a welcome gathering.

1936 Olympics and the actual Olympic Medal. We were also treated to excellent presentations about what it is like to row at University of Washington now from current rowers. Back on the school bus to lunch at Duke's on Lake Union. After lunch we toured the *Malibu*, a 1926 Geary-designed 100' fantail motor yacht. CYA webmaster and long-time member, Rick Etsell, is *Malibu's* captain. After a brief break, we reconvened in the old boathouse at the Center for Wooden Boats for our Welcome Reception with a hosted wine tasting and heavy appetizers. No one left hungry!



View of the Space Needle from inside the Chihuly Glass Garden. *photo: R Olson.*

On Friday morning, we all boarded a school bus to visit the University of Washington Shell house, home of the 1936 Olympic Gold Medal rowing team and site of the famous "Boys in the Boat" book. There we saw the "Husky Clipper" 8-man Pocock Rowing shell that won the



Reception at the Center for Wooden Boats. *photo: JPipkin Photo*



The whole gang in front of the University of Washington rowing facility.
photo JPipkin Photo

Editor, the Webmaster, and each Fleet. Bill Shain was approved as the new Newsletter Editor. Gerry Kamilos gave the report from the 501(c)(3) Task Force (see page 4 for the first of several articles to inform us all). The new Bridge was introduced. There was a discussion of electronic vs printed distribution of the CYA Newsletter. (There will be more discussion of this issue in the next edition of the CYA Newsletter. See request on the back page of this issue.)

Our official meetings started the next morning with a Continental Breakfast fueling us for the morning.

After our meeting, we were greeted by some unusually good weather for January in Seattle and boarded four of our largest PNW fleet

One important and very successful aspect of our meeting this year was that we eliminated paper and document notebooks. Instead we used a wonderful event app called Cvent which was arranged for and donated by Canadian Fleet member Crystal Toupin and her company Quickmobile. All the documents for the meeting were there along with the entire weekend itinerary and information about the various venues and events. We both held our breath about whether this would work and if people would like it. We were delighted that it turned out great!



Board and other attendees gathered at the Center for Wooden Boats for meetings Saturday afternoon and Sunday morning.
photo: R Olson

The meetings began with reports from the Treasurer (see page 5 for summary), a review of new members, the Yacht Registry, The Roster

boats for a tour of Lakes Union and Washington – the *Gyr Falcon*, *Discovery*, *Mitlite*, and *Argonaut II*. Over 65 people attended our cruise and enjoyed a catered lunch while getting a good look seeing the sights including the waterfront home of Bill and Melinda Gates and other billionaires.



Reception before banquet allowed for mixing with new friends and old. *photo: JPipkin Photo*

That evening was the Change of Watch Dinner. Our 2020 Bridge officers were sworn in – Commodore Diane Lander, Vice Commodore John Peckham, Rear Commodore Gerry Kamilos, and Staff Commodore Garth McBride.

Our meeting on Sunday spent much of its time discussing two major issues that have a great impact on CYA members:

- marina policies regarding limitations on, or prohibition of, wooden boats, and



- the decreasing numbers of insurance carriers.

A task force was set up to research these issues. To serve on this task force please contact commo-dore@classicyacht.org.

The meetings and weekend events concluded Sunday afternoon.

A million thanks to our many sponsors and volunteers who helped coordinate the events and helped everything run smoothly. We couldn't have done it without you!

If you have never attended a Change of Watch weekend it is an excellent way to meet people from other Fleets, obtain a better understanding of the workings of our organization, and most importantly have fun. Mark your calendar **NOW** for next year's event January 15-17, 2021. 🚩



The pre-banquet reception allowed Laura Shifflette, PNW Fleet (left), this year's Change of Watch organizer, and Cecilia Rosell, Canadian Fleet (right), next year's Change of Watch organizer to discuss details. *photo: JPipkin Photo*

Web Corner

by Rick Etsell,
CYA webmaster;
<https://classicyacht.org>

The CYA website was the subject of much discussion at the annual meeting in January. Following up on the comments received, webmaster Rick has been busy implementing many changes and improvements to our site(s). The primary thrust has been to simplify and consolidate content as much as possible. The second push, which is still ongoing, is to

try to delegate more website functions to more people, and to make more of the site functions accessible to the Fleets.

So check out the changes – and let us know if you'd like to get more involved with the website. Thank you to Owen Bubb (CAN) who has volunteered as Event Manager for the Canadian Fleet. We welcome volunteers from other Fleets as well. Needed are Event Managers and Membership Managers for each Fleet, and a Store Manager to process orders and distribute CYA branded items.

An important function of the Fleet Membership Managers is to download membership records from the site for fleets to use when generating mailing labels. This must be done every time they are needed in order to ensure that the most current member updates are incorporated. Email lists can also be downloaded this way, although it is better to send Fleet emails directly through the Wild Apricot (WA) system. For more information about these tasks, or help in accomplishing them, please contact Rick at webmaster@classicyacht.org.

The CYA Email forwarders now reflect all new officers and other volunteers.

Until next time . . . Smooth Surfing! 🚩



The *Mitlite*, adorned with photographers, and the *Gyrfalcon* coming through "The Cut" – the channel between Lakes Union and Washington – during our tours Saturday afternoon. Not much blue sky, but no precipitation. *photo: R Olson*

CHARITABLE GIFTS AND DONATIONS: A Benefit and Responsibility

by Gerry Kamilos, Classic Yacht Association Rear Commodore

The future of the Classic Yacht Association and its continued membership depends on how diligently we pursue finding new pathways to insure the legacy of our 50 year old organization. Creating opportunities for members, Fleets, enthusiasts, and the public to support the Classic Yacht Association (CYA) through charitable gifts and donations is one path to be good stewards.

The objectives for gifts and donations can take many forms:

- accepting in-kind gifts that support CYA events;
- allow donations of cash; and
- members gifting event costs.

It is critical that members document gifts to comply with the US Tax Code and that members understand what is, and what is not, a gift. Hopefully this article will help educate us all. (This article applies to our Fleets in the United States. The CYA at some time in the future should explore similar tax benefits for Fleets outside the U.S.)

As the CYA, we need to provide our members, Fleets, enthusiasts, and leadership an array of programs and services to meet the needs of our Fleets. These activities should either introduce new public and educational programs to our communities or enhance ones we are currently providing. Accepting charitable gifts, either cash or in-kind contributions, is a way to support such programs.

Here is a brief timeline of how the CYA achieved an US IRS Section 501(c)(3) non-profit status. This status allows the CYA to accept charitable gifts that individuals can use as itemized deductions on Federal tax Form 1040 Schedule A.

- **January 2003.** Commodore Mike Oswald suggested that CYA become an tax-exempt organization;
- **January 2008.** PNW Fleet offered Proposal #1 to secure a US IRS 501(c)(3) tax exempt status for CYA. The motion failed because of Fleet financial report requirements with a close vote.
- **January 2015.** PNW Fleet offered another proposal for the CYA to become a tax exempt organization and it was approved.

- **April 19, 2016.** CYA was named a US federally tax-exempt organization under Section 501(c)(3) of the US tax code.
- **January 2017.** The CYA Board decided that all donations to the CYA were to be routed through the Association Treasurer.
- **January 2019.** A committee was formed to prepare a 501(c)(3) tutorial to share with membership and Fleets.

Our Association has over 330 members in North America with over 280 vessels in five Fleets. We sponsor over 60 events annually that provide public education on recreational yachts, maritime history, architectural design, and artisanship. Over 150 vessels participate in these public events at substantial cost to us, the boat owners.

So how can those who contribute to these events and activities provide in-kind charitable gifts?

WE ALL NEED TO UNDERSTAND the 501(c)(3) designation is a privilege, not a right, and must be protected from cancellation by the US IRS. Every gift and donation has to be documented, especially in-kind gifts from members. ***Determining what is eligible and what is not is essential.*** Detailed records of all gifts must be kept. The Association takes ultimate responsibility for all the Fleets to maintain a good standing with the US IRS.

SO WHAT QUALIFIES AS A CHARITABLE GIFT?

Cost associated with

- public events – events in which public participation is included in all or part;
- educational events – events which members and/or public are included;
- fuel costs to attend a public event;
- fuel costs associated with an educational program;
- costs associated with preparation of the event and event materials;
- donations to offset costs of public or educational events; and
- advocacy and organization operating costs.




WHAT DOES *NOT* QUALIFY AS A CHARTABLE GIFT?

- fuel unrelated to trip from home port to qualified event;
- maintenance;
- hired crew or employees;
- paint, varnish, polishing and cleaing costs;
- replacement parts, repair and replacement of equipment;
- safety equipment costs;
- dockage fee or other charges outside of the qualified event; and
- signal, ensign, burgee, flags and costs of similar items.

2019 Annual Statement of CYA Financial Activities

by Jim Paynton, CYA Treasurer

The following pie-charts provide summaries of the income and expenses of the Classic Yacht Association for the year 2019. Reserves are an essential part of our financial security and a prudent addition was made to our reserves this year. Funds included in “Event Income” and “Fleet Event Reimbursement” pass through the Association accounts as this revenue is deposited and then reimbursed to the fleets. 

HOW DOES A MEMBER CLAIM A CHARITABLE GIFT?

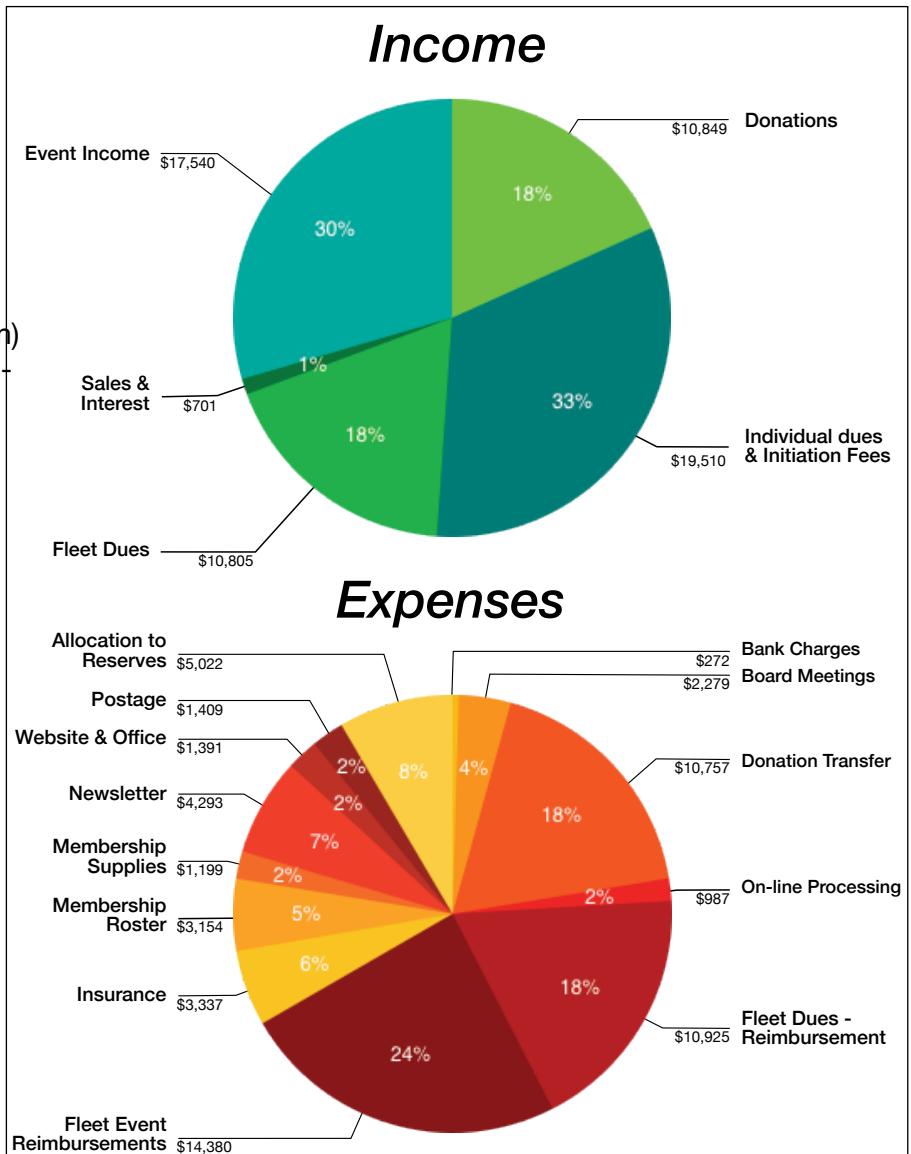
The member providing the CYA an in-kind gift should provide a letter to the Fleet Treasurer outlining in detail the gift being provided with an itemized list of items donated. This received letter shall be forward by the Fleet Treasurer to the CYA’s Association Treasurer (Jim Paynton) for inclusion into the CYA’s permanent records and reporting to the US IRS. A gift letter from the Executive Treasurer shall be sent to the gifting member acknowledging the gift.

Our Association truly appreciates the dedication of its members in supporting costs of public or educational events; to the extent that a member’s costs are supportive of these events, the Association now has a vehicle to accept charitable gifts recognized by the U.S. IRS as a tax-deductible gift.

We hope this article is useful as we begin the Classic Yachting season and our events start ramping up.

(A continuing column in the Newsletter will provide additional information and space for your comments. Please submit these to

newsletter@classicyacht.org.) 



For the Love of Beautiful Boats

by Jack Becker, PNW Fleet

Historical Vessel Documentation

Have you ever come across a boat that catches your eye, and the closer you look the more there is to see? That's what happened to me late last summer (2019) at the Port Townsend Wooden Boat Festival when I happened upon this beautiful 16' lapstrake yacht tender, built by the Lawley yard in Massachusetts in 1913. Until about three weeks before that day it had been in a barn in the San Juan Islands for about 80 years. It was for sale, but, after a somewhat sleepless night, I decided not to buy it. Instead, I told the owner's rep that I would like to document it with lines and construction drawings. They agreed to let me do that, and at the end of the festival they towed it to my shop, and I got to work.

Just so you know, I've done drafting and design work for most of my career. Much of it was for buildings, from houses to commercial and industrial buildings. I was also messing about with boats most of that time, and in 1997 the two worlds collided. I signed up to attend the NW School of Wooden Boatbuilding, which eventually, years later, led to a short stint as an Instructor, which included a five-day workshop on "Techniques for Documentation of Historic Vessels." A somewhat serendipitous journey, which has now led to doing drawings of several old boats, mostly small craft, for various clients. Except the Lawley. This one was for me.

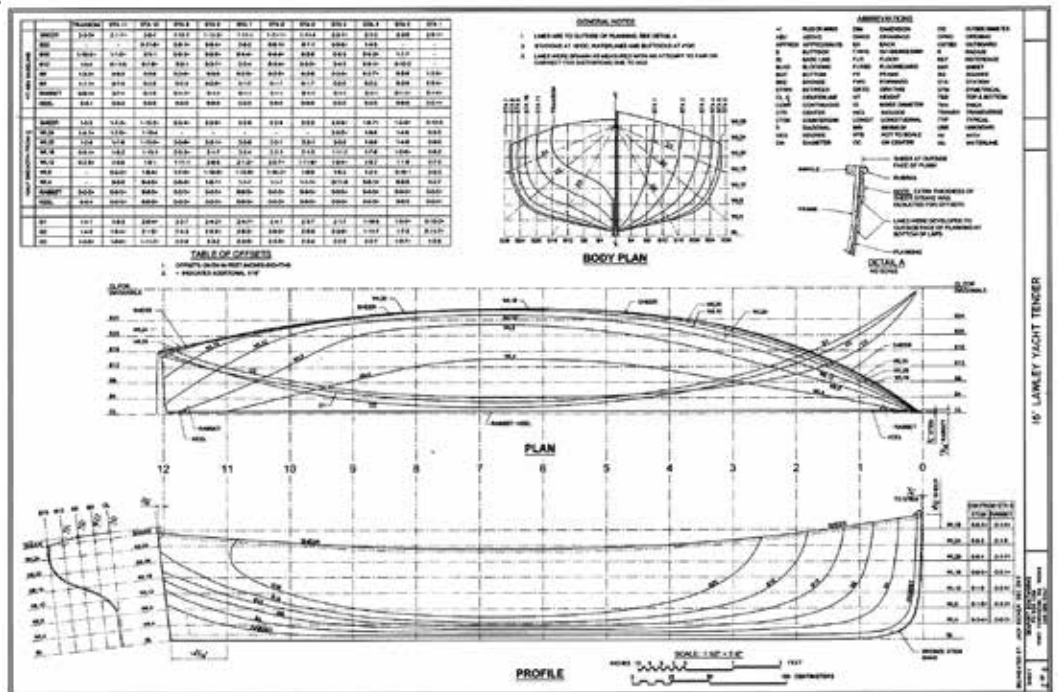
The actual process of taking the lines of a boat can be done in several ways. There's the old fashioned way with string lines, plum bobs, and tape measures (low tech, cheap), or with laser scanners and computers (high tech, expensive), or with photogrammetry and computers (high tech but less expensive). I've used photogrammetry successfully on most of my projects, but the Lawley, for whatever reason, rejected that approach. So



Ruthie Dougherty, Ellis Preserve Curator, San Juan Preservation Trust, and two admirers with the Lawley Gig at the Port Townsend Wooden Boat Show 2019. photo: ET Becker

I went low tech to get the basic measurements, and entered those into the computer and created a 3D surface model. From that I derived the lines drawing, from which all the subsequent drawings are based. Well, that and a whole bunch of direct manual measurements.

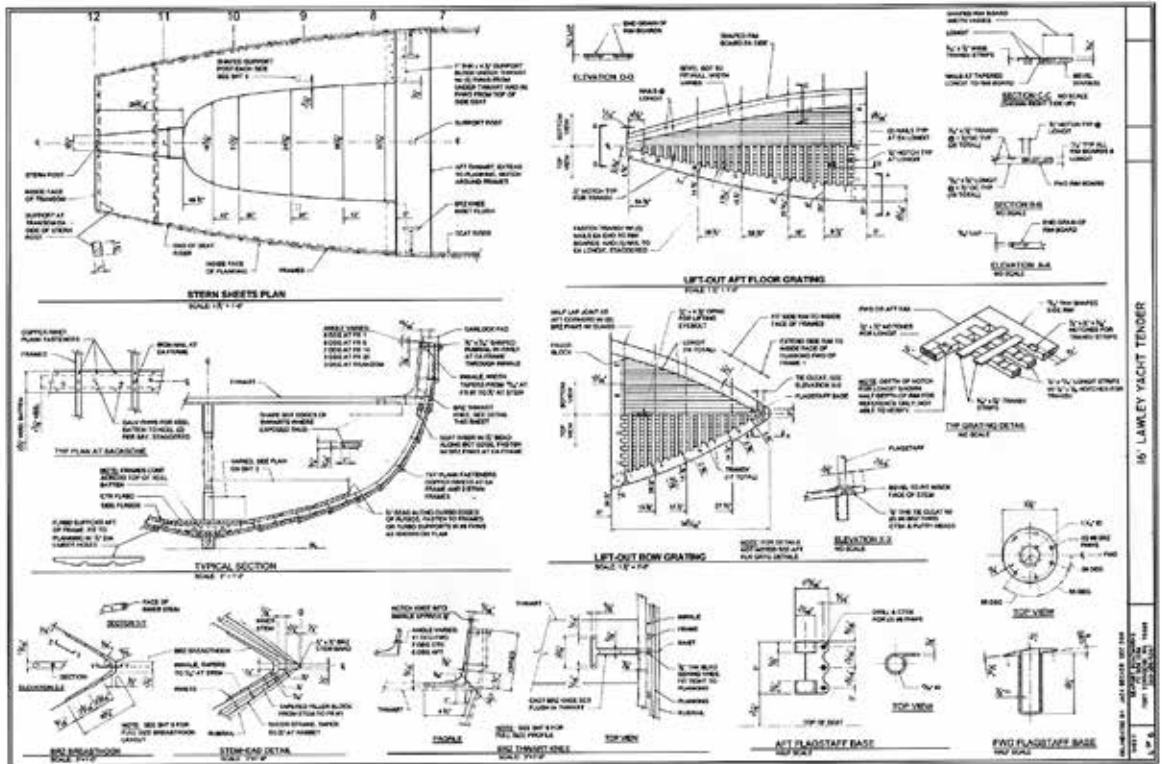
Construction drawings are just that, drawings from which a new boat could be built. Tenders and dinghies from the early years of yachting tended to be built either "by eye" or from patterns, by boatbuilders who had many years of experience. Design drawings, if there were any at all, gave just enough of the basic criteria to fulfill the client's requirements, leaving it to the builder to fill in the blanks. Many of the



construction details were specific to the yard where it was built. The goal of historical documentation is to record those details as accurately as possible, both as a tribute to the craftsmanship of the original builders and as a reference for today's builders as to how things were done "back in the day."

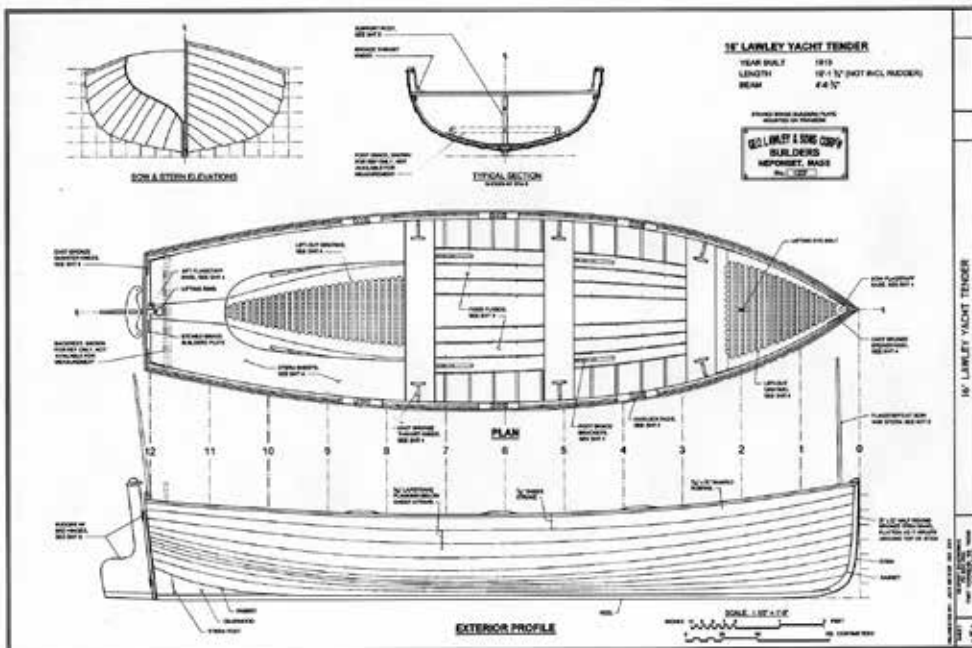
Those details, however, are arguably more difficult to record with the high tech approach, so I typically resort to the low tech techniques, measuring and sketching by hand, and then drawing it to scale on the computer. For the Lawley, I ended up with a total of six sheets of drawings.

A complete historical documentation package has three components, which includes drawings like these, a written description of the vessel and its history, and several large format (4x5) black and white photos taken from the usual angles (side, forward quarter, aft quarter, etc.). Once complete, the en-



tire package is submitted to the folks at the Library of Congress who, after some undetermined length of time, will be included in the Historic American Engineering Record (HAER) and will be available to anyone to download for free, or get a printed copy for a nominal fee.

At this time the photos and written document are still works in progress, and the boat is still looking for a new home, hopefully in a museum. No one has started building one, that I know of, yet....



Lawley Gig in front of the Becker's house, Port Townsend. photo: J Becker

News from the Pacific Northwest Fleet

Winter Weekend on Land

by Kathy Weber, PNW Fleet

He's made it. He makes partner at a brand name accounting firm in NYC when he comes to his own decision. This job is the pinnacle for a boy from Macon, GA, what his proud dad hoped for. One day, he decides to assert his "inner adulthood"



Tours of the Northwest School for Wooden Boatbuilding were held in smaller groups. Jody Boyle (yellow hat) leads this group through the boatbuilding shop. *photo: ET Becker*



Panel discussion with Boat School alumni – Jeff Galey (2007), Brad Seamans (2005), Damian Hill (2019), Dana Linwood (1984), David Green (2016). *photo: ET Becker*

and make his own decision, not simply continuing to follow the direction of his life that his father mapped out for him--boot on his back. He doesn't like the work of a partner at a brand name accounting firm. Meet one of Port Townsend's extraordinary shipwrights, and a graduate of the Northwest School of Wooden Boatbuilding (aka the Boat School).

Or another. He's escaped his Bronx neighborhood and moved West to become a writer. He's determined to have a life far different from what others from his home zip code are pre-ordained to live. After finishing college in Oregon, in 1983 he finds his writer's cabin in the woods and starts to write. Suddenly, his brother is expelled from the Boat School after just a few weeks--with no

tuition refund. Guess who left his writer's cabin, completed the Boat School courses and has been a shipwright ever since?

A winter weekend on land was attended by 48 members of the CYA NW Fleet and Canadian Fleet Feb 28-29, 2020 in Port Townsend and Port Hadlock, WA. Taking to heart the part of our non-profit mission to educate, we created a series of talks and tours, with plenty of time to visit and share experience. We convened at the Northwest School of Wooden Boat Building and the Old Alcohol Plant Hotel. In this season of cold and wet, we gathered on land to learn together, and hear people tell their stories.

When a newly minted architect off the dairy farm in Pennsylvania graduated college, he got a job in



Dinner at the Ajax Cafe with tables for six including boat school alumni panel-members as our guests. *photo: ET Becker*



the big city. Sadly, the starting wages of the newly minted professional can't pay for a life in the big city. He assumes he needs a graduate degree to eventually make ends meet. While pursuing this plan, one of his classmates gets a job doing design work on a wooden boat, and needs a little extra help. Yes, this educated young man from the dairy farm is another Boat School graduate and one of Port Townsend's extraordinary shipwrights today.

People generously shared their stories with us. Everyone has a story. Just like our boats. They all have a story too. It's satisfies our curiosity to hear how some of the people in the maritime trades got here. Nearly 20% of the workers in Jefferson County, WA, home to Port Townsend and Port Hadlock, and all the places we visited, work in the maritime trades. There are lots of stories to hear!

Some stories start with sadness. Our Boat School mini course told how our professor's healthy young 10 year old was electrocuted while innertubing with friends in a fresh water marina near Portland, OR. The coroner indicated "drowning". While grieving, Kevin Ritz and his wife investigated and learned a lot about how and why electricity leaks from boats and marina docks. From this loss, Kevin has become a valuable resource locally and nationally, teaching Boat School students, marinas, and boat owners how to be prevent electric shock drowning.

Would you see the story of the old wooden boat on its side in the silt of the river's edge? Would you have



Boat School faculty member Kevin Ritz demonstrating deadly electric currents that can exist around our boats. Here enough to run a hair dryer . photo: ET Becker



Part of the group being introduced to the *Western Flyer* in the Shipwrights' Co-op Building. photo: ET Becker

known that the *Western Flyer* of John Steinbeck's *Sea of Cortez* saga was sitting in plain sight, unloved and unseaworthy? We saw its resurrection in process and saw the exposed open-air loo of Steinbeck's six week voyage.



Looking down into the hull of the *Western Flyer* as Chris Chase (grey shirt), Project Manager for *Western Flyer* Foundation, and Tim Lee (green hat), Partner, Port Townsend Shipwright's Co-op and Lead Shipwright responsible for the renovations, lead a small group. photo: ET Becker

Another Boat School graduate--Would you recognize a Wall Street lawyer from London or New York as today's Port Townsend boatworks owner employing 40 people full time, providing health insurance and ongoing learning and cross-training





Blaise Holly (blue sweatshirt), Head Shipwright, explaining Haven Boatworks repairs and restoration to two Geary-designed boats, *Malibu* and *Blue Peter*, in the boatyard. *photo: ET Becker*

News from the Southern California Fleet

The Roaring 2020s Classic Yacht Style

by Janet Beggs, Commodore, Southern California Fleet

The Southern California Fleet has a full summer of events and rendezvous planned which are posted on the CYA Event Calendar. We are taking advantage of this unique year in our CYA history – our 50th Anniversary and also the year 2020 which translates so well thematically for our 1920’s vessels.



Stephen Gale, owner of Haven Boatworks, providing insights from his experiences of working on wooden boats and the local boating industry. *photo: ET Becker*

Following our April 5 Opening Day with its traditions of flag raising, cannons, fleet blessing, and




savoring the cake which welcomes our newest vessels, we look forward to our spring “Tea by the Sea”. Always a relaxing fleet rendezvous, that draws public attention whom we welcome on board. This year’s dockside champagne and tea party will encourage classic twenties style attire which is fun for us and great for photos. We also expect that this will bring more interest and coverage from local beach newspapers.

Our Lady Commodores of the past and present are banding together for extra special anniversary touches to our long running event “Old Fashion Day in the Park” with plans for attention-getting golden anniversary accents and all exhibitors donning boater hats.

opportunities? Would you be surprised to know that Stephen Gale’s 20 year old daughter is following in her Dad’s footsteps? That is the footsteps that lead to the boatyard of Haven Boatworks!

Summed up by one attendee as “informative, inspiring, and moving”, the “weekend was delightful in every way” and rekindled our excitement of our love of our old wooden boats.

Based on popular demand, the organizing committee is already planning for next winter’s Weekend on Land! 



And our CYA Director John Peckham has made us the most beautiful new banner for our events. 

Welcome New CYA Members

Members with registered vessels

Christina Pierson
Parley

46' 1963 Chris Craft
NC Fleet

Gerry Kamilos, sponsor



David Hoyt
White Swan

45' 1961 Stephens Brothers
NC Fleet

Gerry Kamilos, sponsor

Gary and Kathleen Conwell
Haven

42' 1947 Owens
SC Fleet

Christine Rohde, sponsor



Jeff Galej
Isswat

34' 1948 Johnson
PNW Fleet

Ken Meyer, sponsor

Diondra Colquhoun
Legend

48' 1948 Shain
NC Fleet

Jim Sweeney, sponsor



Other New Members

Loren Burch
SC Fleet

Peter and Jacqueline Lenmark
Wet Paint
28'9" 1959 Jack Craine Boat Shop
PNW Fleet

Benjamin Gonzales and Martha Patricia Espinoza
Denali
85' 1926 Luders
PNW Fleet

Clay Gustaves
Sea Fever
51' 1956 Vic Franck
PNW Fleet

Mike and Sheila Ogden
Tum-Tum
36' 1929 Tomotaro-Yoneda
CAN Fleet

Mike and Judy Keane (*Returning Members*)
Rebellion
43' 1936 Archie Mitchell
PNW Fleet



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

CLASSIC YACHT ASSOCIATION

Spring 2020



Official Newsletter of the
Classic Yacht Association
www.classicyacht.org

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 Summer 2020 issue is **June 5**. Depending on space availability some contributions may appear in the Fall 2020 issue.

Print vs Electronic Newsletter

At the January 2020 CYA Board meeting there was discussion of the use of electronic media for the CYA Newsletter.

Please indicate your preference to continue receiving a printed copy of the Newsletter or receive only an electronic copy. Go to your profile on the CYA webpage and either leave the box for printed copy checked (the default) or click to remove check and no longer receive a printed/mailed copy of the Newsletter. Please make your decision prior to May 22 to enable us to determine our printing needs for the Summer issue.

Let's make it very clear. Printed copies will be mailed to all who do not wish to go completely electronic. All members have access to the electronic version.

- EDITOR