

CLASSIC YACHTING

A QUARTERLY NEWSLETTER PRODUCED BY AND FOR THE PACIFIC NORTHWEST FLEET OF THE CLASSIC YACHT ASSOCIATION



Hood Canal Cruise

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Photo by Stephen Wilen

From the Bridge of Thelonius

By Commodore Tina Stotz



Ahoy PNW Fleet members! I think summer has finally arrived! Heck, the calendar indicates that summer is here; our Bell Harbor Classic Weekend came off beautifully over Father's Day weekend; and our first predicted heat wave approaches. Those are all good signs that cruising season is finally upon us.

Our fleet participates in many great events during the summer and I'd invite you to join us for as many of them as you can. It's really just a "come as you are party" - bring your boat and your friends. Or come and join the fun by car. You can find our upcoming 2022 events on our web site at Classic Yacht Association - PNW Fleet Events (wildapricot.org).

You'll notice a new look and feel to this edition of our newsletter. The PNW Fleet spends about \$4000.00 per year to print and mail the newsletter. The Bridge decided to seek 6 sponsors for the newsletter to defray our costs.

Four of our members stepped right up to sponsor us for the last two editions in 2022, and we are grateful for their support. Our initial sponsors include:

- Vice Commodore Todd Powell with Chuck Hovey Yachts.
- Past Commodore Genevieve Carlson at Carlson Jewelry Studio.
- Past Commodore John Schrader at SLS Marine Supply.
- Member Devon Lyles with AGM Marine paid for the Northwest School of Wooden Boatbuilding (NWSWB) sponsorship.

I know Matt Paynton - our terrific newsletter editor - is trying to manage the sponsorships to give good visibility to our sponsors, while preserving it's look and feel. What do you think? How did we do? Let us know. And we still have space for 2 more sponsors for the last 2022 edition. These spots may be waiting just for you!

As I write this column, we are still

looking for people to fill the roles of PNW Fleet Secretary and Rear Commodore. These are two very important positions which support our bridge and allow us to continue to serve our members.

Please contact me if you are interested in serving our fleet. We can have an "informational interview" and you can see what you think.

The bridge takes a break from meetings during July and August. So, I expect there will be fewer e-mail blasts from me and others. However, we are back at it with our Annual General Membership meeting which will be held at the Seattle Yacht Club facility at the Elliott Bay Marina on Saturday September 17th. The morning meeting will be in-person this year and we'll share coffee, company, and a continental breakfast. Please join us for this meeting where we will offer up and vote on a slate of officers for 2023, and discuss other necessary PNW Fleet business. Save the date - we'll send more information about this meeting as we get closer.

In the meantime, happy summer everyone! Go out and enjoy your beautiful boats on the water! Have a fun and safe cruising season! ■



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of the
Pacific Northwest Fleet,
Classic Yacht Association*

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Celebration of a Century - Virginia V turns 100

By Matt Paynton, Newsletter Editor

One of the most beautiful sounds you'll ever hear on Puget Sound is the steam whistle of *Virginia V*. It's a familiar sound to many of us who hold fond memories of being aboard the last remaining steam-powered survivor of Puget Sound's storied Mosquito Fleet. Whether you rode aboard when she was delivering Campfire Girls to Camp Sealth on Vashon Island in the 1960s, taking weekly excursions to Poulsbo in the 1980s, or leading one of many Opening Day of Boating parades, you not only know her history, you're actually part of it.

Virginia V was placed on the U.S. Register of Historic Sites in 1973, was recognized as a National Historic Landmark in 1992, and was awarded honorary membership in the CYA in 1994. She's carried mail, freight, passengers and wedding parties. She



▲ On her maiden voyage, June 11, 1922.

was nearly destroyed in a severe storm in 1934, and like a Phoenix rising from the ashes, was restored back to active service in record time. And even as automobiles and airplanes replaced the hundreds of steamers that once plied the waters of Puget Sound, there was always the desire to preserve her, to keep her active, to "Keep the Steam Up." And those efforts continue.

Extensive restoration projects over the years have kept her doing what she was built to do: carry passengers to their

destinations in a style and elegance all her own.

The most recent of these projects saw major hull work being completed this year at Pacific Fisherman, with her launching just in time to celebrate her 100th birthday, laying dockside testing her new planking and seams. Present for a modest celebration on June 11 were Commodore Tina Stotz and husband Larry Benson, who themselves met aboard *Virginia V* in December, 2007.

Virginia V now steams into the future, outliving all those who designed, built, owned and operated her all those years ago, thanks to the continued efforts of a dedicated group of people committed to her survival.

So, be listening the next time you're out on the water for the sound of that beautiful steam whistle. If you're like me, there'll be a tear in your eye. ■

The Winner of the 2022 PNW Legacy Fund

By Vice Commodore Todd Powell

Over the past year, the PNW Fleet has developed a scholarship program to help support the industries that support CYA's vision and activities. The Bridge received nominations from our fleet membership and after discussing the different nominees the Bridge voted. We are pleased to announce that the first winner of this new program is the Northwest School of Wooden Boat Building who will receive a \$1000.00 scholarship from the PNW Legacy Fund.

A total of four organizations were nominated:

Seattle Maritime High School.

(highlineschools.org)

Youth Maritime Training Association.

(www.ymta.net)

Seattle Maritime Academy.

(seattlecentral.edu)

Northwest School of Wooden Boat Building.

(www.nwswb.edu)

All of these organizations are doing good work and this process highlights that, but when the final vote was tallied,

NWSWB came out on top. Congratulations to them and to us, for putting our money and support to work.

The Legacy Fund is a finite amount of money, but it can grow through donations. Please consider adding the fund to your charitable giving plan in the upcoming years. And if you have an organization you would like to have considered next year, please pass that along to the Bridge at any time. ■



Opening Day 2022

By Diane Lander, #926



▲ Dressed for success.

The Classic Yacht Association made a fabulous showing for Opening Day 2022 on Saturday, May 7th on the Montlake Cut. The theme “Roaring 20’s – Let the Good Times Roll” was perfect for our classic boats and our members enthusiastically participated in the event.

The PNW fleet started out the weekend with a get together on the dock in front of Faun where they socialized and enjoyed appetizers. The ACBS brought several boats for the complimentary rides on Friday afternoon and the drenching rain stopped just in time for the boat rides. Dockmaster Mike Oswald was busy with getting everyone space on Dock Zero. Thank you for your efforts Mike!

For the parade, the big entry was on behalf of the Seattle Yacht Club where I assembled a gorgeous team of classic yachts, most members of both SYC and CYA. The yachts included Dolly (SYC); the 23-foot wood sailboat which led the fleet, and the following yachts who belong to both SYC and CYA: *Susabelle*, *Faun*, *Patamar*, *Marian II*, *Winifred*, *Owl*, and *Unforgettable*. We practiced repeatedly, and in the end, we won the coveted Wilson Seamanship Trophy. It was my third time chairing the Wilson Seamanship Competition, and each time the teams I have led have won it – twice on behalf of SYC and once on behalf of the Classic Yacht Association. Special thanks to Laura Shifflette who designed our fabulous 1920’s yachting costumes and organized a special sewing party with two other SYC women who spent over 14 hours sewing costumes for our entire group. No



▲ *Susabelle and Faun* make their way down Montlake Cut.



◀ Commodore Tina Stotz aboard *Thelonius*.



▲ Acting flapper for the Roaring 20’s theme is guest Jody West.



doubt in addition to our beautiful boats the costumes contributed heavily to our win! Now I am officially retired from the Wilson Seamanship but will continue to chair the CYA Opening Day committee.

Other CYA parade winners included: Classic Boats 40’ and over: Second Place *Corsair II*; Third Place *Freya*. Also in the 40’ and under category the first place winner was *Thelonious*.

Thank you for your participation and see you for Opening Day 2023! ■

25 Years of Bell Harbor Classic Rendezvous

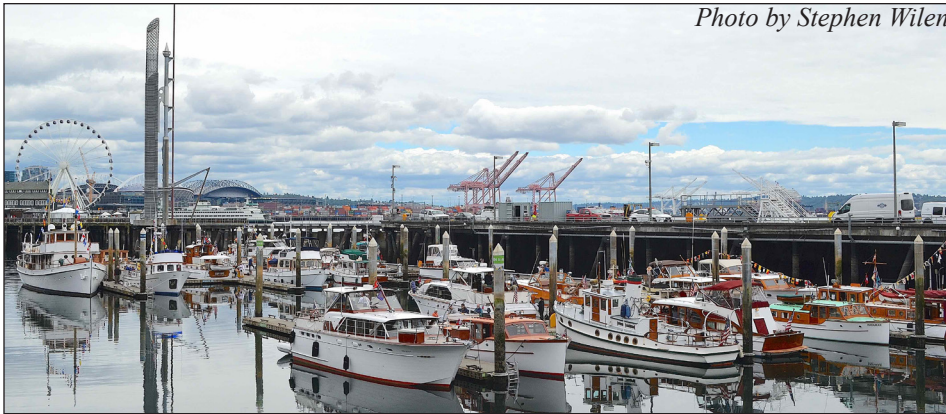


Photo by Stephen Wilen

How can it be?! 25 years?! A chance meeting at the January 1997 Seattle Boat Show between Port of Seattle staff and Jim and Margie Paynton has led to an annual classic yacht event at Bell Harbor Marina. After a cancelled show in 2020 and a paired down affair in 2021, 33 vessels, including two (*Gladsong II* and *Messenger III*) from the Canadian Fleet, were on display for public viewing June 17-19.

This year, vessels with family heritage for at least 25 years were featured. Those boats included *Faun*, *Freya*, *Holiday*, *Maranee*, *Marilus*, *Orba*, *Patamar*, *Scandalon*, *Seven Bells*, *Williwaw*, and *Zanzibar*. Of those, special recognition was given to Steve and Ken Moen for their 50 years of ownership of *Orba*. The Castner Family was recognized for their partnership with Ed Monk Sr. in designing and building of *Marilus* in 1956 and their continued stewardship since that time. *Holiday* is on her third generation of Bartlett family ownership; Ed Monk, Sr. was commissioned by the current owners' grandfather in 1946.

On Friday afternoon, the fireboat *Leschi* led a double line of boats along the Seattle waterfront from Elliott Bay Marina to the Ferry Terminal. Low clouds and drizzle amidst the fireboat's water display made for an ethereal backdrop for photographers

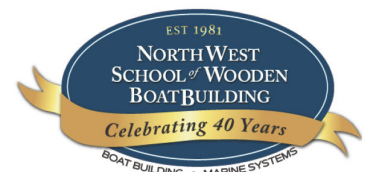
and onlookers along the shoreline. The evening meal of beer and brats was a way for attendees to catch up on the last 2+ years of isolation.

Saturday, prior to the gates opening to visitors, a continental breakfast was provided. Doors opened at 10:00 a.m. to chilly temperatures and more drizzle, keeping the turnout low. Saturday night was the time to celebrate our 25 years at Bell Harbor. The venue was Anthony's at the top of the dock and overlooking a sea of wood boats. After a wonderful meal, Laura Shifflette told the story of her and Mike's visit to the first Bell Harbor show, falling in love and purchasing *Faun*. Jim and Margie Paynton were presented a plaque and clock to commemorate their efforts in getting CYA's Bell Harbor Weekend off the ground. The evening concluded with raffle prize drawings.

Sunday's weather was sufficiently improved for another continental breakfast and many more visitors to the docks. People's Choice ballots were counted at the end of the day, with the following results: Honorable Mentions went to *Faun* and *Blue Peter*, with the People's Choice award going to *Tahoe*. Another tradition at this event is the awarding of an Engine Preservation Award, this year going to Dorin Ellis and *Mitlite*.

Considerable extraordinary work behind the scenes by Chair Diane

Lander and her Committee, including Roger and Janice Palmer, Chip and Kristin Kochel, Bob Irving, David Huchthausen, Matt Paynton, and Jim and Margie Paynton, is what makes this event noteworthy, nor would it happen at all without the generous donations from sponsors. The display of classic wooden vessels and the stories that educate the public about this past era of boatbuilding continues to keep our CYA mission alive. When you visit these companies, please thank them for their sponsorship: Lake Union Drydock Company, Haven Boat Works, Fisheries Supply, Port of Seattle/Bell Harbor Marina, Pacific Fishermen Shipyard, CSR Marine, Canvas Supply, Amado Shuck/Puget Sound Maritime Historical Society, Port Townsend Shipwrights Co-op, Seaborn Canvas, Argosy Cruises and Lodestar Marine. ■



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Tides Tavern Classic Boat Show

by Jim Paynton, #427



“Yep – it is a go....but only five weeks away!” So read an email from event chair Randy Mueller informing us that the Tides Tavern classic boat show in Gig Harbor was actually going to take place this year. The show had been cancelled due to Covid for the past two years, and had been up in the air for most of 2022. Despite the narrow lead time, Randy did his usual wonderful job of hosting the event on May 14-15, with reserved moorage at the Tides Tavern floats, participant gifts and a fun raffle. The weekend weather was a story of two very different days. Saturday was calm and warm, and it was estimated that over 200 people visited the docks under the bright sunshine. Sunday however developed to be dark and very wet, with Small Craft Advisories posted for the afternoon. A quick morning meeting of the participants resulted in everyone agreeing that the show should be cut short to ensure a safe cruise home. This was done, and the little classic flotilla headed north with windshield wipers working full time and navigation lights burning due

to the conditions of low visibility. Participating vessels included *Riptide* with Dennis Ballard and Peter Reiss, *The Ionius* with Commodore Tina Stotz and Larry Benson, *Maranee* with Margie



▲ Visitors crowd the gangway on their way to view the classic yachts in attendance.

and Jim Paynton, a Wilkes expedition rowing gig replica, and *Veteran*, a beautifully restored wooden seiner from the Gig Harbor Maritime Museum. Hopefully there will be less drama about the scheduling of the show next year, so be sure to watch for information and sign up. Where else can you enjoy free moorage on new floats and simply go to the head of the dock to purchase a famous Tides Tavern meal any time you wish! Deep thanks to Randy for his many years of chairing this delightful first show of the season. ■

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Hood Canal Cruise

By Diane Lander, #926

After the 2021 Bell Harbor event, I headed out with my sister and brother-in-law, Becky and Alex Endzell, to Hood Canal. Alex is our new CYA webmaster. We had a fabulous cruise, despite the 100+ degree temperatures. I decided right then that the CYA Summer Cruise for 2022 should be down Hood Canal. I organized a fabulous cruise for CYA boats which left on Monday, June 20, 2022, the day after Bell Harbor concluded.

Joining the *Marian II* were *Patamar*, *Faun*, *Gladson II* from Canada, *Thelonius*, *Aloha*, *Blue Peter*, *Riptide* and *Maranee*. *Williwaw* joined us for the first hour of the cruise only, suffering an overheated engine in Elliott Bay and having to turn back.

Our first stop was Port Ludlow. We enjoyed a wonderful cocktail party event aboard the *Blue Peter* and appreciated the gracious hospitality of owners Chuck and Linda Barbo and Captain Scott Gienow. Unfortunately, *Blue Peter* had to leave the cruise right after Port Ludlow but we loved having her splendor and elegance on our first night out. After being aboard *Blue Peter*, we headed for the huge barbecue tent at Port Ludlow and enjoyed burgers and hotdogs and other items including some scrumptious sides and desserts. Thank you, Larry and Tina of *Thelonius*, for organizing this barbecue event!

Tuesday morning, we were underway

for Pleasant Harbor. Another lovely marina and a barbecue around the pool and hot tub with our left-over items from the night before.

Wednesday morning off for Alderbrook. It was a lovely and scenic cruise. On arrival for our two-night stay, we pulled out our large 4x6 foot CYA burgee courtesy of Seaborn Flags and posed for



a photo and hoisted it on the Alderbrook Flagpole to announce our arrival. That evening we had a lovely barbecue dinner under the tent on the lawn. Delicious food and wonderful company. Thursday was a day to enjoy everything Alderbrook has to offer. My *Marian II* crew, Beth Featherstone, is an avid hiker and she went hiking on one of the many trails nearby. I had made a reservation for a massage at the spa months before, imagine my delight and surprise to hear that PNW Commodore Tina Stotz had taken up a collection at Bell Harbor to pay for this service; and I enjoyed 90

minutes on the massage table courtesy of CYA Bell Harbor Attendees. Thank you SO much! Thursday night many of us enjoyed dinner in the recently remodeled dining room at Alderbrook with delicious cuisine and surprisingly reasonable prices. All of us highly recommend Alderbrook!

Friday morning, we were underway northbound again for Pleasant Harbor. Upon arrival at Pleasant Harbor, we enjoyed the sun and later went up to their restaurant where a dinner had been arranged for us of lasagna, salad, garlic bread and cheesecake. We were joined by members of the Pleasant Harbor Yacht Club. Some of us closed out the evening with a dip in the hot tub at Pleasant Harbor.

On Saturday morning cruise attendees went their own ways, some headed back to Seattle, some went to Port Madison on Bainbridge for a few days, etc. Special thanks to Captain Peter Reiss for serving as dockmaster for our cruise and for calculating tides and currents and determining the best departure and arrival times.

We have all decided that a cruise starting the Monday after Bell Harbor is the way to go. Someone needs to sign up to chair this event for next year. I have a few great ideas about where to do. Contact me if you want to chair the event, if I don't hear from anyone by the end of the summer, I will draft a person I have in mind!

Cruising with other classics is so much fun. We were quite a sight everywhere we went, and people enjoyed seeing our boats. ■



Photo by Stephen Wilen

WELCOME TO THE NEWEST MEMBERS OF THE PNW FLEET! by Bob Wheeler, #1304



ITINERAS, Owner Tim Balzer
 1964 46ft. Chris-Craft

Tim is no stranger to blue water having done much fishing off the Florida coast and in Lake Michigan for Steelhead. He grew up in Michigan, then spent 19 years in Denver enduring blistering summer heat. It was here that he decided to become a “Climate change refugee” and move to the Seattle area. Tim lives aboard with his dog Blanca the Dingo (Carolina Dog breed) and feels a strong attachment to the Chris-Craft lineage from his Michigan days. He has projects a batch (motor work, fuel tank repair, brightwork) going on and is looking fwd. to new adventures with the CYA and cruising the PNW.



LORELIE, Owners Rob and Colette Kaimakis
 1937 35ft. Chris-Craft

Rob and Colette Kaimakis are both native to the Puget Sound area and are new to classic boating having owned *Lorelie* for only 6 months. They have been boating for a number of years on his parents 45ft. Bayliner mostly in South Sound and Hood Canal.

For many years they would watch the beautiful wood boats on Lake Union and this is the seed that has grown into owning *Lorelie*. As time goes by they hope to gain knowledge and get *Lorelie* more period correct. Some of that knowledge will come from participation in CYA events and “rubbing elbows” with the experts on the dock.

The boat is currently at Stimpson Marina. Welcome Aboard!

