

Classic Yachting

FALL 2003

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

Mystic Antique & Classic Boat Rendezvous -

GRAND IT WAS; HOW VERY SIMPLY GRAND

By David Brown, Northern California Fleet Commodore

Last July I was to travel East for an editorial board meeting in New York, and discovered that the annual Antique and Classic Boat Rendezvous would take place at Mystic Seaport the following weekend. I promptly phoned David Gillespie, who offered an immediate welcome. More detailed reports will be found elsewhere in this issue, but I wanted to share a brief account of my own.



The Mystic Seaport is a magical place, which positively scintillates in Summer. The Antique and Classic Boat Rendezvous must, I think be the very distillation of this, as it brings a number of classic wooden sailing vessels, a collection of classic smaller boats, as well as certain of our own members' classic yachts all together upon the broader canvas that the heritage environment of the Seaport provides.

Persons in the milieu of the Classic Yacht syndicate who arrived on Friday night, July 25, found themselves guests aboard *Annie Laurie*, where Barry White (USA #952) hosted a lively cocktail affair. We all returned Saturday to visit about the Seaport, passing our time along with the judges gazing intently at boats and their details. Dave and Ruth Gillespie (USA #930) graciously offered *Cygnus II* as a base.

Lined up after *Annie Laurie* along the Victorian port's stone quay, were *Cygnus II*, *Ragtime*, *Nisca*, and *Alexandra* to name a few, with the impressive *Eleanor* (a Trumpy) farther along, over near the floating piers where the classic sail boats were berthed.

Most delightful of all to me was a quiet time I took to be by myself with the small boats, during which I engaged in a particularly careful study of Ruth G's own little *Secret*.

All this led up to the evening's barbecue dinner and awards presentations, all hosted by the Seaport's water craft and waterfront activities management.

David's remarks to me about the season's regrettable brevity back East made me think in hindsight of the corresponding poignancy of its moments. Grand it was; how very simply grand.

ANNUAL CYA BOARD MEETINGS TO TAKE PLACE IN LOS ANGELES, JANUARY 16-18

The National Change of Watch plans are all firmed up. The meetings and the Change of Watch Banquet will be held at the lovely Los Angeles Yacht Club on Martin Luther King weekend. Friday night, there will be a cocktail party at the Los Angeles Maritime Museum. This event will be held after the museum has closed, with attendees free to roam about the museum and see all that it has to offer. This is the home dock of the newly constructed sailing vessels *Irving Johnson* and *Exy Johnson*.

They are well worth seeing. Saturday, after the meeting, we will have a trip to the Liberty Ship *Lane Victory*, a CYA Honorary Member. The holds of this ship have been turned into a very impressive museum. After the tour, all are welcome for late afternoon cocktails aboard *Riptide*. Sunday afternoon, after the meeting, we will have a boat parade through Los Angeles Harbor. Invitations are going out to all CYA members this month with details about reservations. Please join us!

FROM THE BRIDGE OF THE FREYA

Michael Oswald, National Commodore

Hello!

Most probably, your big cruise of the summer is now history. The boat is back in the slip, and going to the marina is a good excuse to avoid work around the house. That's kind of how it is with me. It was a beautiful summer up here in the Pacific Northwest with long hours of warmth and days of calm winds.

Freya made it up into the Broughton Group of islands where plastic go-fast boats are few, people fewer and fishing was rewarding. Cruising into areas with names like Indian Channel, Beware Passage or Misty Passage keeps your interest up. By evening when the anchor has found a good hold in 4 fathoms you are looking forward to the next day and thankful for the adventures of this one. Yes, it was a great summer.

An old wood boat attracts attention in the plastic world of similar looking "tennis shoe boats". We had a chance to meet many people at dockside and introduce them to the CYA. There were owners of plastic, wood or steel yachts that were interested in the aims of the CYA. Nere and I took some special time talking to the owners of yachts from the late 40's and 50's. I handed out



several packets to prospective members. Now, understand that the majority were handed to people that would be Affiliate or Associate members of the CYA. Why them? Especially here in the Pacific Northwest where we have Classics hiding under every bushel basket? Very simple. These people were intrigued and interested. From that interest will come some of the future support for our association. We gain from all our members, not just those lucky enough to have something built before 1942.

Remember the movie "The Treasure of the Sierra Madre?" The gold lay hidden in the mountain but the three prospectors found the tracings of it in stream miles away. That stream led them to the rich vein. In each new member rests a tracing. Find one!

As September comes to a close remember that our National Meeting will be held in January of 2004 in

Los Angeles, California. January? Los Angeles? That's the time of year snow is falling in Buffalo, Pittsburgh or Boston and sometimes Seattle. Why not mark your calendar and make arrangements to attend? Not a national or fleet officer? No matter, you should be interested in you associations business. Heck, if worse comes to worse, you and yours can go get a suntan! And, have a great time standing on a beach watching the sun set into the Pacific. Try that in Chicago in January!

From the wheelhouse of *Freya*, all our best,

Mike Oswald

"I cannot tell you what a relief it is to be at sea. It is so clear and simple. I do not mean just escaping from the bums; I mean all the complications of life on shore. I do not think I am well suited to the land."

- Captain Jack Aubrey, from *Post Captain*, by Patrick O'Brian

Classic Yachting



**Official Newsletter
of the
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Michael Oswald, PNW..... Commodore
Peter Riess, SC.....Vice Commodore
George Homenko, NC...Rear Commodore
Jim Paynton, PNW.....Newsletter Editor
5052 38th Ave. SW
Seattle, WA 98126
<jpaynton1@mindspring.com>
www.classicyacht.org

AROUND THE FLEETS -

FROM THE U.S.A. FLEET -

Stephen Wilen, Commodore, and David Gillespie, Director

More than 50 boats registered for the annual Mystic Antique and Classic Boat Rendezvous, and even the weather cooperated more or less. Bad weather all spring held up work on many boats so that some members were not ready, but even so, our members brought 15 boats and 11 walked away with awards.

The annual cocktail party was hosted by Andy Anderson (CYA #999) aboard *Annie Laurie* (Andy's *Silver King* was one of those boats held up by bad weather). More than 30 guests arrived and the party went on into the evening, thanks to the renowned hospitality of *Annie Laurie* and her owner, Barry White (USA #952).

We were all excited to see *Alexandra*, Tony and Judy Hannold's (USA #971) newly restored Elco 42. She is truly beautiful, and made the long trip up from Virginia with not so much as a seam cracking. *Eleanor* arrived after a year in the south, sporting new paint and varnish, and looking spectacular, thanks to the labors of her owners, John and Karine Bermingham (USA #1018). *Aphrodite*, Charles Royce's (USA #991) latest acquisition, was on the ways at the Seaport, having her lines taken in preparation for a full restoration. Kirk Reynolds was honored for his wonderful maintenance of Charles' growing stable of boats, including *Mavourneen*, *Corsair*, *Merry-Go-Round*, *Golden Girl* and *Aphrodite*. Walter Schultz (USA #1011) brought the newly restored *Franklin*, a rare Elco Angler, which he has just sold to a new owner (and hopefully future CYA member). Walter is hard at work on *Witch*, a 1929 50' Elco, which he hopes to have completed by next year's show.

David Brown (NC #896), Northern

California Fleet Commodore, and his parents were honored guests for the weekend aboard *Cygnus II*. Most boats were loaded down with guests for the parade, which took off on Sunday in the face of 20-25 knot winds. Considerable jockeying took place as the boats waited for the bridges to open. Some captains were heard to mutter some nautical terms, but in spite of the wind, the parade went smoothly, and the thousands of tourists lined up along the river banks seemed to enjoy the spectacle.

In other news, the USA Fleet continues to get organized. In a recently held election, Barry White was elected as the second Director from the fleet, joining David Gillespie (USA #930). Voter turnout was good, and all ballots were counted by Steve Wilen (USA #515), who is evidently not from Florida! Our fleet's officers were omitted from the new Roster, so the rundown is as follows: Directors: David Gillespie and Barry White; Commodore: Steve Wilen; Vice-Commodore: Ruth Gillespie (USA #930); Chicago/Great Lakes Port Captain: Lee Palmer (USA #1000); Long Island Sound Port Captain: Barry White; Chester, CT Port Captain: Abbie Coderre (USA #987); Old Lyme, CT Port Captain: Fredrick Crosby (USA #1017); Boston Port Captain: Dan Prigmore (USA #997); Southern Chesapeake Port Captain: Tony Hannold.

Elsewhere in this newsletter under new members, you will note the names Meko Kofahl and her spouse, Cristiano Cimino of Houston, TX, as new affiliate members of the USA Fleet. A word about Meko is in order, however, as she and Cristiano have purchased the 90-foot *Princess Mary*, formerly *Sueja II*, designed by L. E. "Ted" Geary and built by Tregoning Boat Company of Seattle, under the supervision of N. J.

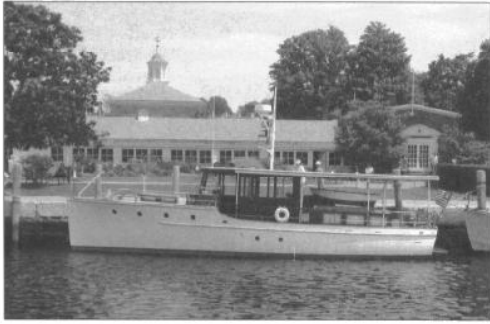
Blanchard in 1919. *Princess Mary* was formerly owned by Jim and Sandra Wright (USA #840), who kept her in Sacramento, where she still is located. When Jim and Sandra moved to Connecticut, they switched their membership to the USA Fleet. *Princess Mary* is still in need of much work. A haulout date at the historic Stone's yard in Alameda had to be canceled when Stone's stopped taking on new projects. Meko then located a yard in Sausalito to have her hauled, but that, too, failed to work out. At this writing, *Princess Mary* has a date at Bay Ship in San Francisco for sometime in October or November, with preparatory survey work scheduled for the first week of September.

From our southern contingency, Rusty Burns (USA #893) reports that he and Cathy have now completed over 500 cruises for charity on their beautiful 86' *Le Bon Temps Roule*. Congratulations on this ongoing (for a number of years now) huge volunteer gesture on the part of the Burnses.

Finally, David Gillespie's portion of this article arrived too soon to toot his own horn over the splendid coverage his article on the restoration of *Cygnus II* was given in the current issue of **WoodenBoat** magazine, no. 174, September/October 2003 (knowing David, he wouldn't blow his own horn, anyhow). The Wooden Boat Library (USA #871) has been a member of CYA since 1998, and it's rewarding to see our two groups working together like this. Many congratulations, David, on a great job -- the boat and the article!

Mystic Rendezvous photos on next page -

USA Fleet—Scenes from Mystic



Tony and Judy Hannold's *Alexandra*



Dave and Dave: Messrs. Brown and Gillespie



Barry White's *Annie Laurie*



David and Ruth Gillespies's *Cygnus II*



Eleanor shows her colors



Ruth Gillespie's *Secret* signal



Secret dockside



Secret underway (above) and deck detail (right)



FROM THE NORTHERN CALIFORNIA FLEET - David J. Brown, Commodore

Where are the songs of Spring? Ay, where are they? Think not of them, thou hast thy music too.

- John Keats, "To Autumn" (1820)

Three quarters of the year have now nearly passed me by under the blue pennant, marking another quarter in which *Eleanor* has yet to fly it. In many ways though this has been all to the advantage in matters ambassadorial.

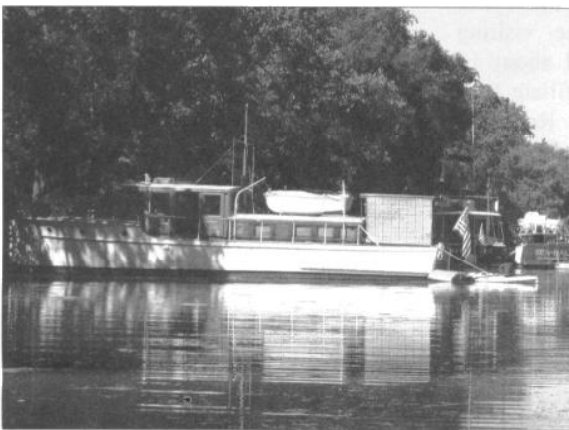
Alex Kanwetz and Jim Sweeney had organized a reception for Classic Yacht members at Lake Tahoe coincident with the weekend of ACBS's Tahoe Keys show (July 11-13th). On Saturday members visited the Thunderbird Lodge - the prolific North Shore "summer cottage" of George Whittell (you must see www.thunderbirdlodge.org). We visited main house, underground tunnel and cellars, card house and grotto cum boathouse. We had the special pleasure of viewing *Thunderbird*

herself (a 55 foot "speedboat" designed and built by John Hacker for Whittell completed in 1940, now reputedly powered by a pair of 1000 h.p. aircraft engines), in this specially constructed boathouse at the lodge where she is still periodically housed.

On Saturday morning a number of CYA guests joined Captain Alex Kanwetz aboard *Huapala*, for a cruise from Obexer's marina at Homewood to the marina at Tahoe

Northern California Fleet—continued

Keys, to join the ACBS boat show. CYA's Jim Sweeney had his own triple cockpit Hacker *Little Bear* in the show, and together we joined another forty to fifty classic runabouts, many from ACBS's membership, for an easy afternoon on the docks. Later on Saturday our own folks reconvened lakeside for a barbecue orchestrated by Alex's son at their Sunnyside association's private beach where we watched the evening light go down over the lake. "One fine burger!"



On Sunday, ACBS hosted a gala brunch under tents at the West Shore Cafe. CYA joined in to consume one or two Bloody Marys of our own, as well as to observe the culminating awards presentations from the prior day's show. *Huapala* again factored in, receiving the award for "best preserved".

Back at home, the team of Ball, Homenko and McNair had their own well-laid plans in store for us. A Delta "informal" of the sort that only these folks could properly facilitate was arranged for the weekend of August 15th-17th.

Railroad Cut, like Avalon, is a place we prefer only be described in terms of rumor. One is inclined to believe that such places really do not exist, and we do not lament this. Nevertheless, there on the languorous waters of its backwater spur, next the shady bank, under its

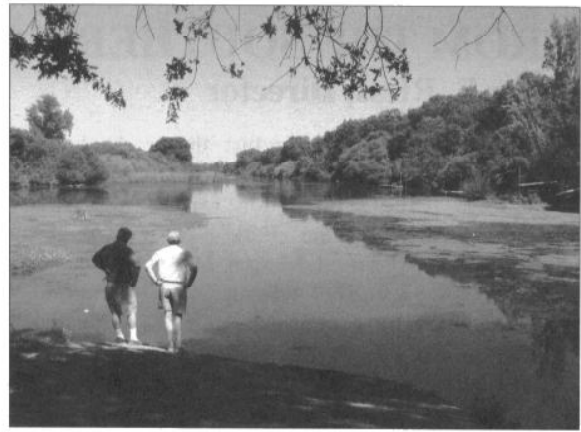
cottonwood poplar and willows we lay.

If any does, this event reveals the quintessence of our fleet's summertime ethos, and captures a singular aspect of boating in the Northern California geography.

Evidence of this celebration's primal importance was the convocation of boats and persons in attendance: *Catherine E.*, *Sea Gal*, *Allure*, *Beauty*, *Shamrock*, *Gatsby*, *North Star II* and *Pat Pending* all were present. An initial dining affair occurred at Giusti's restaurant nearby on Friday night. On Saturday, Tom and Nancy Clothier, as well as the itinerant NC Commodore Brown with a guest in tow, resorted to the overland avenue of approach, whereupon Captain McNair (USN) ferried shore parties up the cut by inflatable. Cocktails, which were far from held to a single hour, were hosted aboard *Catherine E.* and *Sea Gal* - who were moored abreast. Ensuing prandial matters reflected the tone of the weekend, which meandered on over a transition to Grindstone Joe's on Sunday night, and swept most of us gently away on Monday morning's tides.

*Season of mist and mellow fruitfulness,
Close bosom-friend of the maturing sun;
Conspiring with him how to load and bless
With fruit the vines that round the thatch-eaves run.*

Keats, (Ibid.)



Soon we will cruise up the Petaluma River to its quaint and lovely town, where their annual Antiques Fair takes place the last weekend of September. Joyce Homenko has ordained that our classic yachts be participants of a sort in that affair, so our own fine old furniture will grace the water on the turning basin downtown. Friday night's arrival portends dinner at the Petaluma Yacht Club, with a wine tour in the Dry Creek Valley to follow on Saturday. The dinner is arranged at "The Girl and the Fig" that night.

Not long after we will join the Fleet and see the Blue Angels fly. We will stage at Alameda's Encinal Yacht Club, where Staff Commodores Ann and Harry Roffelsen have organized the affair.

Soon it will be the time of lighted boats and changes of watch. And not long 'ere, another year will be won.

* * *



FROM THE SOUTHERN CALIFORNIA FLEET -

Peter E. Riess, Director

It is hard to believe how fast the summer has gone by. In July, the Southern Fleet hosted "Old Fashioned Day in the Park" at Burton Chace Park, in Marina Del Rey. This event, which is coordinated by Jim and Martie Butz, has traditionally been the Southern Fleet's "flagship" event, and this year was no different. The event begins unofficially on Friday morning, with all of the boats arriving from various home ports. Ashamedly this year, one of the highlights our members were treated to was the arrival of yours truly, the National Vice Commodore and the Southern Fleet Vice Commodore (Dennis Ballard) being towed in to the fuel dock after having run out of fuel a mile and a half off the Hermosa Beach pier. Just one of those things we totally forgot! (Since that mishap, Bruce Dobson has thoughtfully provided a custom designed pre-cruise checklist for the *Riptide* crew, featuring "check the fuel" as every other entry.) Anyway, Friday evening, Bob and Alice Swaim hosted a dinner aboard *Old Age*, as they have for many years. Saturday is the day when we polish, clean, fix, and decorate for the next day. Saturday night we migrate into the park for a potluck Bar-B-Q. This year we had about 70 people, and a great time was had by all. Sunday, the boats were open to the public. We were joined by many classic cars and antique steam powered farm implements, which always provide

background noise. The crowds were very appreciative and are always a pleasure.

August saw our Marina Pacifica event, coordinated by Yvette Gulick. This is a favorite event for many of us because it tends to be a very relaxed weekend. Many of us made the trip over on Friday night and went out to eat at one of the many fine restaurants right there in the marina. Others opted for a quiet meal aboard. Saturday morning, the rest of the fleet arrived and the visiting began in earnest. We had about 10 boats; including a new affiliate boat *Comocan*, belonging to Ron and Kathy Yatch (appropriate name). This '50's Chris is an unbelievable restoration. One would think that after the effort they went through on this boat that they might rest for a while. Not these guys, they brought along a second boat that they are hard at work on! Plans for the evening included a cocktail party on the dock, followed by a Bar-B-Q. Turned out there were so many eats at the cocktail party that everyone just stayed there until bedtime. No need for dinner with that crowd!

Our next event is ShoreFest, which we are all looking forward to. This is a first time for this event, which is sponsored by the City of Long Beach, CA. Over half a million people are expected to attend each of the three days. ShoreFest is actually 6 different festivals held at the same

time. The Southern Fleet has been invited to open the festivities by parading the entire length of the Long Beach harbor, accompanied by fireboats. As we finish our parade, the Navy's Blue Angeles will take over. We will then head back to Rainbow Harbor, directly across from CYA Honorary Member *RMS Queen Mary*. Our boats will be open to the public after that. There is a great website for the event, www.shorefest.com, which is up and running. On the "WaterFest" link, there is a great description of CYA, featuring a picture of *Riptide*. If you click on the picture, you are automatically linked to the CYA website. Great publicity for the club! Dates for this event are October 3-5, 2003.

November 15th will be our fleet Change of Watch, to be held at 22nd Street Landing, located in Cabrillo Marina.

Rick Olson and Dennis Ballard, our Photo Album editors, have asked me to include a brief update on the progress of the album. IT IS FINISHED AND AT THE PRINTERS! They are shooting for a Fall distribution to the fleets. More information on this to follow.

Each of us in the Southern California Fleet would like to extend an invitation to all CYA members to join us for the National Change of Watch. We hope to see you there.

FROM THE PACIFIC NORTHWEST FLEET -

Dorin Robinson, Director

For the past many years we have attended the Seattle Center for Wooden Boats 4th of July event and most years we have come away with the feeling that this is certainly an event worth attending.

Our experience this year was outstanding. Our event chair Ken

Meyer put together a great showing which saw sixteen CYA vessels registered for the show.

Most of our entered boats were actually tied stern to the dock with only a few of us having to put out an anchor. This year it was quite obvious that the entire area is going

through a lengthy transformation. The Center for Wooden Boats along with the City of Seattle Parks Dept are right in the middle of remodeling all of the dock area which lies directly in front of the former Navy Reserve Center. New pilings have been driven and new docks are planned when funding becomes

Pacific Northwest Fleet—continued

available.

At this show it is possible to walk the docks and see most every type of vintage vessel, both sail and power. Everything from canoes to tugboats, steam boats, racing runabouts, along with the following outstanding CYA classics; *Patamar*, *Woodrow*, *Rita*, *Spindrift*, *Cle Illahee*, *Esther Williams*, *Glayva*, *Zanzibar*, *Winifred*, *Westshore*, *Gwendoline*, *Nonchalant*, *Kay Dee II*, and the steamer *Virginia V*, which scheduled a one hour long cruise each day of the show.

Several other member vessels were noticed by the writer on the actual night of the Fourth. Since there was "no room at the Inn" they simply either anchored or rafted in front of the Center and enjoyed the fireworks display. This group included *Argosy*, *Sea Cloud*, *Royal Scott*, *Seven Bells*, and *Savona*. All in all a total of twenty of our CYA Classics took part in the show!

One of our members brought not only their classic yacht, but just happened to trailer in their latest runabout project, which proved to be more than just an "old runabout". *Miss Sydney* is a stunning 23 foot brand new cold molded boat recently shipped over from Australia. Only four of these boats exist, and it's interesting to note that the owners, Curt & Marsha Erickson, had a bit of a hand in the last minute design changes which included additional length in the hull. The boat is patterned after a 1936 Ventnor racing hull and it is lightning fast. A ride in this boat at 40 plus mph was something I will remember for a long time...probably because at that speed your eyes tend to water - something that has never happened at my usual 8 knots.

We continue to be amazed at the wonderful reception we get when a bunch of classic yachts get together. This year the Poulsbo Chamber of Commerce went all out to turn the

town of Poulsbo ("Little Norway") into a haven for those who own Classic Yachts and those who love to look at them. It was billed as the 7th annual Poulsbo Classic Yacht Rendezvous, and because of all the pre-show promotions, and the guarantee of superb weather, we were excited to join this event.

A few weeks prior to the actual date of the event, the **Bremerton Sun** (largest newspaper west of Seattle) interviewed several CYA members and featured pictures of 12 of our classic yachts in color format in what ended up to be a special pullout section of their newspaper. All of this "free" advertising was due in no small part to our event coordinator, Vice Commodore John Jacobsen, who along with his lovely wife Justine hosted the festivities for the entire weekend.

It was virtually impossible to attend this event and have nothing to do, so let me explain. For openers, just after arriving we were handed a packet which contained so many things we're still going thru it. Each skipper received a CYA monogrammed baseball hat, along with a large placard which you were instructed to place in your wheelhouse window for the duration of the show. Every merchant in town got behind this event and sponsored a classic yacht by paying for the slip - including electricity - for the entire weekend.

A special CYA event was a "Poker Run" hosted by many of the Poulsbo Merchants, and prizes were awarded to the appropriate winners. While all of this was happening; there was a local art show along with sidewalk sales in which most all merchants displayed their wares right out in front of their establishments for the entire weekend.

If that wasn't enough, when you walked up to the city park there was a Chili Cook-off and Pie Baking

Competition on Saturday morning. The winners of these two events were some of the local folks and the grand prize was a trip around Liberty Bay aboard Doug and Rayma Mery's *Island Runner*, a beautiful 1929 42 ft Lake Union Dreamboat.



Following the Saturday evening potluck there was the traditional "INTRODUCTION OF WINES" where CYA participants bring a bottle of what is supposed to pass for wine.....then they tell some unbelievable story about its origin.....then they try to get anyone who is brave enough to have a glass and taste what's in the bottle.....(I might add that the stories told about the origin of the various wines need not be true.....and most were not!!!!

The weather for the entire weekend was sunny, 70 degrees, and the turnout of onlookers at dockside was reported to be 1500 to 2000 folks who spent each day touring our lovely yachts.

The turnout from our PNW fleet included : *Argonaut II*, *Argosy*, *Blue Back*, *Cle Illahee*, *Comrade*, *Deerleap*, *Forevermore*, *Freya*, *Island Runner*, *MV Jubilee*, *Lady Grace*, *Madera*, *Maranee*, *Orba*, *Pied Piper*, *Savona*, *Scamper*, *Spirit*, *Thunderbird*, *Westerly*, *Winifred*, *Zanzibar*, and *Zella C*. Also a special guest yacht, *Old Man IV*, the Admiral's Navy Region Northwest Command Cutter. We were also successful in recruiting several new members which of course is good for the CYA. A Peoples' Choice trophy was awarded to *Cle Illahee*, and a Skippers' Choice trophy was awarded to *Zanzibar*.

Featured Classic ~WINIFRED~

By Greg Gilbert, PNW #288

Winifred-my Dreamboat.

I first spotted *Winifred* more than 20 years ago moored in Lake Union in covered moorage behind Morrison's fuel dock. I stared longingly and she seemed to look the other way. After all, she was "kept" by the Morrison family for more than 25-years. At the time I owned a beautiful 36-foot 1930 Blanchard cruiser, *Mer-Na*: she was all the boat I could afford and handle. Our family at the time spent many great summers cruising North in our family boat. After eight years of ownership, the kids were growing up and we needed a bigger house, so we bid farewell to our old girl and stood on the shore for fifteen years.



Winifred still held a spot in my heart, 11-feet longer with a roomy teak pilot house and tons of space below. She had similar double doors aft like *Mer-Na*.

Winifred came up for sale and it seemed that it had to be—somehow. It took almost 6-months of negotiation, but at last I became the new owner, no, make that caretaker, of a 1926 47-foot Lake Union Dreamboat in August of 2000.

Like any wooden boat project it always takes more \$\$\$ and time than you



have budgeted for, and *Winifred* is no exception. My vision is to have her completely restored by 2006.

I am lucky to have a son, Greg Jr., who is almost as obsessive as I am—he's a big help when an extra hand is needed, docking or painting. Thanks Greg!

With *Winifred's* roomy interior, at many events she is the dock side gathering place for CYA members—the record is 33 people!

I don't know who has the most fun at these events, but I enjoy the company of all my CYA friends and I get a kick out of hosting the dock side gatherings to all who stop by.

A little history:

Winifred was designed by Otis Cutting for Adolph and Winifred Schmidt of Olympia, Washington. Mr. Schmidt and his brothers succeeded their father Leopold Schmidt who founded Olympia Brewing Company. *Winifred* was built in Seattle by Lake Union Machine and Drydock Co. in 1926 as a stock cruiser and had the trade name "Lake Union Dreamboat" – cost new \$5500. She has stayed in

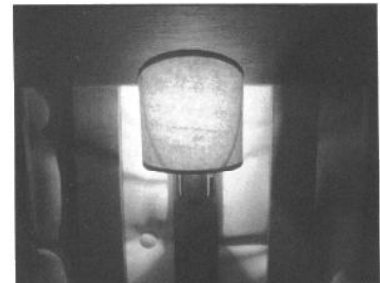
the Pacific Northwest all her life.

Winifred is planked with Alaskan Yellow Cedar below the waterline and vertical grain Douglas fir above the waterline. The planks are 1 1/4" thick and are fastened to 1 3/4" X 2" steam-bent oak frames. The pilothouse is solid Burmese Teak.

In 1928, Mr. Schmidt became interested in predicted log racing and established the first "Capitol-To-Capitol" race from Olympia, Washington to Juneau, Alaska. About 10 boats from various Northwest Yacht Clubs entered the race. To learn more about predicted log racing, Mr. Schmidt corresponded with Charles F. Chapman, famous Editor of **Motor Boating** Magazine in New York

and author of **Seamanship, Piloting and Small Boat Handling**. Mr. Chapman traveled to Olympia and rode aboard *Winifred* as an observer. *Winifred* was the winner of the race with the lowest margin of error.

A comfortable yacht in both calm and heavy weather, *Winifred* cruises at a little over 9 knots and her four-cylinder 453 Detroit Diesel burns less than three gallons of fuel per hour.



WELCOME TO THE NEWEST MEMBERS OF THE C.Y.A.!



*AMANHA—1937 29' C.A. Malcolm.
Robert and Susan Shaw, Pacific Northwest Fleet.
Mike O'Brien and Malcolm Munsey, Sponsors.
Surrey, British Columbia.*

*PRIVATEER—1922 40' Hoffar.
Ted Aussem, Pacific Northwest Fleet.
Mike O'Brien, Sponsor.
Burnaby, British Columbia.*



*SEA QUEEN—1935 36' Vic Franck.
Bob Wallace and Kristin Wolfram, Pacific Northwest Fleet.
Rick Etsell, Sponsor.
Seattle, Washington.*

*BLANCHE—1928 36' Blanchard.
Jed Shafer and Linda LeMoncheck, Southern California
Fleet.
David Medrano, Sponsor.
Long Beach, California.*





*SHEARWATER—1933 45' Schertzer.
Jan and Kathi Skillingstead, Pacific Northwest Fleet.
Margie Paynton, Sponsor.
Seattle, Washington.*

NEW AFFILIATE MEMBERS:

Robert and Susan Bernhard, Northern California Fleet, San Jose, California; **Marshall and Susan Johnson**, Pacific Northwest Fleet, Seattle, Washington; **Meko Kofahl and Cristiano Cimino**, USA Fleet, Houston, Texas; **Philbrook's Boatyard, c/o Kathryn Graham**, Pacific Northwest Fleet, Sidney, British Columbia; **Ron and Cathy Yatch**, Southern California Fleet, Westminster, California; **Gary and Vicki Luccio**, Pacific Northwest Fleet, Kingston, Washington; **Steve Tomlinson**, Pacific Northwest Fleet, Seattle, Washington.



5052 38th Avenue Southwest
Seattle, Washington 98126