



Attention On Deck

A Quarterly Newsletter by & for the Pacific Northwest Fleet of the Classic Yacht Association April 2003

The Challenge of Membership

—Dorin Robinson

When the Pacific Northwest Fleet first got started in 1978, a great fellow named Herb Cleaver (*Marian II*) was the sparkplug. He contacted a few of us who owned old Classic Yachts. I had owned (*Cle Illabee*) for a few years and felt fortunate to be one of the first people that Herb contacted. I thought it would be fun to be a part of an association of old Classic boats, where we could share common interest with others who have an appreciation for these fine old power driven craft. Herb had made some contacts in Southern California where there was a vibrant CYA group. With their help, the PNW fleet was born with just six members. At the time we thought we could find a dozen or so old boats and form a small group—maybe do a few cruises each year.

Boy were we wrong!!

We had not a clue as to just how this small group of six would grow. In fact some of us who are around still can't believe how large the group has become.

Somewhere along the way I became membership chairman—I think it was self appointed because no one else wanted to do it. With everyone's help we continued to expand. At last count, the PNW Fleet had 137 regular, affiliate, associate, life, and honorary members spread from Northern British Columbia to Portland, Oregon. We even have a member who lives in Missoula, Montana, but keeps his boat in Seattle and drives all that way to spend a weekend with our group.

For the past few years, our fleet has been the fastest growing fleet in the entire CYA and

the outlook for our continued growth is excellent. Sometimes I wonder just how large this PNW fleet can become. Our National Bridge recently changed the bylaws allowing fleets with 100 or more paid members were entitled to have an additional director to represent their fleet.

Our boats continue to garner attention wherever we go and we are now more in demand than ever. Each year we have

to decide which shows we will attend and what we can do to further educate the public about our Classic Vessels. In the past 25 years we have come along way.

The real question is, "Where do we go from here?"

There is an old adage that says "if it ain't broke don't fix it" — perhaps in our case it applies. At our recent local change of watch banquet I handed out 30 membership packets. They included 5 membership applications, 5 CYA brochures and 5 events calendars.

Please keep them on your boat (*not* in your car or house). When you run into a prospective new member out on the water or at a dock, chat with them about our group, hand them a membership application, a brochure, and an events calendar with the next cruise circled, invite them to attend, keep inviting them until they show up. Then introduce them to other members. Eventually they will be so smitten with our group they will join.

If you did not receive a membership packet, please let me know—I already have one made up for your boat. Here's to a great 2003! ▶

"I thought it would be fun to be a part of an association of old Classic boats...who have an appreciation for these fine, old, power-driven craft."

—Dorin Robinson



PNW Fleet Change of Watch Banquet

— John Jacobsen

This year's Change of Watch Banquet for the Pacific Northwest Fleet of the Classic Yacht Association was held on the afternoon of Sunday February 9, aboard the retired Washington State Ferry Skansonian. The event combined business and pleasure and a good time was had by the 75 members and guests who attended. It was the occasion for the PNW Fleet to look back on its 2002 activities, for the annual presentation of various traditional fleet awards, for the Change of Watch of the PNW Bridge, and for a look ahead to 2003 activities.

Following the introduction of new members and guests, Rick Etsell, our 2002 Commodore, started the festivities with reviewing the impressive listing of the last year's activities of our Fleet: The 2002 calendar was crammed with a whopping 23 events, 13 of which were exclusive, on-the-water CYA boat rendezvous! Rick also pointed out that last year we gained 15 new PNW members and 5 reinstatements.

Following a report on the CYA National Change of Watch by Mike Oswald and Dorin Robinson, there were a number of Sea Stories from the audience. If you weren't there to hear them, you missed some good ones!

Presentation of the traditional PNW Fleet awards and plaques followed: Predicted Log Race, to Rick Etsell (*Argosy*); Dry Rot, to Barry and Sue Phillips, who accomplished a near total

overhaul of *Mysterion*; Up the Creek, by popular vote to Steve and Yuriyo Moen (*Orba*); Galley Wizard, to David Sekstrom (*Willobee G*), for his outstanding Bell Street barbecue and other gourmet feasts; Best Attendance... there were three awards: to Rick Etsell (*Argosy*) and Dorin & Uki Robinson (*Cle Illabee*), each boat with 11 events, and Steve and Yuriyo (*Orba*), with 10 events; Herb and Virginia Cleaver Inspirational Award, to Betsy Davis, for the rebuilding of *Glory B*.

Rick Etsell also presented a special PNW plaque to Steve Wilen (*Kensington*), in recognition of his recent CYA Life Membership Award, and individually thanked dozens and dozens of PNW members who contributed significantly to the success of the many PNW activities during the last year.

Next on the program was the actual PNW Fleet Change of Watch, consisting of recognizing the officers of the 2002 Bridge and the 2003 Bridge. With the passing of flags, the Change of Watch was complete.

Jan Skillingstead, our new Commodore, thanked Rick Etsell, outgoing Commodore and now Staff Commodore, for his leadership and achievements for the PNW Fleet during the last year. Following his remarks on the Course for 2003, Commodore Skillingstead closed the Change of Watch program. ▶

Date	Event	Contact	Comment
April 26-27	Portland Rendezvous*	Keane/Beall	Cancelled!
May 3	Opening Day*	Andy & Joelle Blair	Seattle Yacht Club
May 10-11	Olympia Wooden Boat Fair*	Ed & Suzie Docherty	
May 17-18	Maple Bay Rendezvous*	Mike & Peggy O'Brien	
May 24-26	Past Commodore's Cruise	Steve & Yuriyo Moen	Manzanita
June 14-15	Bell Harbour Rendezvous*	Jim & Margie Paynton	Elliott Bay
July 4-6	Lake Union Wooden Boat Festival*	Ken Meyer	Ctr. for Wooden Boats

*open to the public!!

Upcoming Events



2003 Benefit Auction: Another CYA Success

— David Huchthausen, Auction Coordinator

The annual Pacific Northwest Fleet benefit auction on was held on Saturday March 8th amid David Huchthausen's eclectic museum holdings in the Bemis Building. This years event was dedicated to the tug "Challenge".

Originally launched as the steam tug "Lacamas" on the Columbia River in 1890, she worked the Columbia until 1899 when she was purchased by Robinson Fisheries of Anacortes. "Challenge" was a common sight on the waters of Puget Sound for decades, often escorting schooners out past Cape Flattery. Retired in 1977 and purchased by Ken deNike who restored her as a liveaboard, she was awarded "Best Restored Powerboat" at the Victoria Classic Boat Festival in 1981. "Challenge" sank at her moorings in the Stimson Marina in December 2002 and was hauled up by Foss Maritime. Stimson assumed rights to the vessel and allowed the CYA to salvage artifacts and sell them at our auction.

This years event was extremely successful, grossing more than \$11,000 and shattering all previous records. Several items from "Challenge" were sold outside the auction, including the huge stack and bulwarks. Receipts from sales of the "Challenge" material were divided with Stimson Marina. We were pleased to send them a check for \$3,125 and would like to once again extend our thanks Brent Howell and Tom Bailey for allowing us to salvage and sell these historic items.

Auctioneers for the evening were Norm Manley, David Huchthausen, Lou Barrett and Dorin Robinson. Each performed yeoman's duty, keeping the crowd on their feet and the

bids flying. Bidding was spirited, with many items selling well above estimates. The fabulous bronze compass from "Challenge" brought \$675, the helms wheel \$500 and a pair of phenomenal scrollwork bronze deck plates \$300.

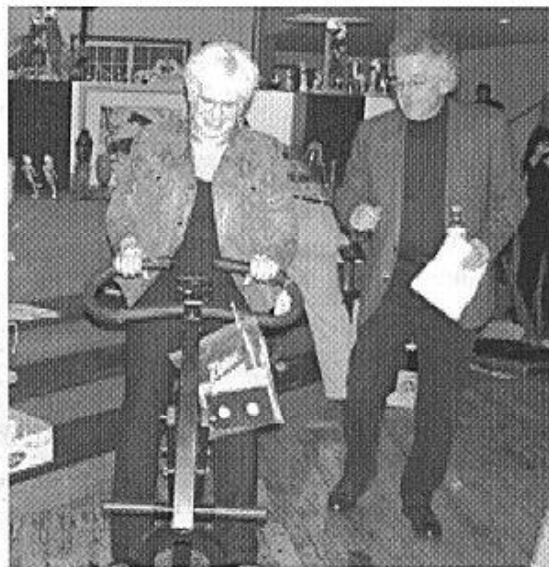
As usual, the vacation package to Betsy Davis's cabin on Lake Quinault was a popular item, bringing in \$500. Other intriguing items included a variety of dinner cruises, several bronze air horns, an antique Pelorus and several jars of Justine's coveted raspberry jam.

Special thanks goes out to the auction

committee for all of their hard work in salvaging, cleaning and cataloging the "Challenge" material and working so hard to make this event a success. The team included Larry Benson, Norm Manly, Ken Meyer, Lloyd Shugart, Therese Wittenberg and Frank and Karen Young. ▶



Lew Barrett gavels down the goods.



Dorin Robinson assists Karen Young in demonstrating the attributes of an exercise machine up for bids.





Argonaut II Wins the Log!

— Jan Skillingstead

The seventy-two foot *Argonaut II*, with Captain Dave Walker at the helm, owned the lake this year at the 6th Annual Herb Cleaver Memorial Predicted Log Race. The big, green and white hulled double-ender cut a dashing figure in the grey, occasionally rain-spattered water of Lake Washington. Captain Walker and crew made the difficult, eight-mile-plus course look easy, finishing with a remarkable combined error of only 1.09%!

Last year's winner, *Argosy*, skippered by Staff Commodore Rick Etsell, took the second place prize. As always, the *Argosy* looked most impressive rushing through the water at nine knots.

Third place was awarded to the ever competitive classic, *Orba*, with skipper Steve Moen at the wheel and his brother Ken as crew. Anne Hay in the *Pied Piper* served as *Orba*'s "remote observer". She tagged along at a distance and Steve called out the marks.

Directly following the awards ceremony it was discovered that the race committee had failed to note a pencil-in change to the *Willobe G*'s predicted time. The figures were hastily re-calculated and the result was that the *Willobe G*, with David Sekstrom at the helm wound up in

virtual tie with *Orba*. The race coordinators decided to record the event as a tie for third place. Kathi Skillingstead volunteered to make up another third place gift basket for the *Willobe G* and crew.

This year the course was made challenging and, perhaps more interesting by multiple half and quarter mile timed runs - eleven all together. It was fun seeing all the boat going this way and that, some times at close quarters. And the record number of "time outs" noted just added to the fun/confusion.

The pot luck was held in the large, teak lined saloon of the *Argonaut II*. Late arrivals, *Spindrift* (delayed by electrical problems) and *Savona* joined us for dinner. The victuals were delicious, as always.

Yachts attending: *Argonaut II*, *Argosy*, *Orba*, *Willobe G*, *Lawana* & *Spirit*, with *Pied Piper*, *Spindrift* & *Savona* not racing. ▶



Second place winner, *Argosy*.

The National Change of Watch

— Mike Oswald, National Commodore

It's supposed to be spring. The calendar says so. However, this article is about the National Board of Directors meeting in Vancouver, BC in January!

The Pacific Northwest Fleet did itself proud hoisting the event. Vancouver was its usual beautiful self and our Canadian members the ever gracious hosts. We were lucky to have four members that went out of their way to assure that everything went well. It entailed making several trips to Vancouver to view and decide upon sites. Then more hours spent in negotiation, contracting, making up baskets, decorations then coordinating and addressing each issue. I don't believe any professional organization could have done it any better. If you attended the meeting you would agree. If you didn't get a chance to attend, you missed a rare occasion. We are in the debt of Carol Fedigan, Uki Robinson, Joelle Blair, & Mary Jane Sheldon. Classy gals that did a classy job.

There were several house cleaning issues before the Board of Directors. But others' proposals stabilized the legitimacy of the group, gave fairer representation to the fleets that helped set a course for the future & underscored the selfless efforts of valuable individuals within our fleet.

The Pacific Northwest fleet nominated Steve Wilen for Life Member status last year, and the National Board of Directors concurred. How could they not? Not only have his efforts with *Kensington* been heroic, he's been the PNW Fleet Commodore (twice), and National Board member several times. He is one of the founders and best recruiters for the USA fleet and serves that fleet as Commodore and the PNW Fleet as Historian (several terms). He's been newsletter editor and is renown for his way with paper and pen. Even if he does prefer potato chips and ice cream for dessert—he's a heck of a guy and our own treasure. I promise to bow each time I walk past the stern of *Kensington* out of respect.

Another important issue brought up by the PNW was a change to the By-Laws that granted more Directors to a fleet with more members. It allows a fleet to elect representatives to the Board of Directors proportionately. One director from each

fleet with less than 30 members, two directors for fleets with 31-99 members, three directors for fleets with 100-199 members and an additional director for every additional 100 members. There were diverse viewpoints at the table but the majority believed that it was necessary to allow for the future growth of the association (especially in the USA fleet and with emerging European interest).

The PNW proposal to add an initiation fee for New Affiliate Members more in-line with what Regular members must pay was passed. The proposal would then allow an advocate Flag to be given automatically with each new Affiliate Member packet. It will simplify process, reduce costs and help smooth some Affiliate Member feathers. Our Affiliate Members are very important to us—it's a good idea to keep them happy!

I should mention that I was left with the short straw and moved into the position of National Commodore. That's what happens when you miss a meeting—you get voted on the Bridge! My acceptance speech focused upon what I deem is a road to a secure future for our organization. Many of you may not realize that we are a California *nonprofit* organization, not a federally recognized non profit. Hence neither the CYA nor its members qualify for the many benefits that accrue with such status. The CYA has had to pass up several large monetary gifts because the grantor could not get a tax benefit for their donation.

Many legendary classics end up lost for ever because there is no organization that is recognized to oversee repairs or locate a new owner for a project or willed marine item. The members of the CYA have restored, maintained, collected, and written their own marine history. It is a great base of ability. That ability should be enhanced and assured for the future. I am now working on a program to change our present limited state status to a Federal 501-3c nonprofit corporation. The work toward this aim is going slowly but should be ready to present to the next Board of Directors meeting. I'll keep you advised.

See you out cruising! ▶



Opening Day 2003 at the Seattle Yacht Club (SYC) — Andy Blair


This year's opening day May 3, 2003 theme is "Off to the Races". Boats should have been registered by April 16th, but if you forgot, call me at 206-731-3470. I will see what I can do. Boats can start arriving Wednesday, April 30th.

Tim Able, dockmaster for SYC will be available to assist with docking if necessary. Please call me (again at 206-731-3470) to let me know what time you will be arriving at the dock so that I can compile a list for Tim. There will be a dock party Friday evening starting at 1800. Please bring a hors d'oeuvre to share. There will be punch again this year under another guise in keeping with this year's theme.

If you are planning on having your vessel at the SYC dock, you can pick up your "Group D" number starting on Thursday May 1st. I will pick up most of the numbers for people staying

at the SYC dock and distribute them, but if you are planning on arriving Saturday morning, please pick up your numbers Thursday or Friday from SYC.

Since we are "Group D", we will be the 4th group to parade through the cut. We will need to start leaving the dock at 1130 to gather as a group in Portage Bay. Vessels may return to the dock at SYC after the parade is over. The cut will be open for reverse traffic around 1500. We often gather for dinner at the SYC Saturday night. Reservations are advised. Bring your CYA membership card and a credit card with you if you plan to purchase anything at the SYC. You will need to register at the front desk to get a SYC number to charge food, beverages or clothing purchases. ▶



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Editor's Note: Your comments, photos and stories are welcome anytime!
