



## Attention on Deck

Official Newsletter of the  
Pacific Northwest Fleet – CYA

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

## Calendar of Upcoming Events

- Oct 23-24 Pumpkin Cruise  
Port Orchard
- Oct 30 PNW Annual Bridge Meeting  
Huthchausen's Loft, Seattle
- Nov 26 Turkey Leftover Cruise  
Husky Dock Seattle
- Dec 4 Christmas Cruise  
Husky Dock Seattle
- Dec 31 New Year's Eve Rendezvous  
Center for Wooden Boats Seattle
- Jan 14-16 National CYA Meeting  
San Francisco, California
- Feb 5 PNW Change of Watch  
Seattle Yacht Club

Please consult our website [www.classicyachts.org/pnw/](http://www.classicyachts.org/pnw/) for any changes and updates.



# Attention On Deck

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

August 2004

## Mark Your Calendars!

**Classic Yacht Association  
Annual Membership Meeting  
Saturday, October 30, 2004  
4:00PM (16:00 hours)**

**David Huchthausen's Loft  
206.587.4036  
Bemis Building, Suite 401,  
55 Atlantic St., Seattle WA**

## CLASSICS THE BIG DRAW IN POULSBO!



The now traditional September Poulsbo Rendezvous must be accommodating the schedule of many of our fleet members, for they continue to show up in record numbers. Many of our classics had cruised up north earlier in the summer and recently returned to Puget Sound, so coming to Poulsbo worked out well for them.

With 31 classics joining the Poulsbo Rendezvous, every reserved slip was taken. Most came over Friday afternoon and were able to attend the Barbeque Welcoming Party in the evening. The Mayor of Poulsbo was among the special guests there and presented Commodore Jacobsen with a special Lutefisk frozen TV dinner! (But Justine wouldn't allow it in the small freezer aboard Lady Grace). Yes, Lutefisk is still popular in areas like Poulsbo and Ballard.

We are grateful to the Greater Poulsbo Chamber of Commerce, Historic Downtown Poulsbo Association, The Sun, the City of Poulsbo and the Port of Poulsbo who were our hosts and to the 31 individual Greater Poulsbo Business Slip Sponsors who provided us all with complimentary moorage for the weekend. Also thanks to other sponsors, including Viking Bank, Wooden Boat Insurance/ Hackworth & Company, Washington Mutual, Poulsbo, and Hagerty Classic Insurance.

Although the earlier part of September brought many rainy days, somehow we had dry weather the entire Poulsbo weekend and lots of sunshine. Summer clothes emerged like magic!

It was estimated that over 1,500 people visited the Poulsbo Marina where the classics were tied up for

the weekend. This makes the Rendezvous a win/win arrangement since many of these visitors also go to the nearby local shops who help by being sponsors, while the classics enjoy the complimentary moorage.

Saturday night we had a bountiful pot-luck dinner, with all sorts of delicious dishes provided by CYA participants. This was followed by determining the traditional Poker Run winners and awarding of prizes from local shops. Then on to the Introduction of Wines, with the accompanying (un?)believable stories.

Sunday festivities started with the pot-luck breakfast, and Ted Hoheisel (Saga) making "omelettes-in-a-bag" for everyone (it was reported that he used 16 -1/2 dozen eggs!). Also homebrewed coffee and hot brownies by Carolyn and Slim Gardner from the galley of Deerleap. Visitors continued coming to see the classics on Sunday. This 8<sup>th</sup> Annual Poulsbo Rendezvous ended Sunday afternoon with the award of the People's Choice plaque to Nan.

Many thanks go to the many who participated and brought 31 classics to Poulsbo: Adventure, Argonaut II, Blueback, Cle Illahee, Comrade, Deerleap, Edimir, Escapade, Flying Cloud, Forevermore, Freya, Island Runner, Josephine, Kona Trader, Lady Grace, Lawana, Lorelei, Madera, Nan, Orba, Pat Foss, Pied Piper, Rumrunner, Saga, Savona, Shearwater, Swietenia, Westerly, Winifred and special guest yachts Hobby and Old Man IV. An additional six CYA classics were represented by their owners, one of whom was Peter Riess, CYA National Commodore – thank you, Peter, for coming to the Northwest.

— John and Justine Jacobsen



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## Commodore's Column



During the last three months there have been eight classic boating events in which CYA yachts participated, stretching from Victoria to South Puget Sound. Many thanks go to the various CYA event coordinators. Some of our yachts went way north this summer, like to Desolation Sound, and joined various classic events on their way home to the Puget Sound area.

There are still more classic events this fall and into the winter, and many of our CYA yachts continue boating into those seasons.

An upcoming large gathering for our fleet members is the 2004 Bridge Meeting, to be held on Saturday, October 30. This is a business meeting followed by Happy Hour and pot-luck dinner. We are grateful to David Huchthausen for again hosting this event at the Bemis Building (see separate notice in this newsletter). This is a great opportunity to participate in Fleet decision-making and to mix with other members of our Fleet. In addition to the election of two CYA National Directors from our Fleet and Fleet Bridge officers, the agenda also includes voting on the proposed establishment of a Vintage Class of certain pleasure boats built between 1942 and 1959 (see separate information on the proposal provided with this newsletter). This proposal very adequately addresses the time-driven, increasing need for regular CYA membership for owners of some post-1942 yachts, as the supply of pre-1942 yachts can only decrease.

The CYA photo album will be available and for sale at the October 30 Annual Meeting – these albums make great Christmas gifts, in addition to getting a copy for yourself.

As required by our Fleet by-laws, the Bridge recently made appointments as follows, for 2005:

**Fleet Judge Advocate** - Bob Bryan

**Fleet Historian** - David Huchthausen

Also appointed by the Bridge were:

**Fleet Membership Chair** - Dorin Robinson

**Fleet Photographer** - David Ellis

Many thanks to these members for re-upping for yet another year!

The next CYA National Board of Directors Annual Meeting and Change of Watch is scheduled for January 14-16, 2005 and is to be held at the Argonaut Hotel in San Francisco. For more information on this event, contact any of our Fleet National Directors.

I'd like to introduce these new members of the Pacific Northwest Fleet who have joined since our last newsletter:

- **Martine Roudier**, with *Zella C*, a 38ft cruiser, built in 1927.
- **Paul and Debbie Diederich**, with *Summer of '46*, a 36ft, 1946 Chris Craft.
- **Ken and Charlene Ebert**, with *Honey Bee*, a 42ft, 1951 Bridgedeck Cruiser.
- **Mark and Ginger Garff**, with *Swietenia*, a 30ft, 1941 Chris Craft enclosed sedan.
- **Jill McJury and Jack McCarley**, with *Wild Rose*, a 46ft, 1932 Ed Monk yacht.
- **Christopher and Julie James**, with *Kona Trader*, a 47ft, 1960 Stephens FDMY.

Welcome Aboard!

— John Jacobsen  
2004 Commodore

## The Victoria Classic Boat Show

As August slides toward a close, several of our members find themselves drawn to the bottom end of Vancouver Island and the jewel city called Victoria. Over the Labor Day holiday weekend the Victoria Real Estate Board sponsors one of the great yachting events on the West Coast. As many as 125 boats have shown up, however, this year it was a more "manageable" 75! The event encompasses a diverse cross-section of Classic craft. Be they former fish boats smelling of fresh paint and sporting a yacht grade interior, topsail schooners, mega yachts from the 1920's, steam launches, runabouts, 18' lug rigged sloops, tiny tugs, or Lake Union Dreamboats they all will be found here as candy for the eye and a feast for the soul.



Victoria is an event that all of us should attend at least once every few years. Not only do you see old friends, you have an excellent chance to meet up with someone of whom you may have read or whose designs or work methods you have followed over the years. Last year was an afternoon spent with John Guzzwell of "Trekka" fame. This year I enjoyed trading jokes with "The" Gardner of Gardner Diesel. On Sunday, I spent a few minutes sitting on starboard rail discussing the freshness of B.C. peaches with boat building sage Bent Jeppesen, the juice running sweet and cool from our lips and dripping off our chins. Where else have you the time with interesting people in such a relaxed venue?

The weather and sea conditions on arrival Thursday were excellent. One by one, into the harbor came FLYING CLOUD, FREYA, MADERIA, RITA, ZANZIBAR, DEERLEAP, WOODROW, CLASSIQUE, MEANDER, MUDSHARK, and OLYMPUS with her newly restored shore boat JUNALUSKA. The event staff could not be more accommodating in finding us a spot. Even that nuisance piper that stands above us on the balustrade playing Amazing Grace-off key and at all hours- did not show up! It is good that the PNW fleet attends, because

we usually steam away on Monday with many of the awards. This year was no exception. John and Diane Vanderbeek's impeccably restored JUNALUSKA won "Best Open Power". FLYING CLOUD received "Best Engine Room" (way to go Lloyd!), and Lew and Lindy Barrett's RITA won "Best Overall Power" Holy Cow! that's a home run. Then hobbled up to the plate David Huchthausen, his leg wrapped against a severe sprain, oil spotting his clothes from the thrown rod protruding from the side of ZANZIBAR's port engine. He smiled, gritted his teeth, and with a red face accepted the "Master of Disaster Award."

Like many PNW events, we ate too much, primarily thanks to Jill Miller of Zanzibar. Acting as our own investigating gourmet, Jill went out of her way to search for and secure seating in some very good restaurants in Victoria. Golly, it was grand.

All of us enjoyed the commiserating with the crowds in this beautiful and relaxed setting. Even when it came time to leave, the weather gods smiled for we enjoyed a leisurely sail across the strait to Port Townsend. That is, except for WOODROW. Poor ole' Larry Benson's diesel gave up the ghost about Trial island leaving him adrift in the wash of passing boats until John Murphy came by in MADERA and towed him up to Sidney, B.C. for repairs or replacement. The Victoria show is a great event and a fitting close to the summer yachting season. Congratulations to the members that carried away the awards and special kudos to the event coordinator David Huchthausen for his yearly efforts.

— Mike Oswald

## Can-Am Roche Harbor

Continued from Page 6.

island residents, the car buffs, the pilots, the boaters, guests and tourists for a wonderful salmon dinner exquisitely barbecued for the event by the San Juan Lions Club. On the dock, later Saturday, a musical combo comprised of George Rollins of the Wahoma, Dave and Dorin Ellis of the Forevermore entertained with their guitars wafting the night air with the strains of the "Eagles."

On Sunday after relaxation and conversation, the boats headed out to other ports and to home taking advantage of light winds and the favorable tides that carried with them the memories of a Great Event.

Participating Boats were: Winifred, Scamper, Orba, Esther Williams', Wahoma, Freya, Zanzibar, Maderia Rita, Pat Foss, Forevermore, Woodrow, Arequipa, Gwendolyn, and Idler, Fawn, Danae, Euphemia, Flying Cloud, Comrad, and Gallant Lady.

## Can-Am Roche Harbor August 26, 27, 28th 2004



The CanAm rally at Roche Harbor on San Juan Island was again a well constructed and well hosted event by Les and Betsy Guenther of the *Danae*. On Thursday early arriving boats circumnavigated Speiden Island carrying the members of the planning committee and other dignitaries.

They were treated to a windless warm evening and completely flat seas, making the gustatory delights brought on board palatable. It was a "thank you" for all the work of the event organizers and workers.

On Friday the remainder of the twenty one CYA fleet member boats arrived, and were moored together flanking the floating tent pavilion at the dock. The structure became the social activity center for the remaining evenings of music, barbecues, dining, and even a little dancing. Talk, as always, was about the distant ports of departure and the sights in between as the boats, from all points of the compass, focused on Roche Harbor for the weekend. Happy Hour was enhanced with the aid of a "gasoline powered" machine built by combining the engine of a chain saw and the container of a blender. It insured proper stirring of Margaritas and Daiquiris.

The stately appearance of the classics were enjoyed by the occupants of the nearly 200 other boats moored in the harbor for the weekend. In addition to the boats one could view classic cars on the green and several unique and early flying machines. A week long spate of sporadic showers and low clouds prevented a larger fly-in. The spirit of the event was captured in the collectable poster for this year by David Huchthausen.

In the tent on the green on Saturday evening a live and silent auction was held for the benefit of the event. The "Danae Cruise" sponsored by Les and Betsy Guenther reportedly went for \$1300, raising over \$20,000 for the San Juan Medical Clinic.. It was great to gather together the

*Continued on Page 7.*

## *Junaluska, the Tender to the Olympus*

Reunions are a wonderful time often filled with mixed emotions. When John VanDerbeek received Earl McMillen's call from California that the original tender to the Olympus was now his "birthday present" he couldn't wait to bring the sprite inboard lapstrake to Seattle for reunion with the mother ship. It had been removed in 1941. Upon arriving and surveying he was told "---every boat has a lifetime, and sadly this one's is at the end." Crestfallen, John stored the boat for a little over a year when he contacted Alan Thomle, a well known restorer, who said he was familiar with the boat and would like a try at a rebuild. The process took a year and a half, and late this summer the tender was in the water, tested, and placed on the deck of the Olympus.

The boat was displayed at the Victoria Classic Boat Festival, and became a reunion for the public, drawing "oos and ahs" from the admiring onlookers. The judging committee was ecstatic and awarded it the trophy for the "Best Runabout."

The details: Designed by Henry Gielow and built by the New York Yacht Launch and Engine Company in 1929 with a Length 15'5"—Beam 6.' A mahogany keel with cedar strakes copper riveted through bent oak frames provides lightness, strength and flexibility. The power is a rebuilt 1930 Lycoming gasoline engine. The restorer was Alan Thomle of Stanwood, WA.

Thank you, John and Diane, for reuniting the boats, the history, and admiring public to the Junaluska.



*Junaluska, the Tender to the Olympus*

## GENTLEMEN AND LADIES CHECK YOUR STEERING CABLES

Having owned *Cle Ellahee* for the past 30 years I have tried to check most everything on a regular maintenance schedule basis. Every year I have always made it a point to check my steering cables along with many other items and each year for the past thirty they have looked ok to me until last month. In my particular application the steering is done with the old tried and true chain and cable method which I believe was prevalent for classic vessels in the twenty's and thirty's! I grease the cable, check the chain . . . oil it, check it for wear and start the season knowing that its been done and I have nothing to worry about.

These years was no exception and guess what . . . something was not right! Way back in the starboard corner where the cable makes a right angle bend around a block and pulley, I discovered that there were two strands of what use to be a seven strand 3/8 cable that had completely come apart. Not a big deal but certainly something that need my immediate attention. Changing this cable is not my idea of a good time as all of it runs down one side of the boat and is all but hidden from sight. The spaces are tight with barely enough room to do anything and it's not a pleasant thing to be wedged in underneath a bench or a galley stove trying to re-thread or undo old cable. I discovered that along one whole side of the boat that there were covering boards which hid a small alley where the cable had not seen the light of day for 75 years . . . in other wards I had totally missed this area of the boat and upon removal of the covering boards I exposed the biggest mess that I had no idea even existed.

Let me explain further . . . about midship at some time in the distant past some former owner had experienced a break in the steering cable and made

what I would consider a temporary repair probably expecting at some time in the future to follow up and fix it right. Of course that never happened!! Here is what I found which knowing some of the rough water and strong currents I had been in over the past 30 years literally scared the h\_\_ out of me. Here was a old rusty iron turnbuckle with a eye on one end and a open hook on the other . . . someone had wrapped the cable around the hooked end and taped it together with much electrical tape . . . then wrapped it with twine. then put a foot long stick running along the cable in place to keep the whole mess straight and then wrapped that with wire and tape . . . How in the world this held for over 30 years is beyond me . . . but fortunately it did.

I consider myself very lucky . . . as well as very stupid for not discovering this sad mess years ago. I also might mention that this is a space that most surveyors could easily miss. I took the boat to the Jensen Boat yard and they removed the old cable . . . put in approximately 47 feet of new 3/8 stainless cable and the whole thing took about 6 hours. I also know that this is not the most exciting article I have ever written, however if any of you reading this decides to completely check your steering cables it just might save your boat from who knows what kind of peril along with a huge insurance claim all from the fact that your steering went south. So in closing the next time you have a hour or two . . . get out the flashlight . . . crawl along insides of your boat and see whets there . . . it just may save your boat for the future!!

— Dorin Robinson,  
National Director PNW fleet

## PASSING OF RAMPTON HARVEY

I'm sorry to report that Rampton "Ramp" Harvey, one of the earliest members of the CYA Pacific Northwest Fleet, passed away on August 16, 2004, at the age of 86.

Ramp joined CYA in 1974 and was a member of the Northern California Fleet. After moving to Port Ludlow in 1977 he joined the PNW Fleet. His classic yacht was the 34ft *Mola Mola*, built by La Bruzzi. He became the first event coordinator for the CYA Port Ludlow Annual Rendezvous which for many years was the largest on-the-water event for the Pacific Northwest Fleet.

Wherever he lived, Ramp took an active role in community activities. In addition to serving on the Tiburon, CA City Council and Planning Commission, he was active in the Coast Guard Auxiliary Power Squadron and served on the bridge of the Corinthian Yacht Club. In 1992, at the age of 74, he founded Kitsap Computing Seniors.

*Winifred, Cle Ellahee, and Forevermore* recently joined Ramp Harvey's family in saying goodbye to Ramp, on the waters of Agate Passage.

— John Jacobsen

## Quartz Bay Rendezvous

With a seemingly ample three days to reach Joelle and Andy Blair's Outstation for the kickoff of the second annual Quartz Bay Rendezvous, Esther William's and Rita left Ganges Harbour at the crack of dawn on 13 August to make an 0920 slack at Dodd Narrows, with a notion to continue across the Straight of Georgia that morning. Making the slack at Dodd was a dance, but a glimpse at conditions in the Straight as we looked out Porlier Pass told the real story: it was churning out there. Still, hope springs eternal, so once passed Nanaimo, Rita and Esther gingerly poked their noses into the troubled waters beyond. Alas, a comfortable morning crossing was not to be. It's been my observation that it is sometimes possible to cross the Straight of Georgia later in the afternoon if the water is rough in the morning, but truth be told that Straight can be mercurial. We waited a few hours at Newcastle for more favorable seas, and made an attempt at an afternoon crossing. Behold! The winds and seas had calmed enough to allow us across with a degree of dignity. By early evening, as we entered Malaspina Straight east of Texada Island, the waters had turned flat and oily, just the way we like it. With afternoon spent and evening coming, we made for Pender Harbor. Esther led Rita in, and we headed for the Government dock. There we saw the beautiful Willowbee G, so we tied up nearby to make a threesome of classics. Next morning, David, John and the Willowbee G were gone, but Esther and Rita did domestic stuff, electing to stay one more day in Pender. This was on account of our late start and the predictably sloppy conditions in Malaspina Straight. We left very early the next morning for Cortes Island and Quartz Bay, in eager anticipation of joining all our friends.

On arrival at Quartz Bay we saw that most of the fleet had already settled in. Lying at anchor or on the buoy were: Deerleap, Freya, Gwendolyn, Lorelai, Orba, Spindrift, Westerly, Willowbee G, and Zanzibar. Esther William's and Rita tied to the dock. Later that evening Pat Foss arrived and rafted off Rita, having made splendid time, traveling the entire distance from Puget Sound in two days.

Quartz Bay provided a serene background for a traditional CYA rendezvous and potluck festival. A number of other ideas for activities were suggested but most were rejected because they required the expenditure of energy. However, the Q.B. fishing and clam harvesting derbies were a big hit. The fishing festival was topped by Steve Moen's catch of an improbably large cod weighing perhaps 15 pounds. We

ate it that evening, and it was a tasty counterpoint to the other numerous delicacies on offer at the luck-pot. I call them luck-pots because I bring a bag of M&M's or potato chips (other non-cooks, and they know who they are, prefer offerings of franks and beans) and then go heavy scarfing down on the more serious roasts, baked goods, pastas, or such other significant offerings as have become customary. However, as Lindy was with me, Rita actually did provide her share of pre-planned dishes, but you get my overall drift.

Anyhoo, evenings did not bring an immediate end to the activities, because evenings are, after all, after five! Favorite nightly activities included:

- After Five indulgences....
- Watching Dorin (we used to call him "little" Dorin, but if you haven't noticed that name doesn't wash anymore) cannonball into Quartz Bay thus to create significant Green Water Glow ....
- Going after any small biting or stinging critters with electric flyswatters....
- Watching for the last of the stray Perseid meteors....
- Listening to old records on a wind up 78 player.....
- Burl Ives style guitar playing and "harmonies".....
- Watching Pat Foss' Schipperke mascot do counter clock-wise laps on the foredeck (or rescuing her when she fell into the water).....
- Watching Kurt delight in mixing Margaritas with his chain saw powered blender....
- And finally, the recounting of long and possibly apocryphal stories of daring do, achievement, high seas and improbable encounters.

The last evening was celebrated with the rendering of our host's awards (ask to see Slim's new hat) and a soulful if somewhat misguided attempt at the playing of Taps on Joelle's bugle.

After several days of perfect weather and idyllic surroundings, the fleet slowly broke up and moved on, some on fewer motors than they started out with, others with fewer stabilizers, yet others made lighter (or weightier) only by the food consumed and fuel burned to get there in the first place. A small working party comprised of Andy Blair, Mike Oswald and moi stayed on at The Outstation for an extra day to help with light domestic chores, cleaning and masking of the cabin's kitchen in anticipation of it's fresh coat of paint. Then, it was time to fondly bid adieu to Quartz Bay until next year, and steam for points north. After Quartz Bay, the Desolation rains came but by then, our little CYA party was over. See you next year in Desolation Sound!

— Lew Barrett

## WHERE ARE THEY NOW PART III

I am pleased to report that as a result of these series of articles . . . we have in fact signed three boats that perhaps could have been lost forever. In one of the cases the name had changed twice and we were still able to find it and sign it up. Also I have now had numerous calls regarding various boats that members think might be one of these I have listed . . . so for that I thank you and in that regard here are ten more we can look for.

If you run into or know of any of these boats . . . give them an opportunity to join . . . or if your to busy give me a call and I will pursue them. I thank you for all of your help and I wish you happy hunting!

— Dorin Robinson,  
Membership Chair (at large)

## THE PNW TEN MOST WANTED . . . PART THREE

NAME	YEAR	LENGTH	MFG	PORT	YEARS IN PNW
DUTCH MAID	1920	30	US NAVY	SEATTLE	1980/199
ELEANOR	1927	28	DITCHBURN	VANCOUVER	1979/1986
ELIZA	1927	42	ELCO	SEATTLE	1985/1989
ENDURANCE	1940	50	SHAIN	SEATTLE	1989/1990
ETTA MAE	1934	42	SHAIN	TACOMA	1983/1986
EVELYNNE	1926	50	BERG	SEATTLE	1990/1992
FALCON	1929	35	YONEDA	OAK HARBOR	1988/1996
FLORIE ANN	1940	40	BAY CITY	SEATTLE	1978/1985
GALLANT LADY	1939	48	PACAR	OLYMPIA	1997/2002
GRANDE	1937	48	GRANDY	SEATTLE	1988/2000

## LaConnor Antique Boat and Classic Auto Festival

Mid September weather is usually dry and mild, but Sept. 17, 18, and 19<sup>th</sup> brought cooler temperatures, intermittent rain, and smaller than usual crowds. The Friday night reception turned out to be the highlighting event where restaurants prepared appetizers and hors d'oeuvres including outstanding shrimp and scampi, for the participants. Saturday was filled with onlookers ducking the showers to view the cars and classic boats. From the CYA the participating boats were: Deerleap, Comrad, Adventure, Nan, Madiera, Mysterion, Lawana, Island Runner, Double J, and other classics Kaleetah and Top Notch. Three different car clubs participated bring in

over 50 unusual autos. All participating boaters received a nicely forged commemorative plaque for the event. Every classic received a whimsical award such as "best onboard dog" going to the Island Runner. Best Boat went to the Mudshark. Dockside serenading by the "Shifty Sailors" of Greenbank, Whidbey Island provided song and mirth. The Saturday night dinner was moved from a restaurant to a tent to accommodate the crowd. Although spirits were somewhat dampened, the boaters and car owners that participated generally felt they were all well received and are looking forward to next year.