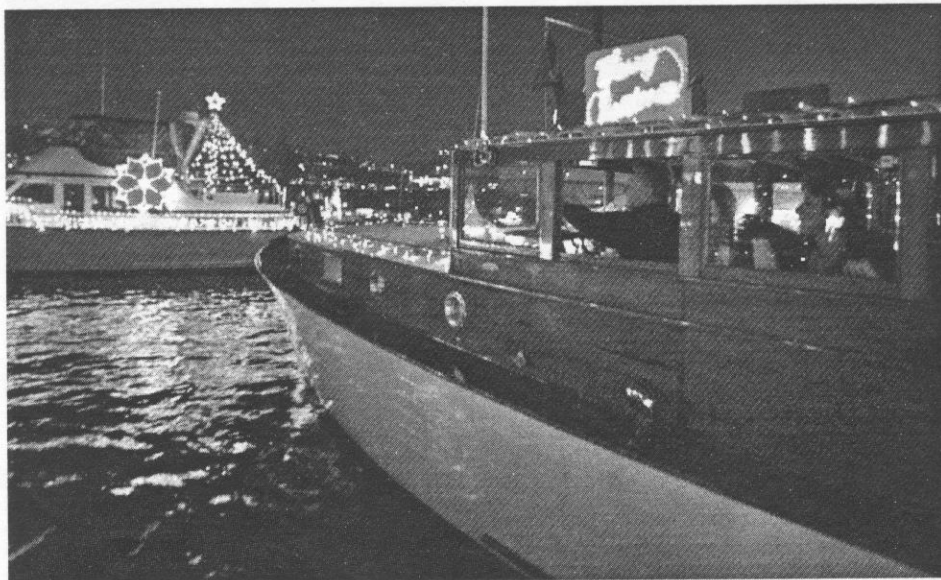




Attention On Deck

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

January 2006



Woodrow negotiates the beautifully-illuminated waters of Elliot Bay during the Holidays!

CYA Christmas Cruise 2005

The Christmas Cruise, held annually at the Husky Docks, is traditionally a low key, non-public event comprised of pot luck delicacies, a front row seat for the lighted boat parade, and plenty of boat hopping and goodwill toward all. This year was no exception.

Twelve classics rafted-up along the docks, including: *Thunderbird*, *Savona*, *Shearwater*, *Flying Cloud*, *Forevermore*, *Argonaut II*, *Capriccio*, *Orba*, *Summer of '46*, *Winifred*, *Woodrow* and *Zanzibar*.

The overnights were treated to late night heavy rain, a strong easterly breeze, a surrealistic pea-soup morning fog, and a most gratifying breakfast aboard the Willabee G. —JAN SKILLINGSTAD

Rollicking New Year's Eve!

What better way to start the New Year than a CYA rendezvous at the Center for Wooden Boats? For the intrepid souls who braved Seattle's record winter rains, you guessed it: "NONE!"

Although it was questionable until Christmas whether any dock space would be available for us, Mike Oswald magically secured 200' for those lucky enough to participate (perhaps had a word with Santa?) Then Larry Benson secured the *Virginia V* for the potluck and party. Talk about magic!

If you weren't there, you missed some amazing sights! The *Virginia V* salon floor was packed with dancing to the big band "CD and the Boom box". Buffet tables were loaded up with appetizers, casseroles, main courses and desserts...even the usually stalwart crowd was unable to finish off these offerings! Various men disappeared during the evening, only to be found with their heads stuck in the *Virginia V* engine room. And we hope there is photographic proof of how low some people in the PNW CYA will go...to shimmy under a limbo pole, that is! There was a spontaneous outbreak of

limbo dancing, set off when Greg Gilbert got a crazed look in his eye, ran off, and returned with the longest, heaviest 'limbo pole' ever. Who knew how limber some of our fleet members still are...especially outstanding techniques were employed by Andy Blair, Yuki Song Lee and Lindy Barrett.

The record-setting Seattle rain paused, allowing us to pile onto the bridge and foredecks right before midnight. There were champagne toasts all around, and revelers were treated to an amazing New Year's firework display from the Space Needle...the best in years!

This event has become a cherished tradition and should not be missed. If you missed it this year, try to make a point of joining us next year. Thanks to all who made this happen, especially Larry Benson and Mike & Nere Oswald.

Boats participating included *Argonaut II*, *Capriccio*, *Caroline*, *Flying Cloud*, *Forevermore*, *Freya*, *Patamar*, *Shearwater*, *Winifred* and *Woodrow*.

(We fear we have missed someone, what with the champagne and all...) Many others arrived by car.

—JOHN & ELLEN MURPHEY

Change Of Watch Banquet on February 4th



If you haven't already made your reservation for the Change of Watch, it may not be too late. The Seattle Yacht Club gives us a little 'wiggle-room' on their deadline, so call Larry Benson right away to see if they can get you in.

And a menu update—SYC has offered us vegetarian entrees, in addition to the beef or salmon. If you haven't sent your reservation, you can add that as an option. If you have reserved and wish to change your meal selection, call Larry Benson at 206-935-3222

This is always a very special event. Please join us!

2006
CALENDAR
OF UPCOMING
EVENTS



February 4

Change of Watch Banquet
Seattle Yacht Club

February 12

Commodore Cruise
Lake Union

March 11

CYA Benefit Auction
Du Graf Associates Showroom

April 8

Predicted Log Race
Lake Washington

April 22-23

Tacoma Daffodil Days

May 6-7

Opening Day Festivities
Seattle Yacht Club



Visit our website at
www.classicyacht.org/pnw/
for details



The beautiful *Euphemia II* is Peggy and Mike O'Brien's third (& last) classic yacht. They have been CYA members since 1976. The Gulf Islands, Desolation Sound and points north are her playground.

Another Accolade For *Euphemia II*

Each August, Pacific Yachting Magazine features a special boat in its Romance of Wood Supplement. This year *Euphemia II* was so honored, and rightly so! This beautiful 50 foot Schertzer, lovingly restored and cruised by Peggy and Mike O'Brien, sets a standard of restoration and elegance for us all.

Congratulations Peggy and Mike, for the well-deserved recognition (though certainly not the first nor the last!). (Editor's note—Last August, while I was laying at anchor in Garden Bay, Peggy and Mike motored over to Woodrow in their tender and invited me for dinner. We ended up cruising together for the next week, and I discovered the O'Briens to be as gracious as their boat).

—LARRY BENSON

New Waterfront Festival in Des Moines

Seems like everyone with a marina wants to have a waterfront festival, and they all want our wooden boats to be a part of it. Des Moines, located midway between Seattle and Tacoma, is planning its first annual classic car and wooden boat show —Wheels And Waves—the weekend of July 8 and 9.

Frankly, we know very little about this event. At this point, we'd simply suggest that anyone interested contact the event coordinator, Todd Powell, at powell1127@msn.com or (206) 423-2256. We do not see this as a CYA-sanctioned event for this year, but who knows what the future holds!

Also, if you have an interest in coordinating the event for the CYA, plan to attend or have more information about it, please contact Larry Benson at larrylbenon@yahoo.com or (206) 935-3222.

—LARRY BENSON

Johnson-Stroud Diesel Engines

A gentleman named Jeffrey Stroud recently purchased a copy of our Photo Album for a gift. Along with his check, he sent this note:

"My grandfather had a machine shop in Seattle and built Johnson-Stroud diesel engines. They were one of the first diesels around and were used primarily in tug and fishing boats...I would love to find out about any of the engines either in a boat or not."

If you have any information about Johnson-Stroud engines, please contact Jeff at j.a.stroud@comcast.net or (253) 265-2801.

—LARRY BENSON



Commodore's Log

DAVID HUCHTHAUSEN, COMMODORE PNW CYA

The CYA National Board Meetings in Mystic Connecticut set a standard that will be hard for the PNW Fleet to surpass when we host the event in January 2007. Despite trepidations about the weather and lack of winter cruising options, Mystic Seaport proved to be an ideal location. Travel to and from Mystic from the West Coast was a bit strenuous, but well worth it. Barry White and David and Ruth Gillespie of the USA Fleet deserve credit for organizing the event. This was the first time that the USA Fleet has hosted the Nationals and it is obvious that they have grown significantly both in size and acumen.

The region around Mystic is steeped in maritime history, and a wide range of interesting tours were arranged for the group. The hospitality provided by Dana Hewson, Vice President for Watercraft Preservation and the museum staff, was first rate. A cocktail reception Friday evening was held in the Seaport Boatyard, where a large fishing trawler was being restored. Sunday featured a bus tour to IYRS, the International Yacht Restoration School in Newport Rhode Island, with side trips to the Breakers Mansion, built for the Vanderbilts, and the McMillen Yard where the 104 foot 1926 Trumpy designed motor yacht *Freedom* was being restored. "Restoration" on the East Coast apparently constitutes building a completely new vessel inside the old one as it is measured, patterned and dismantled. The scale of several of the projects was staggering. IYRS has undertaken the restoration of the 1885 Schooner *Coronet*, originally built at the Poillon Shipyards in Brooklyn for Rufus T. Bush. At 133 feet, she was designed to sail the world in comfort and style. The original ornate interior survived, and was meticulously dismantled, diagramed and each part numbered and warehoused. The vessel was hauled in 2004 and a huge building has been constructed around it. White oak for the new planking was obtained from the Danish Royal forest where the trees have been specially grown for centuries. You can follow the progress of *Coronet* at <http://www.iyrs.org/coronet.htm>.

The PNW Fleet was well represented in Mystic by Commodore David

Huchthausen, Vice Commodore Ken Meyer, PNW National Director Andy and Joelle Blair, PNW National Directors Dave Ellis and Greg Gilbert, Jim and Margie Paynton (National Treasurer, Newsletter Editor and Historian), plus Martine Roudier, Laura Shifflette, Les and Betsy Gunther, Betsy Davis, Mike and Judy Keane and new members Bill and Ellen Farr. PNW National Director Andy Blair was sworn in as the new National Commodore at the Banquet Sunday. Dinner and the Change of Watch ceremonies were held in the cavernous lodge at the Seaman's Inne, followed by dancing to swing and the Big Band sounds of an 11 piece orchestra. Several PNW Fleet members were observed sneaking out of the banquet and into the bar at regular intervals to catch up on the latest action in the Seahawk playoff game against the Redskins.

The business meetings were held on Saturday and Sunday mornings. The PNW proposal to establish a committee to explore the options of incorporating as a 501-C3 Educational Non Profit Corporation passed easily, as did a Southern California proposal to start a reserve fund for the next version of the CYA Photo Album with projected development to start in three to five years. Honorary Membership was also granted to the Lake Tahoe Maritime Museum.

The PNW Fleet proposal to have the National Board provide a travel stipend for Directors and appointed officers was amended to apply only to the appointed officers, but failed by one vote. The PNW Bridge will propose that it be re-submitted to the National for consideration at next year's meetings. Our proposal to reconfigure the Affiliate (Advocacy) Flag to match the triangular design of the other two burgees while retaining the white background was also defeated. The original PNW proposal in 2003 specified a triangular burgee, but the design was modified to a flag format as a compromise to achieve consensus on the issue.

During these meetings I was put in the position of articulating and defending several of the PNW Fleet

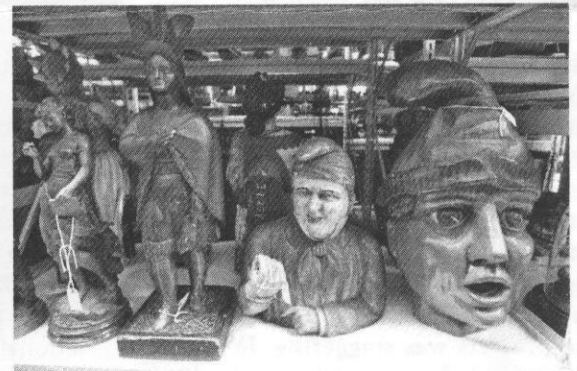
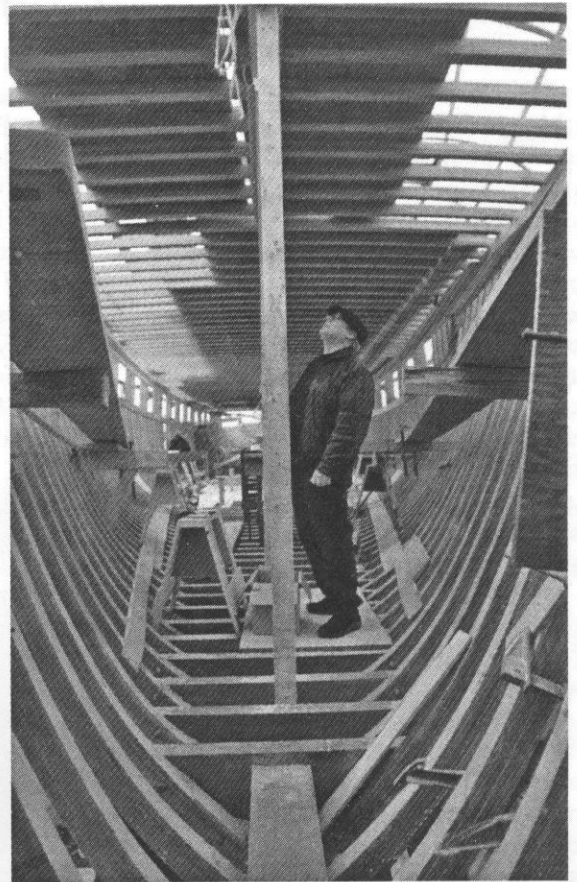
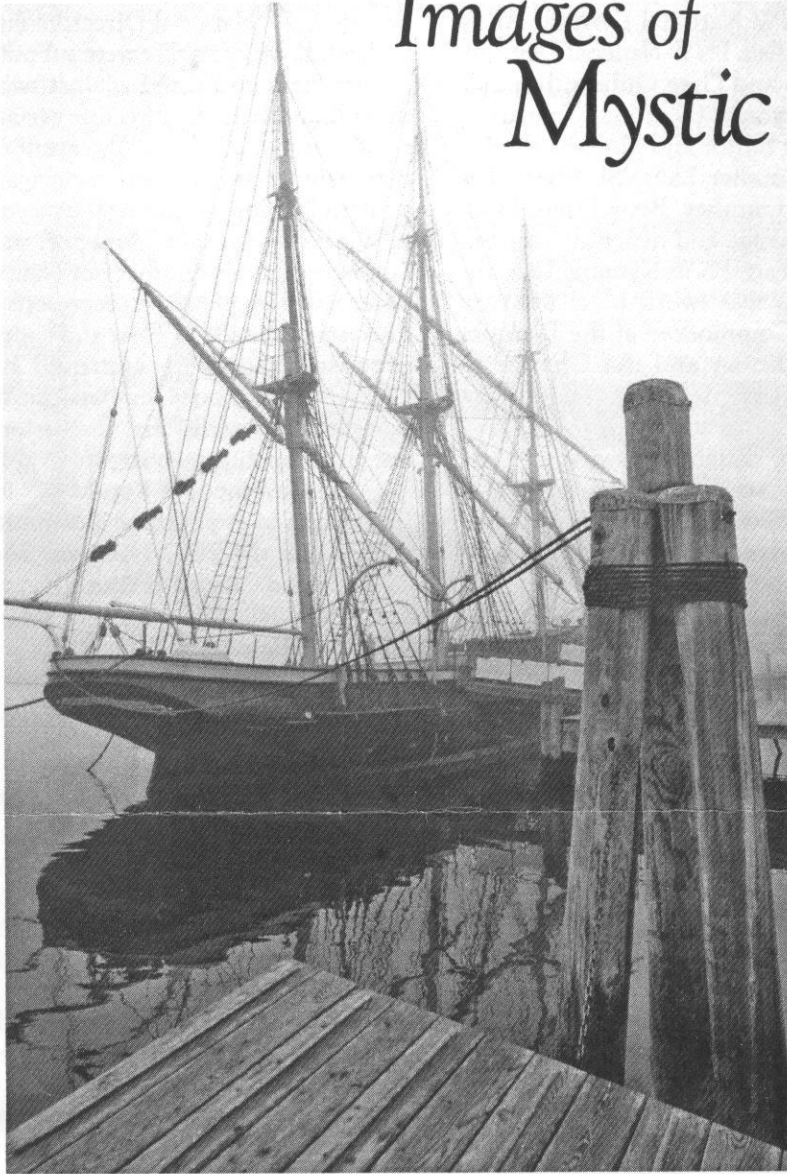
proposals. I found it troubling that some of our PNW National Directors failed to defend proposals that were submitted by our Fleet and voted against two of them. Our National Directors certainly require some latitude in the event that persuasive arguments are made against a particular proposal during the meetings or if it has been amended significantly. I do believe, however, that our National Directors were elected to represent the interests of the PNW Fleet and support proposals that were approved by a majority vote of our membership. This issue requires additional discussion at our membership meeting in October.

Vice Commodore Ken Meyer is in the process of establishing a committee to organize the 2007 National Board Meetings and Change of Watch Banquet, which will be held here in Seattle next January. These annual meetings seem to have taken on a competitive nature in recent years, with each Fleet trying to out do the others with pomp and circumstance. If anyone would like to participate in these organizational efforts or volunteer to help out at the various events, please contact Ken at (206) 325-7325 or meyerlku@msn.com.

During my tenure as Commodore, it has become increasingly obvious that our Pacific Northwest Fleet By-Laws are out of date and need to be modified to better reflect the operations and procedures necessitated by our significantly increased membership and the addition of the Vintage Class. I am in the process of establishing a review Committee to evaluate the PNW Fleet By-Laws. We will be meeting several times this spring and report back to the Bridge prior to the October membership Meeting. If anyone has any comments or observations regarding the By-Laws or if you would like to participate in this process, please let me know.

I will post my last Commodores Log in February following the Change of Watch Banquet. This will include a summary of events and developments over the past year as well as my visions for the future. Please remember that you can contact me anytime at (206) 587-4036 or via my direct CYA e-mail at PNWcommodore@classicyacht.org.

Images of Mystic



Photographer and CYA member
Greg Gilbert captured these beautiful
images of historic Mystic, Connecticut,
during the CYA National Board Meeting,
January 14-15th.

Our PNW Fleet was well represented
with 17 members in attendance.



Commodore Cruise Rescheduled

For those of you who rely solely on this publication as your source for news, here's a flash...THE SEAHAWKS ARE GOING TO THE SUPERBOWL!

And without consulting the CYA, they went ahead and scheduled it on February 5—the very day we had planned our Commodore Cruise.

On the assumption some of you have an interest in watching the game, we contacted the NFL about rescheduling the Superbowl. They called an emergency meeting to discuss the matter, but determined they were pretty well locked in. So, in the spirit of sportsmanship and flexibility, we have changed the Commodore Cruise to Sunday February 12. We'll keep you posted. GO SEAHAWKS!! —L. BENSON

Edmonds Waterfront Festival Wants Us!

Frank Young has met with the Edmonds Waterfront Festival Committee and they very much want our boats to be a featured part of their festival, which runs June 2, 3 and 4.

This is a great venue...prime dock space for us near Anthony's Homeport restaurant, an easy stroll to vendor's booths, antique mall and the charming downtown area. They have set aside about 400 feet of dock space for us...could be more!

Please contact Karen or Frank Young, at (425)778-5571 or fpiii@yahoo.com if you want to join in on what promises to be a delightful event. —LARRY BENSON

Patty Stewart (1948 - 2005)

Patty Stewart, co-captain of Gallant Lady (CYA member 1042), died unexpectedly on June 29 of a pulmonary embolism. Her husband Roger was at her side.

Patty and Roger have been taking charter groups through the San Juan Islands aboard *Gallant Lady* for the past nine years. Much too young.

2005 New Members

It is with great pleasure that we welcome twenty-one new members to the Pacific Northwest fleet of the Classic Yacht Association! We look forward to meeting you all and to sharing many wonderful cruising adventures in 2006 and beyond!

Dorothy Bird and Zobra Wambleska—*Nan*, 1934 50' Ed Monk, Sr.
 Andy and Genevieve Carlson—*Cinnamon Girl*, 1951 34' Chris Craft
 Gaston and Don Decock—*Nifty Fifty*, 1953 50' Chris Craft
 Richard Irwin and Sharon Jensen—*Tadpole*, 1936 28' Chris Craft
 Brian and Karen Eslick - affiliate—*Gatsby*, 1987 39' Shin Fa
 William and Ellen Farr - affiliate
 Steven and Lorraine Greso—*Smuggler*, 1959 31' Chris Craft
 Edward and Mary Herlihy—*Katherine Jane*, 1952 58' Fellows and Stewart
 Keith and Nicola Johnson—*Lawana*, 1911 40' Taylor and Grandy
 Mike Pickett—*Freedom*, 1954 36' Chris Craft
 William Plant—*Northwind*, 1930 130' Manitowoc Shipyard
 Hugh and Teresa Reilly—*Westward*, 1924 86' Martinolich
 Jerry and Mary Rogers—*Adventure*, 1947 34' Grandy
 Fred Rowe, Ed Poquette—*Misty Chris*, 1948 34' Chris Craft
 John and Libby Sabella - affiliate
 Bob and Lori Scott—*Wanderer*, 1927 33' Karl Rathfon
 Douglas and Debbie Sherrill - affiliate—*Tomara*, 1941 36' Edison Tech
 John Sylvester and Abi Ludwig—*Maureen*, 1928 48' National Steel
 Brett Thurman and Ron Eggers—*Evening Star*, 1959 32' Chris Craft
 Ron and Nancy Walken—*Fandango*, 1947 33' Chris Craft
 John West and Bonnie Stacy—*Scaup*, 1952 42' Clark Bros.

Cle Illahee, Dorin, Woodrow & Me (Or How I Became A Boater)

By Larry Benson

I have told this story many times, but this being my last issue as editor of **Attention on Deck**, I exercise my editorial privilege to tell the entire world (or at least the entire PNW fleet).

Cle Illahee and her owner Dorin Robinson are perhaps the most recognized members of the CYA. My father owned *Cle Illahee* for over 20 years, from about the mid 50's to the late 70's, finally selling her when forced by ill health. I cruised aboard many summers.

Over the years I occasionally thought of her, but then, in 1987, my then-wife, while attending the Vancouver Expo, saw a group of classic cruisers moored in False Creek and picked out *Cle Illahee*. She introduced herself to Dorin who, it turned out, not only owned my father's old boat but was a neighbor, living just a few blocks from us in north Seattle. It seems inevitable that Dorin and I became friends. Once again, I had the joy and privilege of cruising aboard *Cle Illahee*.

One day in late 1999, I called Dorin just to get caught up on things. To this day I don't recall how we got talking about me buying a boat (The only boat I ever had was a Star sloop back in the 60's). Dorin had just heard that *Woodrow* was on the market, and thought it a great boat that needed a good owner. After pondering for a month I closed the deal, not sure how boating might work for me.

Well, boating has worked very well for me. I love boating, I love *Woodrow*, the CYA and friends I've met and the waters I've cruised. Thanks, Dorin, very much!

Attention On Deck

The Official Newsletter of
the Pacific Northwest Fleet
Classic Yacht Association



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Editor's Note:
Your comments, stories and photos are
welcome anytime! Please send to:
larrylbenson@yahoo.com

Set Your Course for the CYA Auction!

March 11, 2006

1700 to 2000 hours
Du Graf Associates Showroom
2233 15th Avenue West
Seattle 98119

Once again, it's time for the Pacific Northwest Fleet's premier fundraising event! Your help is essential in obtaining quality items for our auctions. Be creative! Popular donations include nautical items, antiques, dinner cruises, vacation getaways, etc! On March 11th, join us for delicious potluck hors d'oeuvres, camaraderie and some of the best silent and live auction items ever! Return your donation forms to:

Joelle Blair, 2023 24th Ave. E, Seattle, WA 98112
or via email to:
joelleblair@comcast.net

Contact Joelle Blair at (206) 329-9716 or Heather Ellis at (253) 852-3065
with questions or comments.



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