

CYA PNW Fleet 2004 Change Of Watch Banquet

The venerable Seattle Yacht Club Fireside Room was the site of the 2004 *Change of Watch Banquet* for the PNW Fleet. Those attending were pleasantly surprised when they received a copy of the CYA Photo Album. (Contact Larry Benson, 206.935.3222, if you have not received your copy.) A traditional northwest dinner of elegantly prepared beef and salmon was served following an hour of cocktails and conversation.

Jan Skillingstead, the 2003 Commodore, was the host for the evening. He introduced the Admiral, Roger Pawley, and Admiralette, Kimberly Carrosino, of the Seattle Yacht Club. They welcomed the CYA to the May 1st Opening Day celebration. The theme this year is "*The Games of Summer*". A special acknowledgement went out to last year's winners of "*The Classic Power Boat*" boats. Again, congratulations to the *Olympus*, the *Cle Illahee*, and the *Kensington*.

Membership Chairman, Dorin Robinson, was recognized for demonstrating his ongoing commitment to the growth of the CYA. He personally signed thirty-one new members into the fleet in 2003!

Mike Oswald, the 2003 National Commodore, gave an entertaining report of the national meeting. In short, the original block "C" will be reinstated onto the club logo and Burgee.

A highlight of the evening was the presentation of the Fleet Awards.

Dave Walker and his crew of the *Argonaut II* were the winners of the 2003 *Herb Cleaver Predicted Log Race* held last April.

The *Dry Rot* award went to John Jacobi, the owner of the *Malibu*. Many hours were required rebuilding and repairing the *Malibu* following a grounding in the San Juan Islands in the summer of 2002.

The *Up the Creek Paddle* award was given to Dave Walker and Carol Fedigan for surviving the crossing of the Strait of Juan de Fuca while towing their overturned dinghy, and then getting the towline fowled in the propeller.



2004 Bridge

Heather Ellis, always the gourmet provider for every event, was given the *Galley Wizard* award.

Greg Gilbert was singled out for his impressive attendance at 15 of the clubs 22 events during the year. (We all know Greg is trying to break his record of "sleeping 6, eating 8, and drinking 33.")

We were all happy that Norm Manley was with us to create a light-hearted spirit to the event and awards presentation, made even more special knowing he had been tested by a difficult ordeal within the last half of the year. It was a genuine pleasure to give Norm the *Herb and Virginia Cleaver Inspirational Award*. We look forward to his ever-present optimistic outlook.

Jan Skillingstead introduced the 2004 Bridge to the fleet members and presented each with the flag to fly on their boats signifying their official capacity.

They are:

Commodore, John Jacobson,
Vice Commodore, David Huchthausen
Rear Commodore, Ken Meyer
Secretary, Heather Ellis.

John Jacobson wrapped up the evening by plotting the course for 2004... a calendar full of 22 events and cruises.

— Ken Meyer

From The Commodore

This is my first newsletter column as your commodore, so I'll start it by going back to some key PNW Fleet events of the last few months. Many thanks go to Jan Skillingstead and David Huchthausen for organizing the Change of Watch Banquet and program at Seattle Yacht Club. In addition to the change of watch ceremony, this evening included an impressive list of the traditional awards, and the many contenders are a clear indication of how active a fleet we have here in the Northwest. In March, we had our great fund-raiser, the CYA Benefit Auction. True to form, David Huchthausen and his committee again did a fantastic job. Our thanks go to them as well as our many members and others who contributed all sorts of items to be auctioned and who participated in the lively bidding.

Congratulations to *Cle Illahee* for winning the Herb Cleaver Memorial Predicted Log Race, held on April 18, and to runner-up *Forevermore* and third-place *Gypsy Heart*, a guest boat.

Many thanks to Andy and Joelle Blair for being the CYA coordinators for Seattle Yacht Club's Opening Day of Seattle Boating, held on Saturday, May 1, and to the CYA participating yachts and congratulations to the award winners. What a traditional great event Opening Day is for Seattle, and the classic yachts are a main attraction in the parade, year after year.

For the remainder of this spring and early summer, many PNW Fleet events are scheduled. These offer great opportunities for getting together with other classic yacht owners and having a good time:

- Maple Bay Rendezvous, (May 22-24) with Mike and Peggy O'Brien as CYA coordinators.
- Olympia Wooden Boat Fair (May 7- 9), with Ed and Suzie Docherty as CYA coordinators.
- Past Commodores' Cruise (May 29-31), with Steve and Yuriyo Moen as coordinators.
- Bell Street Pier Rendezvous (June 18-20), with Jim and Margie Paynton as coordinators.
- Harborview Hospital Charity Care Fund Raising Cruise (June 26), with Andy and Joelle Blair as coordinators.



The Commodore's "Lady Grace"

For a listing of all 2004 PNW CYA events and detailed information, visit the CYA website at www.classicyacht.org (I continue to be amazed by the wealth of information available on this website, all thanks to Rick Etsell, Webmaster).

Many of you have now received your free copy of the CYA photo album distributed to registered members. With over 300 pages of photos and information on CYA yachts, this album will soon become a collector's item. Additional copies are available to members at \$20 each – they make great gifts to family and friends. Many thanks go to Larry Benson for coordinating distribution of the albums in the Northwestern USA and to Mike O'Brien for doing the same in Canada.

Please see Andy Blair's article in this newsletter, regarding exploring the possibility of creating new classes of full membership vessels for CYA. I encourage members

to let Andy know how they feel about this, so that a decision on setting up a process for dealing with it can be made. As most of you know, Andy is one of the PNW Fleet's three representatives to the CYA National Board of Directors, and he is well tuned in to CYA issues.

Andy Blair is also the CYA Roster Editor and, working with Rick Etsell, has recently completed compiling the CYA 2004 Roster which CYA members recently received in the mail. The roster listings are also available to members on the CYA website. Many thanks for the new Roster – without a doubt the most used CYA document!

I was recently contacted by a Seattle company pursuing the idea of producing a documentary video film titled *Northwest Classics*, celebrating 100 years of Pacific Northwest yachting, and featuring present day and historic glimpses of famous yachts, of their designers and builders and their owners. If there are old films, photos, stories, etc. available of classic yachts, John Sabella of John Sabella & Associates would appreciate hearing about them. More information on this project is available from the Sabella press release, available through the CYA website, or by contacting David Huchthausen, PNW Fleet Historian, at (206) 587-4036

A hearty welcome to new Northwest members of the CYA who have joined since the beginning of this year:

- Chris Allegro, Affiliate Member, with Rad, a 1968, 62' Monk/Osborne yacht.
- Lloyd and Theresa Shugart, with Flying Cloud, a 1937, 52' Monk/Grandy yacht.
- Henry Hillman, with Cavu II, a 1938, 54' Annapolis Yacht Yard yacht.
- Alex Bennett and Janet Berkow, with Resolute, a 1926, 36' Blanchard yacht.
- Uki Song Lee, Associate Member

Have a great spring and summer –

John Jacobsen, Commodore

2004 CYA Auction

David Huchthausen's artist loft in the Bemis building was again the site of the 2004 CYA auction. For anyone attending for the first time, you are dazzled by the surroundings and collections in the 4000 sq ft loft. The theme is exotic maritime island, with mounted swordfish on the walls and bamboo furnishings. Everywhere you look is a collected sculpture, vintage poster, or his extensive collection of Bakelite. He also has a growing collection of early 20th century nautical magazines. The guests were presented with a wonderful potluck dinner brought by participants and fueled by wine, beer and soft beverages. The auction, the only fundraiser for the CYA, begins with seeking out your friends and the bargains on the silent auction tables. Shortly after, the live auction began with member Norm Manley at the microphone, setting the pace for the bidding on 75 items. Most items, nautical in nature, were auctioned, including trips, hideaways, antiques, and boat gear. Midway, David Huchthausen took the podium for the remaining set of items. Following the auction, many of the members socialized as they checked out with Heather Ellis. Thanks to the computer literate, this task was completed with efficiency and accuracy. This year's big ticket items were a 100 year old large searchlight from the tugboat Challenge, Vintage Navy dress jackets, a cabin hideaway on Orcas Island, a boat captain course, and many nautical small items. Also available were the new CYA photo albums for sale and the Burgee that had the original gothic letter C.

Thanks go out to this year's committee members consisting of David Huchthausen, Jill Miller, Frank and Karen Young, Theresa and Lloyd Shugart and Ken Meyer. Helping the night of the auction were Joel Blair and Heather Ellis with the accounting, and assisted Theresa Shugart with Wade and Kim Meyer displaying and organizing the items. Bottom line, about \$5,500 was collected and the 2004 Auction deemed a success.

Ken Meyer

Some thoughts from the National Rear Commodore, Andy Blair

Proposal to the PNW Fleet:

Should the Pacific Northwest Fleet explore the possibility of creating new classes of vessels for membership in the Classic Yacht Association.

Background

At the CYA National Board meeting in San Pedro, CA in January of this year there was a proposal by the Southern California Fleet to study the possibility of changing the year of eligibility for fully qualified member vessels from December 31, 1942 to a later date. The proposal was amended to include the study of setting up other classes of qualifying vessels. The vote ended in a 4 to 4 tie with one abstention, thus the proposal was defeated.

Extending the year of eligibility for full membership is a perennial issue at the National Meeting. It is gaining momentum and almost passed this year. My concern is that if no action is taken, the proposal will eventually be passed and could undermine the original goals of the association.

Should the PNW Fleet take a position on this issue?

The feeling, of the PNW board members at the National meeting, was that opening the discussion to extending the date (i.e., changing the year from Dec 31, 1942 to some later date) for full membership was a non-

starter, but exploring the possibility of other classes of vessels as full members was a worthwhile endeavor. This option seems to have the support of board members from the other fleets. I suggested that the PNW fleet draw up a proposal to be circulated to the other fleets well prior to the cut off date for proposals for bylaw changes (i.e., 60 days prior to the National Meeting).

My proposal would be to establish new classes of boats, for example, a 1943-1959 "Vintage" class and possibly a work boat class. Each of these classes could confer full membership with a distinctive Association burgee and membership plaque for each class and possibly allow the member to hold office at the CYA National Board level. This allows our pre-war vessels to maintain their "Classic" status and burgee.

I would like your feedback on whether the PNW fleet should study the creation of new classes of member vessels. If sufficient positive response is garnered, I would like to set up a series of meetings to develop criteria and wording of bylaw changes that would then be circulated to the other fleets. At some point a written vote of the general membership would be requested before any of the changes could be made.

Upcoming Events

Date	Event	Contact	Comment
May 22-24	Maple Bay Rendezvous	Mike and Peggy O'Brien	Maple Bay BC
May 29-31	Past Commodor's Cruise	Steve and Yuriyo Moen	Manzanita Bay
June 18-20	Bell St. Rendezvous	Jim & Margie Paynton	Seattle Pier 66
June 26	Harborview Charity Cruise	Andy Blair	CWB
July 3-5	Wooden Boat Festival	Ken Meyer	CWB
July 17-25	South Sound Cruise	Rick Etsell	Longbranch
Aug. 26-29	Quartz Bay Rendezvous	Andy & Joelle Blair	Cortez Is. BC
Aug. 26-29	Vancouver Wooden Boat Fest.	Russ&Dee Dee Chernoff	Vancouver BC
Aug 26-29	Pan-Am Cruise	Les and Betsy Gunther	Roche Harbor
Sept. 4-6	Victoria Classic Boat Festival	David Huchthausen	Victoria, BC

Seattle's Opening Day Of Boating: May 1, 2004

Opening Day of boating season 2004 was the nicest we have seen in the last few years, with sun and warm temperatures.. Andy Blair, organized and coordinated the Seattle Yacht Club sponsored event, as well as the wonderful day, or so he boasts! Boats from guest yacht clubs were welcomed to the guest SYC dock as early as mid-week, with the CYA boats arriving mostly on Friday afternoon. In the absence of the *Kensington*, the *Glavya* served as the cornerstone along the east dock. Three boats stem to stem against the dock and up to seven boats rafted together, spent the night in preparation for an early start on Opening Day. Evening CYA festivities were hosted on the *Winifred* by Greg Gilbert, featuring hors d'oeuvres and Andy Blair's famous 'steroid' punch. It was a wonderful evening for being on the water!



Sleeps 4, Eats 8, Drinks 33

On Saturday, May 1st, the participants awoke to a sunny, warm and windless day. The official SYC opening ceremonies began with the 'Star Spangled Banner' and 'O Canada', played by the U.S. Navy band. There were welcoming speeches and participating club burgees were raised on the flagpole, with previous commodore Greg Gilbert representing the PNW fleet of the CYA. The ceremonies concluded, and many boaters went to watch the crew races in the Montlake Cut.



Woodrow and Patamar at SYC

At noon, the Opening Day parade began, with the UW Husky band and officials parading first to their posts of review. Early in the parade were the CYA members. *Glavya*, *Woodrow*, *Seven Bells*, *Shearwater*, *Rita*, *Zanzibar*, *Winifred*, *Argonaut II*, *Mariner II*, *Corsair II*, *Flying Cloud*, *Spirit*, *Forevermore*, *Freya*, *Cle Illahee*, *Madera*, *Tadpole*, *Mardo*, *Patamar*, *Fawn*, *Resolute* and *Virginia V. The Olympus*. *Thea Foss*, *BluePeter*, and *Malibu* were utilized by the SYC in an official capacity, hosting the bands, and the Washington State Olympians of the past, in keeping with the "Games of Summer" theme. After the boats passed through the gauntlet of boats moored along the log boom, the classics formed a convoy and proceeded towards Kirkland. During this passage a documentary film of the boats was made by John Sabella and Associates Inc. The objective of this film is to "preserve a slice of history", (See attached article), weaving together "contemporary footage of the classic boats as they appear today, with the historic images of yesteryear". Lacking dock space in Kirkland, some of the classics anchored in Cozy Cove while others crossed and returned to the SYC. A brief ceremony in the early evening recognized the 2004 parade winners for the Classic Power category. The winners were the *Olympus*, *Zanzibar* and *Thea Foss*.

That evening three tables of parade participants enjoyed a gourmet meal at SYC clubhouse. The morning brought on a lazy exit as the boats retired to their respective moorages.

Predicted Log Race Defies All Predictions

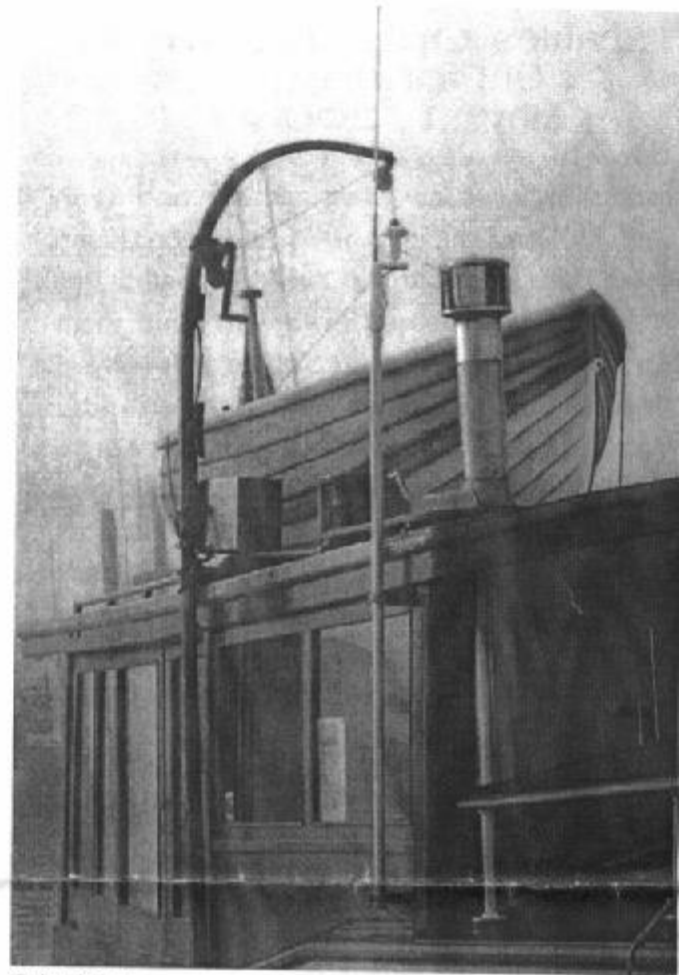
For the past ten years one of our premier events has been the Herb Cleaver Memorial Predicted Log Race. It is named after Herb Cleaver, who, with his wife Virginia and their boat the Marian II, had the vision to start the PNW fleet in 1978. He was a passionate boater and predicted log racer.

The host for this event was Jan Skillingstead who passed on this year's event while passing a kidney stone. This year's event had other competition with boats being out of the water, changing engines, varnishing, and plain old fashion spring cleaning. When the final bell rang three boats swept down the line, and the race was on. Other boats represented but not participating were: Orba, Freya, Rita, Esther Williams, Savona, Argosy, Saga, Hercules, Zanzibar, and Madera. Resolute was spotted passing in review. With working compasses and the known speed-of-the-boat at a certain rpm, the boats negotiated the course. The competitors finished in a cloud of mist, dust, and diesel smoke. The final results were:

3rd Place: Rick Etsell piloting "Gypsy Heart"
error factor 3.47%

2nd Place: David Ellis Piloting "Forevermore"
error factor 1.34%

1st Place: Dorin Robinson "Cle Illahee"
error factor 1.13%



Orba dinghy

Meeting Held By PNW Committee On Fleet National Directors

At the annual PNW Fleet Bridge meeting held last fall, a motion was passed calling for the formation of a committee to generate a proposal to revise our Fleet by-laws. The intent was to clarify the role of our Directors in Fleet business.

The committee, consisting of members of our Fleet's Bridge, the three PNW National Directors, Judge Advocate, and several past commodores recently met. The main emphasis was on defining and promoting means for good communication between our National Directors and Bridge and membership. Several proposed revisions to the PNW Fleet by-laws were developed which will be presented later to our members for final action at this fall's annual Fleet Bridge meeting.

— John Jacobsen, Commodore

Two Local Premier Events For Summer

Bell Street Rendezvous

June 18, 19, and 20th are slated for this PNW CYA cornerstone event. This year over forty of our own fleet boats will gather for a two day celebration on Seattle's Waterfront at Pier 66. This makes this event one of the largest displays of pre-war yachts in the USA. It has been well attended by large numbers of Seattleites as well as well as vacationing visitors. The sponsor, The Port of Seattle is also welcoming displays of Classic cars and other smaller boats. For all the details see the PNW CYA website.

Center for Wooden Boats Festival

Lake Union comes alive on the 4th of July weekend with 150 participating watercraft of all types. Events include: boatbuilding, nautical crafts, model racing, food pavilions, booksellers, tool sellers, boatbuilding school exhibits, and picnics. Many of the boats are available for boarding and all for viewing. The fireworks display is a huge evening highlight. Usually 15 boats from the CYA tie up for a weekend of enjoyment and edification. For details and sign up, see the websites for the PNW CYA and the website for the Center for Wooden Boats.

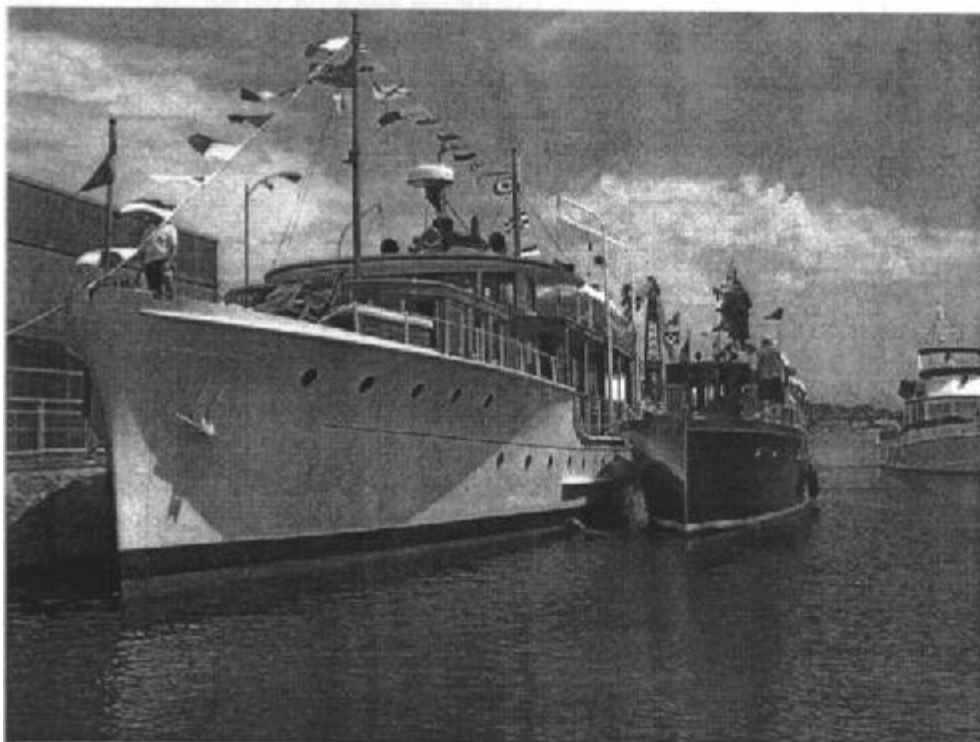
Commodore's Cruise Held With Partial Sunshine

With a typical February weather forecast of clouds, possible rain showers and partial sun, a great group of CYA yachts gathered the morning of Sunday February 8th on Lake Union for the traditional Commodore's Cruise. This event followed on the heel of the Change Of Watch banquet, and great credit goes to the participants who made it out for the day. The yachts lined-up and formed a parade around Lake Union, heading for the Husky dock and a potluck lunch and social hour in the early afternoon. The long deck of Forevermore formed a perfect serving table for the for the many delicious potluck dishes brought by members and friends aboard eleven participating CYA yachts. With spring rapidly approaching and the days getting longer, many discussions were held concerning the preparation of the yachts for summer cruising.

The following CYA yachts participated in this year's *Commodore's Cruise*: *Forevermore*, *Grand Slam*, *Hercules*, *Pied Piper*, *Maranee*, *Patamar*, *Puffin*, *Shearwater*, *Thunderbird*, *Winifred and Woodrow* – and a small classic steam launch which joined the group after spotting the many CYA classics at the dock.

Thank you all for participating in this years *Commodore's Cruise*!

John Jacobsen, Commodore



Kensington, Olympus in Locks

Where Are They Now????

By Dorin Robinson, Membership chairman at large

Having served as membership chairman of PNW fleet for longer than anyone cares to remember, the thought occurred to me that we might want to take a look at some of the boats that have disappeared from our fleet. It's one thing to get new members.....it's yet another challenge to keep them in the club. What I have found is that in many cases the boat is sold and we simply do not do a good job of follow-up. Other times they fall into the hands of an owner who does not take care of them and they fall into an impossible state of disrepair and some end up in some marina dumpster.

This article and others to follow is written in hopes that someone out there may know of some of these boats.....all of which have at one time or

another been regular members of PNW fleet.....the idea is of course to get them back as new/old regular members.

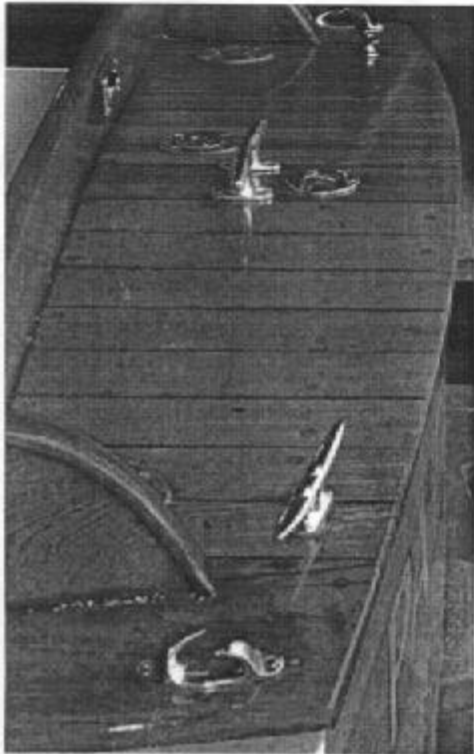
When I attended the National meeting in 2003 I was handed an unbelievable chronicle of membership history compiled by Bruce & Scottie Dobson SYC fleet historians entitled, "THE FIRST 1000 MEMBERS". They spent thousands of hours as historians going thru and compiling each individual qualifying vessel and member who have ever belonged to any of the now existing fleets of the CYA.

I was able to pull out of this historical document many vessels that have in the past belonged to PNW fleet and will do a feature article in each newsletter for 2004.....each subsequent article will list 10 vessels and hopefully someone out there will recognize one or more of these "LOST MEMBER BOATS" and see if we can get them back. For lack of a better phrase I will call this list :

THE PNW TEN MOST WANTED

BOAT NAME	YEAR BUILT	LENGTH	MFG.	YEARS IN OUR FLEET
ADAGIO	1928	32FT	BLANCHARD	1993 TO 1997
ADIOS	1939	42FT	SHERTZER	1980 TO 1983
AT LAST	1942	30FT	CHRIS/CRAFT	1985 TO 1988
B MARIE	1939	36FT	CHRIS/CRAFT	1983 TO 1986
BIG DIPPER	1930	36FT	JAKE FARRO	1986 TO 1994
BLUE JAY	1941	43FT	CHRIS/CRAFT	1988 TO 1989
BLUE WATER	1941	31FT	CHRIS/CRAFT	1980 TO 1987
CARNATION	1933	47FT	FELLOWS/STEWART	1996 TO 1997
CAROLINA	1928	46FT	JENSEN	1978 TO 1988
CIMARRON	1928	36FT	BLANCHARD	1983 TO 1996

So.....there you are.....I would expect that some of you know where these vessels might be hiding.....if you do I suggest that you contact them and find out who, what, why, when, & where! If for some reason you find a vessel and have no time to pursue its membership.....please contact me with the details and I guarantee you I will follow up post haste. Look for my next "TEN MOST WANTED" in your next newsletter! Thanks for all your good help!



The Zen Of Varnishing

When two or more boaters get together, sooner or later the topic will come around to varnishing. Each spring I think about a maintenance calendar, and this year varnishing was high on the list. Coincidentally, I attended the Center for Wooden Boats auction and became the high bidder on "Rebecca Whittman or a day".

I first encountered Rebecca, in 1990, through her beautifully written, keepsake book *"Brightwork The Art of Finishing Wood."* This book was the result of documenting her years of experience as a boat finisher. Eventually, I attended one of her Saturday seminars at the Center for Wooden Boats, coinciding with my purchase of the *Patamar*. This information immediately proved valuable as I began the maintenance.

In 2004, Rebecca published a paperback 'shortform' edition *"The Brightwork Companion"* that summarizes and updates the pertinent information from the first book.

However, I digress...

Rebecca and I made contact shortly after the CWB auction to arrange a shared day of work. I was nervous as the day approached...the 'Queen of Varnish' would be working on MY boat!

We picked an area on the *Patamar*, and she began stripping the 30 year old varnish layer with her heat gun and with deft strokes of her favorite scraper. After sanding, bleaching and finish sanding we applied the first coat of varnish, wet sanding in teak oil to fill the grain. I was exhausted from her relentless pace.

Over the next two weeks I applied seven more coats to make a vastly improved area on the cockpit and stern decking.

What did I learn from my apprenticeship?.....Be methodical. Be tidy and obsessive about cleanliness and masking off, and tacking off. Skip no steps. Take time to look at the area from different angles and light. Most imperfections cannot be varnished out. Take your time, enjoy, and leave time to clean up. There a Zen to varnishing, and it was my privilege to have a day like that day on my boat.

Ken Meyer

Cya Photo Album

as reviewed by Greg Gilbert

Three cheers for Dennis Ballard and Rick Olson for their stellar job in publishing a fine photo album! Everything about this album is a vast improvement over the previous edition, published fifteen years ago. The gold-on-blue embossed hard-bound cover earns this book a place on anyone's coffee table.

The color photographs were pleasing to the eye, and the accompanying owner's descriptions lent an air of familiarity to the boat.

I particularly liked the silhouette of each boat on the bottom of the page dedicated to that boat. It added an element of scale and proportion.

Let's make it our future goal to have all CYA members' boats represented. Include the generous use of spell check, and fact-checking (Otis Cutting is the designer for many of the early Lake Union Dreamboats) and once again we will have a memory book reflective of our many shared times.



Documentary Film To Be Made Of Classics

An hour-long documentary, *Northwest Classics*, is being filmed by John Sabella and Associates, Inc. to commemorate Pacific Northwest yachting. The film will focus on the design, construction and operation of Puget Sound region heritage pleasure boats. Historical images will be interwoven with contemporary footage, providing glimpses of famous yachts, past and present. The narrative content of the documentary will include interviews with living maritime legends and with vessel owners who lovingly maintain the classic fleet.

The camera crew spent Opening Day on board the *Zanzibar*, filming the CYA entries as they completed the parade and headed into Lake Washington. The camera moved from many angles to focus on individual boats and the fleet as it crossed Lake Washington from Webster Point towards Kirkland.

It will be exciting to see 'our' boats included in this memorable film.

David Huchthausen is CYA point person for this project. He can be reached at: www.classicyacht.org/aboutclassics/documentary.htm



Attention on Deck

Official Newsletter of the
Pacific Northwest Fleet - CYA

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Ken Meyer — Rear Commodore

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

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