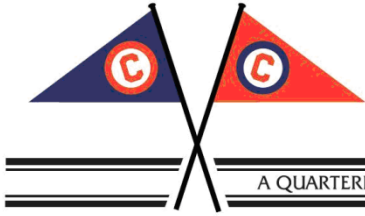


June, 2014



Classic Yachting

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



Southern California Fleet Report – Bits and Pieces

by Rick Olson, SC Fleet Vice Commodore

Many thanks to the Northern California Fleet for a fun CYA Board weekend and a bay cruise on Dave & Lynn Olson's unbelievably beautiful, 136-foot *Acania*. Here in the Southern California fleet, we have had a mild winter even by our standards ... good boating all year.

Our SC Fleet Opening Day brunch at the Parker's Lighthouse Queensview Room was followed by an afternoon on the boats and a private tour of a tall-ship, the 130-foot schooner *Tole Mour*. "Tole mour" means "a gift of life and health". The schooner was named by the children of the Marshall Islands when the vessel was working there as a hospital ship. Currently she is a full time school



ship, training school age children on the art of sailing a tall-ship, oceanography, and teamwork. Her very exciting program includes jumping in the ocean every morning instead of a shower and climbing the rigging and setting the sails (safety tethered of course). Our guide, Captain Waddington, insists on making the young people work together as a team and be able to count on each other. At least he didn't make us climb the rigging!

Thinking outside the "battery" box:

Elissa and I have owned *Ono* for only one year and we are still figuring her out. Most of the electrical seems to work but over her 85 year history there has been a lot of rewiring. Unfortunately, there has not been very much removal of old wiring, so I am left with spaghetti mounds of wires in the deepest, darkest bowels of the boat. I don't really know what all this old wire is connected to. I realize this will eventually all need to be completely re-wired. In the meantime I have other priorities, and as if by magic, somehow, most of the electrical works well.

We want to be able to go places on the boat while we are working on its improvements, so one priority has been the heads.

Neither of the two heads was operational. They were flush overboard heads with no pump-out provisions and only one had a holding tank at all and it had more holes than Swiss cheese. Some time in the history of the boat, 12-volt toilet motors had been installed. The boat has 32-volt power so the motors were fried and seized up to boot. All

the tanks, plumbing, pump-outs, and systems had to be redone and are now completely new.

Ono has 110-volts from a great inverter system, 110-volt shore power, 32-volts throughout, but a very limited 12-volt system to run such things as radio and GPS. I couldn't find 32-volt macerator motors for the heads, although I gave up trying pretty easily. I decided to go with readily available 12-volt pumps. But I was afraid that if I messed with the 12-volt system already onboard, then every time someone flushed the toilet, the GPS would show that I was in Boise or Cleveland or Kuala Lumpur or someplace.



So, for power I used 12-volt portable car jumper batteries ... you know, like you should keep in your car trunk for emergency starts. Nice ones are available at Harbor Freight Tools for \$49 each. The purists might find this unorthodox, but it works so well I wanted to share the success. They are mounted out of sight, but reachable. They slide into little battery boxes I made. For charging, I wired their 110-volt charge cords to the back of a couple of outlets and through a wall switch. Once a month or so I turn the switch on for a day and bring these battery charge levels back to full. These work great and the macerator motors don't even dent the batteries' amp/hr capacity. I installed three of these batteries, as I am also running the fresh water system off one and the new modern motor is much quieter with more pressure. I did not have to tap into the weak 12-volt system or wire 30-foot runs of wire through the body of the boat.



Another neat side benefit is that if I ever need to start the diesels (36-volt starter motors) I can hook all three jumpers in series and "voila" I have a 36-volt jumper.

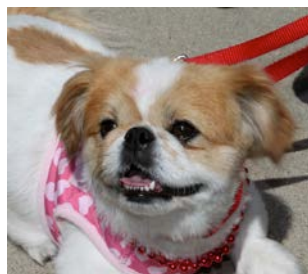
Pets onboard:

The other day Cris Rohde sent me a photo of her live-a-board cat, Fox, while he was sleeping on his back. She knows Elissa and I like cats because we have three. Like most cats, Fox is a master relaxer. A couple of years ago Fox jumped ship, although actually not intentionally. He likes to sleep away his summer days on the neighbor boat's sunny canvas awning. Nothing to worry about, as that boat hadn't moved in months.

But, soon thereafter, Fox woke up and he was at sea. When the boat pulled in for fuel in San Pedro, Fox

escaped. He was 45 miles from home in Marina del Rey. Chris was heartbroken but, like a good mother, refused to stop looking around the fuel dock in San Pedro where he had gotten off. Eventually she found him living in the jetty rocks on a steady diet of crabs. The feline Robinson Crusoe had been on his own for a month.

I am sure that throughout the CYA there are lots of sea-going pets, mostly dogs I suspect. Our fleet has quite a collection of non-human attendees that arrive by boat to CYA events.



Commodore's Report – How Time Flies

by Shawn Ball, CYA Commodore

Wow! How time flies. It is already the end of May and I feel as if we have just begun this year. Yet your Board of Directors has been working for you. We have some things to report and, in the not too distance future, we will have more to report. One of the items we have been working on is online renewal with pay by credit card and/or PayPal.

If you are like me, you find yourself more active in retirement than when you worked full time. So I find easy, quick, online renewal interesting and attractive. As most people are on the run so much these days, to be able to take a few moments in the evening before retiring to renew CYA membership, pay with a click of a button, and be done with it for another year is awesome. For those of you who would still like to pay by paper/check, that option will still be available to you. There are several other items of interest, but at this time I believe they are still in the development stage and too early to report on so I will share with you here one of my favorite happenings in the NC Fleet of CYA.

In the Northern California Fleet we began our boating season with organizing our charity event for the Children's Hospital & Research Center Oakland, "Crusin for Kids." This event allows the children, their parents and their caregivers (doctors and nurses) a chance to take a break from the everyday strain of constant chemotherapy and dealing with its aftermath. It is hard for a parent to watch while their child is put through such an ordeal and it takes its toll on the caregivers as well. What a pleasure for NC Fleet to be able to host an event like this.

The event starts with the Captains' meeting at 8:00am, followed by catering the *USS Potomac* and our escort yachts with lunches for all participants. Our special guests (patients and their parents) arrive at 9:00am and begin boarding the presidential yacht the *USS Potomac*. Many caregivers board our escort boats and at 10:00am we shove off for a two and one half hour tour of the San Francisco Bay. Weather permitting we circle Alcatraz.

Of course this is not just a fun day on the bay, but also a history lesson. The guests aboard the *USS Potomac* are given a brief explanation of the ship and its role in history. They also get a brief history of Alcatraz Island and some of the famous inmates that were the guests of the federal correctional system.

We are grateful to the Port of Oakland and the Oakland Police Department for supplying Police escort boats and coordinating all bay traffic so this cruise can take place. We are also grateful to the San Francisco fire department for supplying a fireboat salute at the end of the tour as we pass under the bay bridge. The children just love this and their screams of delight can be heard all over the bay.

Planning starts early in the year. The event itself takes place in the latter part of October and the weather on the bay is usually cooperative. We have many sponsors that help to make this event possible and to them we offer an after-cruise "wine and cheese" appreciation get together aboard the *USS Potomac* hosted by NC Fleet CYA. A special thank you goes out to Marti Bachell, head of and most knowledgeable curator of the Potomac Foundation. Without her endless and tireless help this event would not be a success.

If you are out our way around October 18, 2014, please join us in celebrating the lives of these young troopers and their battle against cancer and other debilitating diseases. An extra hand or two aboard our escort boats is always welcome. And please use this event to help coordinate like events in your own CYA Fleet area.

Thank you for your support. I hope to be able to report more exciting developments from our Board soon.

Shawn Ball
CYA Commodore



The **2015 CYA Board of Director Meetings and Change of Watch Banquet** will be held in **Tacoma, Washington**, over the weekend of **January 17-19, 2015**. Hosted by the Pacific Northwest Fleet, the weekend will be informative, productive, and full of fun **for all CYA members**. Watch this space, your mailbox, and your email inbox for details.

PNW Fleet Report – Spring 2014

by Ken Meyer, PNW Fleet Director and CYA Rear Commodore

It is the anticipation of the cruising season and the promise of spring that seem to excite the boating community. I especially like it when in the PNW we dust off (or wipe rain water off) our boats in preparation for events such as Opening Day. Weather often can be a factor for early spring cruising, but always many boats in the PNW fleet motor down Seattle Ship Canal and into Lake Union for the annual February PNW Commodore's Cruise which is the first on-the-water event of the year for us. The trees are pre-bud, the daffodils are sprouting but not in color, and there are our boats gliding in the still waters in between two designated bows in a ritual known as the "Opening of the Gates." We then circle the lake like pre-mating geese and land on the docks at University of Washington where there is steamy warmth in one of the larger boats



and we huddle together chatting and warming our hands on coffee mugs. It is a grand start for the year. I admonish all of you to search YouTube where you can see a nicely prepared video (one of 120) posted by our own David Ellis and son Dorin Ellis. This year's is titled "Open the Gates Commodore Salute Parade" by Dellis803. It tells all of who we are, and it is inspiring, well videographed, and an historical document in itself. Thanks to David, Heather, and Dorin.

In March we held another auction this time at the North Lake Union Center for Wooden Boat

Restoration and Warehouse facility. About forty persons attended and brought with them items to be auctioned. The focus was more on having fun and gathering than on fund raising. The warehouse with its trove of wooden boats, some being repaired and painted, provided a large capacity space where we could spread a hundred silent auction items on tables and then mill about during a wine and cheese hour. We all had plenty to fill our plates with good food and conversation thanks to a pot luck arranged by Neri and Mike Oswald. Jerry Toner, our own professional auctioneer, led us through about 15 live items before we closed shop. It was a good night bringing a couple thousand dollars into our fleet account. Thanks goes to PNW Commodore John Shrader and the Bridge; and Heather Ellis and Theresa Shugart, the accountants; and all the donors; and the CWB for all their help.



It is sometimes necessary to spend a little time and effort to make your boat ready. This is the intention of the deadline of Opening Day in Seattle. One takes the time needed to varnish, paint, polish, and renew your boat for this day. For the *Patamar* it included a haul out with new keel bolts and a stuffing box rebuild. There is much shipyard activity leading to this large event hosted by the Seattle Yacht Club and Windermere Real Estate. The week long activity includes a grand rowing regatta, a formal flag ceremony, and a large boat parade. The CYA figures prominently in these efforts, first by being provided dock space and second by leading the parade. I was told that about 35 classic boats participated this year including the 13 SYC classic wood boats that vied for the Wilson Seamanship Award. The most spectacular boat was the 136-foot CYA SC Fleet yacht, *Acania*, brought north by Dave & Lynn Olson from the San Francisco area. (YouTube video "Wilson Seamanship 2014 Seattle Yacht Club Classics" by Dellis803) [Editor's note: CYA boats winning awards were "Classic Power 40-feet & Over" 2nd place *Shearwater* owners Jan & Kathi Skillingstead, 3rd place *Nonchalant* owner Mike Wollaston; "Classic Sail" 1st place *Red Jacket* owners Terry & Renee Paine; "Classic Power Under 40-feet" 2nd place *Barnacle* owner Marcus Raichle, Sr., 3rd place *Sea Witch* owner Mike Wollaston.]

The weather is now milder, the trees have leafed out, the daffodils have come and gone, and our boats are ready for the summer events of the Past Commodores' Cruise and our signature event, the Bell Street Rendezvous. This year the South Salish Sea Cruise has been moved from July to the last of June to accommodate a group of CYA Canadian Fleet boats. At this year's Bell Street Rendezvous, June 13-15, we will be honoring one of our most celebrated CYA members. 2014 is the 100th birth-year of the *Glorybe*, the cruiser with the 9 lives of a cat, owned and captained by Betsy Davis. Don't miss visiting Bell Street and its 55-60 participating CYA vessels and wishing *Glorybe* a Happy Birthday!



Northern California Fleet Report

By Susan Takami, NC Fleet Vice Commodore,
and Scott Andrews, NC Fleet member

Opening Day on the Bay



With the lovely cruise on the Bay as guests on board *Acania* at the 2014 January CYA Change of Watch still fresh in our minds, the weather for Opening Day on the Bay in April couldn't have been more different. It has been a gusty spring in the Bay Area and several boats were unable to make the cruise for the Opening Day on the Bay due to small craft warnings. But the NC Fleet was well represented by *Flamingo*, *Acania*, *ESLO*, *Pat Pending*, *Sea Breeze*, and *Triple Crown*. Thanks to all the skippers for extending hospitality to those of us who weren't able to bring our own boats!

Because of the gusty weather, the docks at our usual post-parade hang out on Treasure Island were damaged and became unavailable at the last minute. Thanks to the quick thinking of

Steve Kadzielawa, *Flamingo*, and Patrick Welch, *Triple Crown*, our rendezvous and potluck were moved to the docks at Jack London Square. We got some exercise trying to keep the napkins and paper plates from blowing in the water, but enjoyed good food, great company, and beautiful boats. Although she did not participate in the Opening Day parade, new member boat *Xantippe*, a 1925 Stephens 43-foot yacht joined the get together at Jack London Square.

On our way to Jack London Square we passed under the Bay Bridge and could see the original span being dismantled, recently replaced by the new span in the background. The original Bay Bridge was built in 1936 and at least two members of the NC Fleet, *Pat Pending* and *Makoto* carry participant mementos of that 1936 opening day marine parade.



Our Most Recent NC Fleet Bridge Meeting



The NC Fleet is pleased to approve Les Cochran, *Fantasea*, as Community Partner Liaison. This is a new position that is chartered to serve as outreach to partner with organizations outside the Fleet that may provide additional exposure and or support to the mission of the Northern California Fleet. We look forward to engaging Les' boundless energy in his new role.

Les is also the creator and curator of the brand new Maritime Military Museum, a tax-exempt 501(c)(3) through a local chapter of ACFE (donations welcome), which held its Grand Opening on May 26, 2014. The museum's vision is "to provide a video museum which educates our community and honors the memory of the fine motor yachts that served or were conscripted for military service during the war years." The museum is affiliated with the NC Fleet of the Classic Yacht Association. More information can be found at www.mycya.org.

Petaluma Stephen's Rendezvous

The Stephen's Rendezvous returns to the picturesque town of Petaluma after many years' absence. This year's rendezvous will be held from June 27-29 in the Petaluma Turning Basin in the heart of downtown Petaluma.

Petaluma, home port of *Killara* and *Makoto*, is a lovely small town about forty miles north of San Francisco. By boat, it is reached via San Pablo Bay and the Petaluma River. Few cities of our size in America have earned the reputation that Petaluma can claim. It has gone from being one of California's largest cities (1860s), to the World's Egg Basket (early 1900s), to Telecom Valley (1980s), to the thriving economic and progressive community it is today. It survived the 1906 earthquake with little damage, so downtown has many interesting and historic buildings and a wide variety of gracious and well-maintained old Victorian homes. In the 1920s it was known as the egg capital of the world, and every April it is the

home of the Butter and Egg Day parade and celebration. More recently the town has looked to its river heritage with popular events like the Rivertown Revival in July celebrating the many years that Petaluma trade flowed on scows and small river boats to the rest of the world.

For 98 years, the Petaluma River contributed to Petaluma's commercial success, making it at one time the ninth largest municipality and the third busiest inland port in California. Once transports for miners and gold from Sacramento to San Francisco, relics of the two most remembered paddle-wheelers, the steamers *Gold* and *Petaluma*, are displayed in the Petaluma Historical Library and Museum, which is housed in the historic Carnegie Free Public Library building. The historic scow *Alma*, berthed at the San Francisco Maritime museum often visits her old waters here. CYA Member Greg Sabourin, *Killara*, has worked tirelessly to develop a small craft center, a boathouse, and numerous river activity camps. Petaluma is also home-port for three CYA Stephens yachts: *Killara* (1929 34'), *Makoto* (1929 34'), and *Shamrock* (1965 50', currently undergoing a major refit at Napa Marina).




The years have been kind to Petaluma's history and its citizens have worked hard to preserve as much of it as possible. An aggressive program of preserving older homes and commercial buildings as well as the Historic Riverfront has made Petaluma the attractive tourist destination it is today. In part because of its historic character, Petaluma has been featured in numerous movies, including American Graffiti, Peggy Sue Got Married, Pleasantville and many others. It is not uncommon to find local streets closed because of filming.

We look forward to welcoming everyone in CYA at the Stephen's Rendezvous, June 27-29, in Petaluma!

Susan Takami & Scott Andrews' *Makoto*
1929 34' Stephens Brothers



CYA Blazer Pocket Patch
with dual red and blue pennants
\$25 each including shipping
Contact Margie Paynton, CYA Historian



Classic Yachting

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

Shawn Ball, NC Commodore
Randall Olafson, CAN Vice Commodore
Ken Meyer, PNW Rear Commodore
Ann Hay, PNW Newsletter Editor
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Cover photo by Tom Brayton – interior of *Thelonius*
owned by Larry Benson.

CYA Loses a Great Friend – Bruce Dobson, 1936-2014

by Rick Olson, SC Fleet Vice Commodore
and by Margie Paynton, CYA Historian

From Rick Olson:

On May 5, 2014, our much loved Bruce Dobson, a CYA "super member" passed over the bar. He and wife Scottie, both Life Members of CYA, are finally reunited. They had been members since 1987. However, they were really involved with the club much longer than that as Bruce's parents Clifford & Delpha Dobson were members #16 joining the CYA in 1971 with their yacht *Golden Time*. Clifford & Delpha were awarded Life membership as well, having served the club as SC Fleet Commodore and National Commodore twice.



More recently, Bruce has been the father figure for the Southern California fleet and was still attending events regularly including our fleet Change of Watch last November. He was a wonderful storyteller and could always entertain us with stories about things that happened years ago. Every few years, when we had a few new members, we would ask him to speak at one of our events and tell the story of the formation of the club back in the 1970s. Bruce was the expert on this info and the CYA in general as his wife Scottie had maintained the CYA archives as CYA Historian for years before handing it over to Margie Paynton. Scottie Dobson was our first woman CYA Commodore in 1998. Bruce was very active in the club and a regular fixture at every fleet Bridge meeting. His attention to detail and the ByLaws helped keep us all on track.

Bruce had a wonderful sense of humor too. I remember, shortly after I became a member in 1996, I was asked to chair the Affiliate's Barbecue, which I still do. Just for fun for my first event I had everyone send me pictures of themselves as babies or children, which I would post during the event to see who could be identified from those old photos. Bruce emailed me this ridiculous picture of an Appalachian hillbilly family and said that was he and his family in the picture. This old black and white picture had a shack and a family in threads on the porch. It even had an axe stuck in a tree stump and a yellow dog that looked like Old Yeller. I laughed and commented about this obviously "goofy" picture. Bruce wrote me back a biting letter saying that it was his family, and it wasn't goofy, and that not everyone was born with a silver spoon and grew up in Palos Verdes like I had and that I should be ashamed of myself, etc, etc.

I had no way to know what Bruce's background was and I wrote back to him apologizing profusely. Bruce wouldn't let up, and for a week he rode me every day for my rudeness and not caring about underprivileged mountain folk and calling his parents goofy. I was groveling for his forgiveness and he would give a little and then get hurt and mad again. He played me like a ten-pound fish on a five-pound line until he couldn't stand it anymore. Then he let me know the truth! The picture was a total fake. I was right all along, it was a "goofy" picture. We laughed together at how he sucked me into the joke. I was more relieved than angry. After that, we were always great friends. I always respected how clever he was.

Rest in Peace, Bruce, we love you.

From Margie Paynton:

In my estimation, there are no other persons, past or present, in our entire Association, that ate, slept, and breathed the CYA more than Bruce & Scottie Dobson, and we have the documentation to prove it!

Bruce became CYA Roster Editor in 1992, taking over the duties which had been performed by his father Cliff since 1983. Bruce continued to produce the annual Roster until 1998. In the meantime, Scottie was appointed CYA Historian in 1991, continuing until her retirement in January of 2003; she also was CYA Roster Editor in 1999.

What we didn't know is that Bruce was busy behind the scenes, organizing untold numbers of records, files, and meeting minutes. He even persuaded



Scottie to remain Historian one more year so that the work could be completed. The result was "CYA: The First Thousand Members", a compilation of history and records from the CYA archives spanning 1970 through November 2002. The document, in bound and digital formats, includes lists of members, numerical and alphabetical, vessels (including owner and name changes), and the all important early history of our Association. (As an aside, this second quarter of 2014 has seen the registering of CYA member #1400!)

Quoting from Bruce's own *Forward*, "At an expenditure of approximately one-thousand hours, the contents of every folder for every boat ever accepted for CYA membership was entered into a database. All vital statistics were recorded; a thumbnail photo was scanned; ownership history was recorded; and, historical commentary was either transcribed or captured using character recognition software. None of that boat history appears in this document however, except for two salvaged examples which are exhibited in the last section of this document. Unfortunately, a CD-RW failure wiped everything away; and, there is simply no desire on my part to do it all again."

Fast forward to April of 2012. A package arrived in the mail with a note from Bruce. In cleaning out some closets at home, he discovered a CD entitled *Retrieved CYA Boat History Database*. He had no recollection of any attempt to retrieve the lost information, but someone was able to do just that. Bruce printed one copy, I believe some 600 pages in all, and put it into a binder. It was shipped it to David Huchthausen. The disc was sent to me. In my Pollyanna dream world, I believe there is a grant out there waiting to be awarded to CYA for the updating of these precious maritime records – perhaps you have some ideas on the whereabouts of this grant!

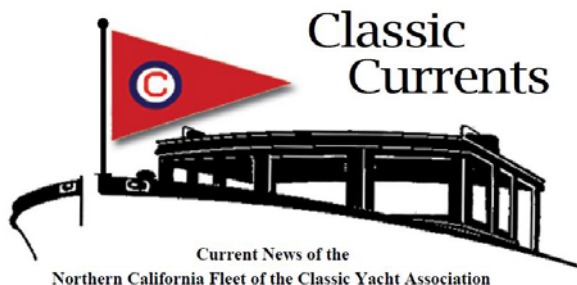


With Bruce & Scottie's penchant for organization, I'm sure that St. Peter is no longer using a written ledger; entry through the Pearly Gates has surely been digitized!!



Is It Time for a New CYA Logo?

by Ken Meyer, CYA Rear Commodore



In early April, at the last PNW Fleet Bridge meeting, we decided to purchase some new banners for the upcoming auction and the summer season. Some of us have always liked the distinctive font but when it came to the logo, Dorin Robinson, Life Member #209, stated that the two burgee logo did not represent the current egalitarian attitude of the current CYA. The solution seemed easy, just place a white burgee in with existing red and blue and have a logo with the three burgees. Some thought not so simple. The existing PNW Fleet banners were located and used, for now, but the question lingers. Should we now formulate a new logo and what should it mean?

"Logo" is a shortening of the word logotype from the Greek logo (word) and typos (imprint). It is a graphic that is used by individuals, groups, and companies to promote their instant recognizability. For centuries families and nations have had crests, flags, shields, and escutcheons to represent them.

For a nautical organization there seems to be a general theme of symbols and colors. The most recognizable is probably the anchor, followed by cordage (ropes to you non sailors), knots, matelotage, macramé, and braided line. We also see stars, stripes, charts, lighthouses, sailors, mermaids, the compass rose, birds like the eagle, flowers, and dolphins. The colors are often the primary ones, red, blue, yellow, black and white, which incidentally are the only colors of the signal flags, tho burgees and logos can be any color. Starboard is green and Port is red, white light bow, stern and on the mast.

What has been used in the past? The first CYA logo, designed by Bob Ekoos on a napkin at the Longbeach Yacht Club, was our burgee with a red background, a red Gothic C within a white circle, with a blue border around the circle ... simple, recognizable, and in the primary colors. Later the colors were changed to form the Affiliate/Associate/Advocate member burgee and then again for the Vintage member burgee. I rather liked the plumb bow and windows logo with the red burgee, especially when one would log onto the old website and the burgee would flap as if in the wind. At one point a new logo was created by a PNW member for use at the 2007 international CYA Board Meeting. I rather liked it; and when the center was replaced by a graphic of the three bows from a Greg Gilbert photo, it became a wine label and symbol.

I have loved all our logos of the past and have enjoyed seeing how they have changed with the evolution of the CYA, but now I think it is time to formulate a new symbol, one that represents our organization equally. I think it should contain the three burgees and be in our primary colors of red, blue, and white, and should be simple and unmistakable at a distance.

How should we go about it? First I think we should reach out to our own organization for graphic ideas, submit them and talk about them. It might be worth while to involve a professional graphic artist as well. Several sources have already been suggested. Next use the internet and newsletters to distribute the ideas/candidates and narrow the possibilities, and finally at our next CYA Board meeting in January, 2015, vote the best logo/graphic to represent us.

It may be as easy as three crossed staff burgees, each one of the red, blue, and white burgees. Or maybe we revert to one burgee for ease of identification. Or something entirely different. Let us know what you think. Start thinking and start talking and let your Fleet Directors and/or CYA Board Officers know what your ideas are!

Ken Meyer, CYA Rear Commodore and CYA Secretary



NEW CYA members – welcome!

New Classic members:

Andrew Roettger
WANDA
90' 1922 Blanchard
NC Fleet
Sausalito, CA
Tom Clothier, Sponsor



Dave Sharrock
SPARTAN III
45' 1926 Rodd Brothers
CAN Fleet
Bowen Island, BC
Mike O'Brien, sponsor



David and Bunny Cobb
SEA BREEZE
41' 1939 Stephens Brothers
NC Fleet
Alameda, CA
Mel Owen, sponsor



Carol Anne Williams
VERA LEE II
34' 1940 Elco
SC Fleet
Long Beach, CA
Helen Windham, sponsor



Michel Wollaston
NONCHALANT
50' 1930 Hoffar-Beeching
PNW Fleet
Seattle, WA
Dorin Robinson, sponsor



Michel Wollaston
SEA WITCH
36' 1906 Elco
PNW Fleet
Seattle, WA
Steve Moen, sponsor



Michael and Dianna Fife
Dennis and Toni Backstrom
NAIDA
45' 1935 Grebe
PNW Fleet
Olympia, WA
Bob Irving, sponsor



New Vintage members:

William and Priscilla High
WILLIWAW
42' 1958 Chris-Craft
PNW Fleet
Seattle, WA
Dorin Robinson, sponsor



Terry Tucker
PARLAY
47' 1950 Stephens Brothers
NC Fleet
Sausalito, CA
John DiLillo, sponsor



New Affiliate Members:

GetMyBoat LLC
Kira B. Maixner
NC Fleet

Bob and Linda Schrader
OHANA
40' 1967 Chris-Craft
PNW Fleet
Seattle and Friday Harbor, WA

William Foulk and Nancy Williams
ENDEAVOR
45' 1963 Matthews
PNW Fleet
Tacoma, WA
Ann Hay, sponsor

Affiliate Reinstatements:

Ed Bancroft
NC Fleet

Mark Lanfear and Carol Radlo
CAROL M
40' 1948 Grandy
PNW Fleet
Seattle, WA

