

ATTENTION ON DECK

A Quarterly Newsletter by and for the Pacific Northwest Fleet of the Classic Yacht Association Winter 2008 - 2009

COMMODORE'S CORNER

By: *Commodore John Murphey*

Hello All! I hope your holiday season was great and that this finds everyone in good health and spirits. I am sure your classic was decorated with festive lights and ornaments for all to enjoy. Time flies by so fast. It seems like just yesterday we brought Hombre back from our summer slip in La Conner, but here we are putting away our Christmas decorations. And hoping that the snow will someday finally melt at our home in Woodinville!

My year as your Commodore has gone by so fast. I couldn't have asked for a better Bridge to work with this past year. We each have such different and strong personalities that, had there not also been such strong respect for each other, things could have gotten a bit crazy. But we each recognized that the others brought a lot to the table. You guys are great! So, THANKS Lew, Ann, Larry, Greg, David, and Lindy. You each did a great job. And especially to my wife Ellen .. thanks for all your help and support!

I'm sending out a special thanks to Heather and David Ellis for another delightful Pumpkin Cruise. Forevermore looked warm and cozy and ghoulish, all at once! Ellen and I always end up saying that this is our favorite CYA event of all. As in several years past, we gathered at the Port Orchard City Dock. A hearty group was in attendance for this get-together, some long-standing event regulars, who it was great to see again, and some new members, who it was fun to get to know a bit better. Remember, if you just stick to the same old friends all the time, you won't be making new friends! Todd Cochran on Caroline

(Continued Page 2)





Commodore's Corner Continued

comes to this event every year and his trip starts in Montana! So you who live closer will have to come up with a pretty good excuse to miss next years' Pumpkin Cruise. After all, it is the longest-running cruise that the CYA PNW Fleet has... be a part of it!

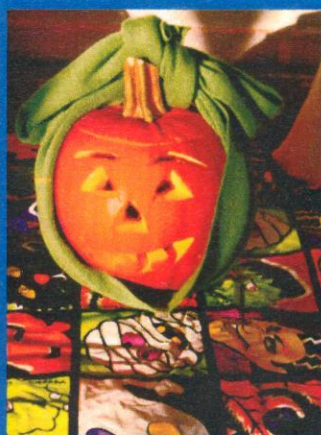
The Annual General Membership Meeting in October onboard the Virginia V was well attended. Our thanks go out to the Virginia V Foundation and Captain Dale for making it possible. With the help of Rear Commodore Ann Hay acting as Parliamentarian, our meeting kept to the agenda, everyone remained civil and we were able to address a lot of issues in a fairly short amount of time. As appropriate, actions were taken or set for follow-up. I believe that we had the most successful meeting in as long as I can remember. It is so important that as many members as possible attend this annual meeting because, although everyone in the PNW counts, it is the people at this meeting who end up making a lot of the Fleet decisions. It is

also this group who end up chairing most of the Fleet events. Want to get involved and feel more a part of the CYA? Come to the General Membership Meeting. Offer to Chair an event or help on an event. You'll get to better know your organization and your fellow members, which makes it even more enjoyable when your paths cross at other times.

I want to thank everyone who participated in the recent PNW Fleet voting for new Bridge and Board members. We had over 50% participation and the counting of the anonymous vote went smoothly. My personal opinion is that the vote should be handled at the Annual General Membership Meeting, as was done until a couple of years ago. After all, this is the only real member meeting, with the exception of the Change of Watch in February, where laundry can be aired and concerns can be addressed. A vote at the meeting would cost less, the results

are virtually immediate, and, in my mind, perhaps most importantly, the voters are involved members and know (or at least meet) the candidates. If we returned to this 'live' vote, it could be that members that cannot attend but are motivated to vote for a specific candidate could give a written proxy to a member of their choice who would be attending the meeting—something to look into.

And speaking of meetings, don't forget the Change of Watch, PNW style. February 7 is coming fast! Mark Saturday the 7th on your calendar. We will be inducting our new Rear Commodore Diane VanDerbeek, our new Secretary Ginger Garff (who has promised us that, being an architect, she will have good handwriting!), and our new Treasurer Chip Kochel. Also being inducted are our two new Fleet Directors, Margie Paynton and David Huchthausen, who are slated to replace our current long-serving standouts, David Ellis and Greg Gilbert. We hope to see you on Saturday, February 7!



Far Left Pair: Preparation and final Pumpkin product.

Left: John V. of Olympus tries his hand at carving.

Below: Dave, Ellen & John M. bit fond farewell as Classics depart Pt. Orchard.

Pumpkin Cruise

PNW's oldest fleet sponsored rendezvous was once again a Pumpkin Snashing hit with furious pumpkin carving resulting in scary works of frightening art indeed. ARGONAUT II, CAROLINE, FOREVERMORE, HOMBRE, OLYMPUS, LAZY GAL, ORBA, and prospective mew member MILLIE in addition to a few land lubbers partook in the festivities that included a grand Classic Potluck of unparalleled delight.

- Dave Ellis



The Piper's Call

By: Rear commodore Ann Hay PiedPiper1940@yahoo.com

Zounds, the snow this year! I'm writing this article in mid-December, 2008, while sitting at home at my desk in Burien. The freezing wind is ripping at my windows, the cold snow is piling up outside against my door trying to imprison me, ice is quickly coating the hilly road to my house making that hill absolutely treacherous (even the taxi cabs won't try it), so as soon as I finish this article I'm grabbing my dog, some books and movies, an extra pair of socks, and I'm moving to the boat in Ballard until the spring thaw! Flat streets of Ballard and the warmth of friends on the dock, here I come!

Which puts me in mind of a question I've been meaning to ask all of my boating friends for several years. What are your favorite books and movies that have classic wood powerboats in them? I know of a few that do, but I'd bet there are loads of them that we'd all like to know about. The books are probably the easiest bunch to find out about .. just go to your local marine store for some, or go to marine bookstores like Armchair Sailor or Captains Nautical Supply in Seattle or on the internet, or ask your local library folk for a list of books. There are lots of other options and resources for the books, too, including some terrific used book stores.

But what about movies? Lots of movies don't specify whether there's a classic wood boat in them or not so it's more a matter of word-of-mouth between friends to ferret out these gems. But here's a start.



A 1933 Matthews Sports Cruiser was in:

To Have and Have Not (1944) .. Bogart and Bacall

Key Largo (1948) .. Bogart and Bacall

Various classic and not-so-classic Chris Crafts have been in:

Houseboat (1958)

Donovan's Reef (1963)

The Dirty Dozen (1967)

The Godfather II (1974)

On Golden Pond (1981)

Back to School (1986)

Indiana Jones and the Last Crusade (1989)

What can you add to this list of movies? Call or email me with other movies that include a classic wood powerboat and I'll submit another list of movies in a future PNW CYA newsletter.

In the meantime, snuggle up with a good book or a good movie of any sort, stay warm and safe this winter, and let's dream of those lazy, crazy, hot days of summer boating to come! The list of 2009 PNW CYA cruises will be out soon .. get a copy and get your favorite cruises (and maybe one or two new ones) on your calendar. Until then, if you're out cruising and spy another classic nearby, give them a high-five and a friendly "Here's lookin' at you, kid!"



Happy New Year

By: Past Commodore Larry Besnos



Our traditional New Year's cruise took on a different tone this year. For the past few years, we have been fortunate to party on the Virginia V, but because the '5' was booked this year, we shifted to the Center for Wooden Boats. With a great job of planning and decorating by Jodi Olson (Kay Dee II), even with Seattle's unusual cold-snap, joining in were six boats: Winifred, Kay Dee II, Thelonus, Sea Cloud, Maranee, and Elegante. Also attending were the crews of Olympus, Hi'ilani, and Compadre.

A New Year's Eve potluck dinner at CWB followed a boat-to-boat progressive cocktail party. The Space Needle midnight fireworks display, which fizzled last year, was spectacular. Festivities concluded New Year's morning with a great potluck breakfast.

Thanks to Jodi for a great effort!

Christmas Cruise

By: Jan & Kathi Skillingstead

The 2008 Christmas Cruise turn-out started out to be one of the smallest in memory but grew throughout the evening. No doubt the gloom and doom weather forecast was to blame initially, as they predicted sub-freezing temperatures and 20 to 30 knot winds. Despite the forecast, Kay Dee II and Shearwater (joined by the crew of Bacchus from Stimson Marina), enjoyed the traditionally delicious potluck, followed by plenty of cookies and appropriate seasonal merriment. The high winds never materialized.

Later, during the Queen City Yacht Club lighted boat parade, we were joined by Winifred (with crew Dorin Robinson of Cle Illahee), Thelonus (with crew Lew and Lindy Barrett of Rita), and Sea Cloud with guests. Mark and Ginger Garff decided to participate in the parade with their classic, Swietenia. To top it off, it began to snow along toward departure .. an appropriate and beautiful conclusion to a very nice outing.



Thanksgiving Cruise

By: Margie & Jim Paynton

The annual Thanksgiving Cruise took place under partly cloudy skies and pleasant conditions on Friday, November 28. Eight CYA vessels participated in our traditional progressive boat-to-boat potluck at the Husky Stadium floats, and the annual food bank donation grew to four full boxes of non-perishable items for those in need in our area. Participating CYA boats were Freya, Kay Dee II, Madera, Maranee, Pied Piper, Thelonus, Winifred, and Zanzibar. Several other CYA members owning other CYA vessels were guests aboard several of those boats.

Participants ran for their binoculars as two interesting vistas appeared in the distance: Zella C was seen gliding along the waters of the ship canal doing some sea trials after some recent work ..

and Tyrone Willingham could be seen clearing out his locker in the coach's office at Husky Stadium.

We all missed seeing Hi'ilani, but her crew had the joyous duty that day of welcoming Elizabeth Kochel into the world. Congratulations Chip and Kristin (grandparents) and Matt and Celina (proud parents)!

This year marked the 25th time the Payntons have celebrated the day after Thanksgiving on the water at Husky Stadium by cruising over to Montlake with leftovers and inviting CYA friends to join the fun. It is certainly a pleasant alternative to fighting crowds at the mall, entering credit card numbers into ominous looking websites, or watching vapid television the day after Thanksgiving. Here's to 25 more years!

A Classic Premiere for WESTWARD

And We're Invited!



John Sabella is currently putting the finishing touches on his new video documentary covering the history of the Fantail Motor Yacht Westward. Designed in 1924 by the legendary Naval Architect Ted Geary, Westward has a long established history in the Pacific Northwest. Current owners Hugh and Teresa Reilly returned this fall from an extensive cruise through the South Pacific, proving the continuing durability of this phenomenal vessel.

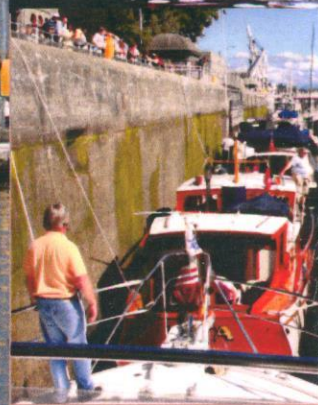
John has graciously offered to schedule a private screening of the new video for CYA members. This is particularly exciting since we will be among the first to see his latest creation. The CYA collaborated with John in 2004

when he produced "Throwbacks to a Golden Age of Northwest Boats", which many of you have seen. John has also done numerous videos on the history of the fishing industry and the legacy of Campbell Church, who pioneered excursion cruises to Alaska in the 1920's. John's latest endeavor promises to be equally exciting, so we hope that as many members as possible can join us. Hugh and Teresa will be at the screening to discuss their latest adventure and answer any questions you may have.

The preview is scheduled for Saturday, February 21, 2009, at David Huchthausen's loft in the historic Bemis Building near Safeco Field.

This is a great opportunity for many of the newer CYA members to see the loft. Many of you who joined in the past few years have only heard stories about it and have continued to inquire, so here's your chance!! This special event will start with a potluck at 5:30 pm followed by the video presentation at 7:00 pm. Please bring a dish to share and a beverage of your choice. A map and directions will be posted on the CYA website in January. For additional information please contact:

David Huchthausen
The Bemis Building, Suite 401
55 South Atlantic Street
Seattle, WA 98134
206-587-4036



Top: OLYMPUS at Port Orchard's Pumpkin Cruise for the first time.
Under Top Left: Argonaut II dressed in Pumpkin weather.
Right: OLYMPUS with Puget Sound Naval Ship Yard in background.

~Ellen Murphey Victoria Photos
~Dave Ellis Pumpkin Photos



Left: Director Greg Gilbert salutes the Victoria brass from the bow of WINIFRED.

Below: WINIFRED in front of the Government building in Victoria Harbor

Further Below: Classics and others in the Big Locks returning from Victoria, with Comm. Murphey surveying the scene.

Right: High Priest Steve Moen of ORBA, master craftsman.



Above: Past Commodore Benson socializes on a visit to KAY DEE II.

Left: Committee boat is saluted by Greg aboard his WINIFRED.



Left: Todd Cochran, at the helm of CAROLINE. Todd drives to his boat each year all the way from the great state of Montana, just for a bit of pumpkin fun.

Right: COMPADRE looking fine in Victoria.





Rocky III (A Trilogy of Groundings)

Story and Photo by: *Vice Commodore Lew Barrett*

Our summer cruise was relatively uneventful this year. Without exception we count this as a very positive occurrence. Of course we'd like to have some adventure, but not the kind of adventure that has you gasping for air or reaching for nitro glycerin pills. We want to have old people's adventure. Maybe we'll see a few whales, catch some shrimp or crabs, and perhaps even run across an opportunity to look good in moderately adverse conditions. But really, we don't want any trouble. And so, despite the fact that our vacation cruise was shorter this year than I would have liked, it was entirely without unpleasant surprises, painful experiences, or even worse, embarrassing episodes. And although I would like to appear sensibly modest at all times, I can say that we planned for a safe holiday and so, unsurprisingly, we had one. Let us now speak of the rocks and the shoals and others, who unlike us, fell afoul of them this year.

For such a short time out, ten day in all, we witnessed a fair number of groundings. As well, we acted in the role of guide and savior in another minor, but potentially frightening incident, but it was the groundings that marked the cruise. Here's the litany of other people's troubles from this cruising season, and thank goodness they weren't ours.

On the way back across the border after attending the Victoria Wooden Boat Festival, we opted to take a little shortcut

known as Mosquito Pass. This is not a suitable passage for large vessels with deep drafts, but for Rita, it is quite safe at any state of tide. However, it does demand attention and one is required to stay safely within the marked channel. It is very useful to have one's charts out and open, and to go slowly, as it always is in any such place where tight turns and narrow channels are involved. Unfortunately, I have no photograph to illustrate the plight of a 30 foot sailboat that failed to take this sort of approach. Nor did I see the Vessel Assist boat that was already on the scene making any progress in pulling the poor thing off the sand bar, which left me thinking she would have to wait for the tide to lift her off. This event was of only passing interest to us, but it was perhaps an omen, for later the next day a more significant grounding would come to pass.

Larry Benson is one of our good cruising friends. We spent that evening with Larry and several of our other regular buddies and struck out (so to speak) individually with a plan to meet up at Deer Harbor. We were slowly motoring along the west side of Spieden Island when we heard a hail for us from Thelonus, Larry's beautiful 39 foot Monk designed cruiser. He had, he reported, grounded outside of Deer Harbor in Wasp Passage, which as it happens, was the scene of the well-known grounding of a large professionally captained and expansively restored vessel a few

years ago. Although the numerous and dangerous rocks in the area are marked on the chart, there are no actual marks in the water, so boaters rounding the point either need to know from experience to leave plenty of sea room, or they have to be watching the charts carefully. To look at it, there seems to be plenty of water, but this is an illusion. Larry's a good boater, a good sport, and a better friend. When we came upon the scene, there was little I could do but offer moral support. I advised Lindy to hold Rita well off, jumped in our dingy and motored the short distance to Larry. I boarded Thelonus to help him assess the situation. His is a tough boat, and despite the fact that groundings over the years on those same rocks had sunk other and larger vessels, Thelonus was not taking on any water. There was little to do but wait for the rising tide to lift her off. When it did, Larry motored gently away, with the further help of John and Ellen Murphey's powerful tender. Oh yes! There was more than one group of witnesses! Larry enjoyed the rest of his holiday but too bad for him, we all happened along and so have proof of the transgression. The lovely photograph, carefully selected from many I was able to take of this particular caper, is included for your edification. You will note, among other things, how truly nice Thelonus is. She's just as well fitted out on the inside, maybe even better, although the sudden stop didn't bode well for Larry's prized crystal glassware. Larry promises to never have a replay of this scene ever again!

On our way south after leaving Deer Harbor, we decided to go to Port Townsend for a day to drop in on the famous Festival held there each year. The weather was iffy, but we concluded we could give the infamous Strait of Juan De Fuca a try. A few miles out, conditions worsened, and an uncomfortable beam swell and rising wind set against us, coupled with lowering visibility. This odd set of circumstances convinced me to turn back. There's no question we could have forged ahead, but what have I been saying here? It's a vacation, not a test. As it happens a quick check of the tables indicated a slack in Deception Pass, so we decided to go "inside." Really, nothing was working terribly well that day, because as soon as we neared San



The 13th annual Bell Street Pier Classic Rendezvous will take place Father's Day weekend June 19-21, 2009 at the Bell Harbor Marina Pier 66 in Seattle. This year, we will be highlighting CHRIS-CRAFT vessels as our Marque Class. Plan to join us for a wonderful weekend!

Bell Street Rendezvous

Early Warning

(Vice Commodore Lew Continued)

Juan Island, a heavy fog lowered. We ran on instruments towards Deception Pass. Sometimes you just have no choice. As we rounded the southern tip of San Juan Island, we were hailed by a boat. I looked around but only saw a small open vessel, maybe 24 feet. It turned out she was the boat hailing us, and wanted to know where we were going and if we could guide her to Anacortes. I explained that we weren't going to Anacortes, but that I could guide her to safe harbor at Fisherman's Cove, and that if she didn't have instruments, I suggested she take me up on my offer because going blind down Rosario Channel is not a good idea. This accomplished, we resumed our own passage to Deception Pass. Our arrival there was well timed for the slack, the fog burned off, and all was safe and well with the world. Which promptly brought us to the next opportunity to rubberneck as we left Deception Pass behind us..

The final grounding in our trilogy was a boat that was left high and dry in the Swinomish Channel. The Swinomish is the southern entrance to La Conner, and one really shouldn't cut corners when

entering it. It's one of those places that requires you to line up a long row of day markers. It is clearly marked but requires precision, and absolutely hellish in fog. I don't know the story behind the guy in this miserable photo, but believe it or not, this is not the first boat we've seen on that pile of rocks. Although the picture was taken at great distance from the deck of a rolling boat with a 250mm lens, the little smudge tells the whole story. The poor guy apparently didn't know where he was, and even worse, didn't know where the rocks were. As we passed, we listened to radio traffic between another grounded boat and Vessel Assist. This was a particularly disquieting conversation, as the tide was going out and the tug was not sanguine about being able to pull the grounded vessel off for a few hours. Oy! We look at each other but didn't pass a word. There was no need to.

You get the picture. But I'm not going to moralize. Instead, I'll just tell you how we do it. We have not yet gone to ground, but then, we're worry warts, fuddy duddys, weenies and worse. And we don't say we won't, just that we haven't yet. We don't go anywhere that's blue (on a NOAA chart) without a

NOAA chart. We don't go through any skinny little places without the small-scale chart, and these days, the chart plotter, out and cooking. And we don't hurry either. We don't cut corners. We don't go in fog if we can avoid it, but we know how to use our charts and instruments if we get caught out. We don't go fast at night, nor try not to go into funny little places at late hours if we can avoid it. We find we usually can avoid it, too. We're not averse to asking locals what they know, and wherever we go, we try to make sure we have the books, charts and electronics updated to reflect our plans and decisions. We find it's much more comfortable and rewarding to go about our boating this way, and we have learned to err on the side of caution. Even so, I have made some real boneheaded moves over the years, and have tested my luck a number of times. You just want to keep those times to a minimum.

Next year, we'll probably be looking for what we had this year. That would be a boring, uneventful cruise. Personally, I could do with a bit more time and a longer leash. Otherwise, I'm content to be bored. Seeing the whales and catching some seafood is just about all

Plan Now for the PNW CYA Spring Auction

**Clean out your lockers! Order More Checks!
Search Through Garages & Attics!
Stand By Lines of Communication!
Sat. March 14th (Tentative)**



Ahoy! From Outstation Anacortes

By Adrian Fewing



I have to say that it's been a long time since I've been to Seattle or talked with anyone in PNW CYA. Due to restoration work on Double J, I haven't been out on the water since we got side swiped by a gray whale in Guemes Channel in September, 2007. Really! Back then, I was coming round the east side of Guemes Island minding my own business when I spied concentric rings in the water to the south of my position. It looked like bubbles popping everywhere. A few seconds later, it felt as if I'd run over Jell-O. And then .. MOBY DICK!! I was so stunned to see the back end of a gray whale directly under me that I called my brother in a panic and forgot to take a picture.

Fast forward to April 2008. With the hull looking worse for wear and the bilge showing more water than is comfortable, it was time to haul out and get some work done. The helm had been re-fashioned by Andy

Stewart at Emerald Marine (www.emeraldmarine.com) in Anacortes a year or so before and I was very happy with the result. So it was a logical step to go back to Andy and form a plan. In April we hauled out and began prepping Double J for paint, caulking, and transom repair.

From the haulout to the re-launch, it was an experience! I had not hauled on a Sea-Lift before. Getting the right approach in a narrow fairway was a challenge that was not helped by seeing the first boat bang about even with a bow thruster. Rest assured I upheld CYA standards and landed on the sled without incident. Once in the shed, Double J was moved to Andy's shop, blocked, and readied for the next few weeks. Hull paint was sanded down and the hull inspected. The transom and keel iron were assessed and chores assigned. The bottom paint was removed and Dave (from Guemes) got to work on the caulking. It was soon evident that the previous work was done poorly and all the caulking

from the garboard up three planks on both sides was removed and reset.

I'm very impressed with this recent work. The hull is tight and very little water is in the bilge. We will, over the next few years, continue to caulk three planks a side as time and money allow. Within the next five years, we will also completely wood the hull, assess the fasteners, and repaint. [A recent dive on the boat brought to light two cracks in the rudder (sure glad everything else looked good) so that will have to be factored in (I wonder if I can get some of that government bailout money).] As we all know, the work takes longer than one has planned and it also costs more. Doing some of the work my self certainly helped. I learned a great deal. I felt informed at each step and was welcomed to stop in anytime to check the progress. When Double J was ready to go back in the water, it was a sunny day and she looked incredible as the Sea-Lift brought her out of the shed.

Susie and I went ahead and met the

boat at Fidalgo Marina. What an experience this was. Andy, James, and I hopped aboard and when the boat was sufficiently settled in the water, we popped all the hatches and watched for any sign of flooding or other catastrophe. We sat in the Sea-Lift for a bit watching for any leaks then started up the engine. With James at the stern and Andy watchful to starboard, I was told to throttle up (in reverse of course) and motor into the fairway. Then forward steering to starboard and we were off and heading back to Anacortes Marina, a short jaunt up the shoreline.

At our home marina, we were met by Susie and her dog Rio and dock mates anxious to see the new colours. After a couple of days, Double J and I were back to the normal routine. Well, except for the "punt". I took the boat to pump out the next day and the steering locked. (I find it's always best to get the first scratch out of the way first thing.) It

appears, I found out, that it is necessary to grease the steering components more frequently than every 8 years. Who knew?!

At any rate it was a great experience from start to finish. I learned a lot. Andy and the gang were very easy to work with and I got a shiny tight boat. It was a win-win.

So if you're up this way and need repairs, lumber, or advice, give Andy a call. I'm having him do the next step and highly recommend that you consider him as well. I'd also like to thank Susie for taking the pics of the haulout and the splash and for being an all round good soul and letting me stay at her place while the work was going on. Warm wishes to all you PNW CYA folks! If you are up this way, call ahead and I'll do my best to find you moorage and good food!



Top: DOUBLE J on the hard.
Lower: DOUBLE J at the haul/splash point in Fidalgo Marina.
Previous page: DOUBLE J demonstrating the modern version of "hauling out on a rail."

New Member Party

The PNW Bridge of the Classic Yacht Association wishes to thank all the new members of our club. Since 2006, we have had steady growth: in 2006 we had 20 new members and in 2007-2008 we had nearly 40 more!

The Bridge officers want to meet all of you and say thank you for joining our old boat club.

To show our appreciation, we are hosting a first ever "new member party". The party will be held aboard the **Olympus**, opened for the event and for a tour by Diane & John VanDerbeek. The party will be from 2-5pm on a Saturday in March. We will mail the new members an invitation, with an RSVP required. PNW CYA will be hosting appetizers and refreshments.

New members be sure to watch your mailbox in a few weeks.

WANTED

Warm Volunteers to Welcome Hot New Members

Ron Walken, Fandango, was appointed our new "Welcome Committee" Chair at the recent Annual Membership Meeting of PNW CYA. Yes, he volunteered and he needs others who want to help, too. All who wish to help can meet with Ron after the first of the year and discuss fun ideas with a plan to pick two or three "Get Acquainted" social opportunities to invite newer CYA members (in the Seattle area and outside the Seattle area) to participate in so that all of us can become better acquainted. Participation in membership events and volunteering should grow. If you would like to participate in this meeting or on this informal committee or just have an idea to share, send an e-mail with your contact information to Ron@RonWalken.com.

ATTENTION ON DECK

The Official Newsletter of
the Pacific Northwest Fleet
Classic Yacht Association

John Murphey, Commodore
Lew Barrett, Vice Commodore
Ann Hay, Rear Commodore & Editor
Ashley Arhart, Art Director
David Ellis, Layout Production



PNW Classic Yacht Association
5267 Shilshole Avenue NW
Seattle, Washington 98107

Your comments, stories and photos are welcome anytime!

Please send to:
dellis803@msn.com



COMING EVENTS



Change of Watch Dinner
February 7th 1800 Hours ~ Seattle Yacht Club

Commodore's Cruise
February 8th 1100 Hours
Lake Union - Gas Works - Lew Barrett

Sabella WESTWARD Premiere
February 21st ~ 1730 Hrs - Huchthausen's Loft

CYA Auction
March 14th - Meydembauer Yacht Club
Tentative Date ~ Stay Tuned In

New Member Party
March 21st ~ John & Diane VanDerbeek - Olympus

Herb Cleaver Predicted Log Race
April 11th ~ Husky Docks - John & Ellen Murphey

Opening Day
May 1 -3 Saturday Parade ~ Seattle Yacht Club

Olympia Wooden Boat Festival
May 8 - 10 ~ Percival's Landing - Ed Docherty

ATTENTION ON DECK

PNW Classic Yacht Association
5267 Shilshole Avenue NW
Seattle, Washington 98107



Please Deliver To:

MINUTES OF MEETINGS

PNW Membership Meeting - October 18, 2008

PNW Bridge Meeting - January 6, 2009



OLMAHA gets the hook in Glen Thorn Passage for a visit to Secret Island September 2008

PNW CYA General Membership Meeting Minutes

October 18, 2008 Minutes prepared by Lew & Lindy Barrett

Meeting called to order 4:03pm by Commodore John Murphey. Also in attendance from the bridge were: Vice Commodore Lew Barrett, Rear Commodore Ann Hay, Secretary Lindy Barrett, Treasurer Larry Benson, Director Dave Ellis.

Thank you to the Virginia V and Larry Benson for allowing us to have our meeting aboard the Virginia V. The minutes from the last General Membership meeting were passed out and a motion was made to accept them as printed. The motion was seconded and passed.

John Murphey announced the formation of the Canadian Fleet. The commodore is Mike O'Brian. As Mike was one of our directors in the PNW fleet, we now need to replace him. The bridge voted at our summer meeting to recommend Larry Benson in Mike's stead and that the International Board consider him as our Director for consideration to go through the chairs.

Lew Barrett brought up that we have an opportunity to form a class in boater education through the Power Squadron. Susan Green who is in charge of education for the Power Squadron said she will put brochures together for us and schedule a volunteer to come and talk to us. We could tailor the classes to our needs and interests. If anyone is interested in these classes, we will go forward. If anyone has thoughts on what we might like please contact John Murphey or Lew.

We welcomed our new members, Dale Tangeman and Karen Chikuami of the 36 foot Summer of 42.

Chip Kochel gave a report on Bell St. We had 48 boats in attendance. Keith and Jody Olsen won People's Choice award. Maranee got the oldest classic motor. Donations went to NW Marine Center. We sold \$500.00 worth of posters. A suggestion was made by Dave Hutchhausen that we not put a specific charity's name on the donation box, but rather retain the CYA's overall sponsorship. We could then send the charity we have in mind the money we collect. He said he felt we would collect more that way. We all agreed.

Ann Hay gave an update on the Change of Watch Banquet, which is Saturday, February 7, 2009, at the Seattle Yacht Club. There will be a no host bar at 6pm and dinner at 7pm. The price will go up by about 5%. We will know how much exactly later. Sunday is the commodore's cruise at 11:00am, February 8, at Gas Works Park.

Larry Benson presented an inventory of all the things we have printed up over the years. We have about 180 posters from 2001 and 2002. We have about 500-600 of the remaining printings. We also have about 340 albums left. John wants to talk later about disposal of the posters: selling them in some manner.

Larry Benson then gave the treasurer's report. Report is enclosed in these minutes. Our ending balance as of Sept 30, 2008, is \$42,984. A motion was made to accept the budget as read. It was seconded and passed.

David Ellis reported an increase in cost of the newsletter. The majority of the newsletter is the cost of the lease of the printer. We have three more years to go on the lease. We have left it up to David to come up with the best size of the newsletter. He suggested we adjust the photo budget and with the added \$700 we could continue to print the newsletter as it is.

The feasibility of an Auction was brought up. Would we want to hold an auction this year? Could we find enough people to work on it? The auction makes it possible for the club to contribute to various charities and for members not to have to pay for events such as Bell St. It was agreed to seek out additional members who wish to help support the auction with substantive input of time and effort.

We also discussed Greg Gilbert's proposal to raise the tuition scholarship we donate to the Marine school at Seattle Central from \$500 to \$1000 (a full year). Dick proposed we increase the donation. David Huchthausen wanted the donations to be only a certain percent of our budget. There was a discussion on this issue. We discussed that without an auction, we have very little in the way of funding for donations to gift to other organizations. We agreed to drop Norm Manly's Youth Maritime fund as he no longer works for Foss, nor is he active in the club. Harborview is in question this year.

If Harborview will agree to donate the food, we will host the benefit cruise. However, at this time they have not asked us to participate. We talked about reinstating the fee for Bell St. Margie Paynton made a motion to never have fees charged to CYA members for CYA sponsored events. The motion was seconded and passed.

Rick Etsell doesn't need \$200.00 for the website for 2008-2009. We voted to move this money to the newsletter budget.

Lew Barrett read the calendar of events. Jenny Dalby volunteered to organize the Opening Day event. Past Commodore's cruise will become Richard and Cindy Randall's.

Frank and Karen Young would like someone to take over the Edmond's event. Dick said he would help out with it. It was suggested perhaps Bob Birdseye would be interested in taking over this event. The Tacoma Classic weekend is no longer an event and is stricken from the list. Deer Harbor is up in the air. There is a question if Les Gunther will chair that event. John and Justine want someone to take over Poulsbo. Ron Walker said he will help with that event. Some of the dates on the calendar are just place-holders at the moment. We will check all dates. Larry said the New Year's party will have to be held elsewhere as the Virginia V is chartered this year. The CWB will let us have the facility and a place to tie up boats.

John Murphy moved to nominate and endorse candidates for the 2009 bridge. Moving through the chairs are: Commodore Lew Barrett, Vice Commodore Ann Hay, Staff Commodore John Murphey. Mark Garff and Diane Vanderbeek were nominated for Rear Commodore. Larry Benson will take over Mike O'Brien's slot as a Director. There are two spaces opening up for Directorships. The nominees are: Bob Birdseye, Jenny Dalby, David Hutchhausen, Ellen Murphey, and Margie Paynton. Brief remarks from each of the nominees were encouraged. Rick Edsell read Diane Vanderbeek's remarks, as she was not in attendance. We opened the floor to nominations. Ellen Murphy nominated Chip Kochel for treasurer. Lindy Barrett resigned her post as secretary. John Murphy nominated Ginger Garff for secretary. These nominees will be put on the web site.

There was a report on long range planning. David Huchthausen contacted 8 marinas re: purchasing subsidized moorage so CYA members would get a 20-25% discount on moorage. Ann Hay suggested we move this topic to a committee. John Murphey made a motion to accept the long-range planning. The motion to accept the long range planning was amended to accept it as a report from the committee since only preliminary work had been done to this point and the committee had only met once. Motion passed as amended.

Ellen Murphey has put together a by-laws update. Everyone will receive a copy with their ballots. It can be voted on at the banquet. Ellen proposed that the fleet treasurer prepare and mail the renewal invoices. Andy Blair said we have to propose this change to the International Board because to this date it has been the responsibility of the roster manager to mail them. Rick Etsell moved that we strike this line from the by-laws change. This motion passed. With this understood, a motion was made to accept the proposal to change the by law wording for presentation. It passed.

Old Business

Jennie Dahlby volunteered to pick up quantities of the Bell Street Posters from each of the years, as well as a number of the photo albums and attempt to sell them on e-bay and through a variety of other sources.

Dick A. said that the importance of our donations cannot be understated. What we do as a group far exceeds that which we can accomplish as individuals and is the mark of our quality and significance as an organization. David H. suggested we change the box to reflect the CYA overall but continue to donate the proceeds to charities.

Discussion on registration fees for Bell Street followed. Margie Paynton made a motion that no CYA member ever pay to attend a CYA event in the future, with the exception of moorage fees as required by individual events. Motion passed with one nay.

Keith O. asked if we still wanted to put aside money for an outstation. The committee will look into other options and will then present it's findings to the general membership. The committee consists of David H, Dorin R, Diane V, John M., Dave Ellis.

Meeting Adjourned



Minutes of the PNW CYA Bridge Meeting – 01.06.2009

In attendance: John Murphey, Commodore, Lew Barrett, Vice Commodore, Ann Hay, Rear Commodore, Larry Benson, International Board member, PNW treasurer, PNW Staff Commodore, Diane VanDerbeek, 2009 PNW Rear Commodore, Ginger Garff, 2009 PNW Secretary, Greg Gilbert, International Board member

Absent: indy Barrett, Secretary, David Ellis, International Board member, PNW CYA newsletter publisher

Agenda Items:

1. Change of Watch banquet: Ann reported that she did not yet have the final numbers from SYC for dinner tickets. She will obtain this number ASAP. The bridge discussed the need for a small buffer in the price of tickets, as it seems that every year there are incurred costs over and above tickets paid for – including paying for the dinner for the scholarship recipient, etc. \$3.00 was determined to be a fair amount that would also ensure that the CYA does not lose money on the dinners, which should be supported by membership. The price on the invitations will reflect this. The Opening Day Trio will be invited, and CYA will pay for their dinners, but not spouses. It was noted that we will not need the Canadian flag or related rituals this year, due to the formation of the new Canadian Fleet. It was discussed that in order to efficiently send out the COW invitations and the newsletter, a unified database would be very helpful. In the meantime, addresses will be gathered from the current membership roster along with other sources for new members and non-members. Recipients of the following awards were nominated and voted on: Up the Creek, Dry Rot, Best Attendance, Best Classic Motor Preservation, Log Race, Inspiration Award.
2. Director's Report from PNW to International: John has last year's as a template, and will be taking care of this. Larry will deliver the 20 copies at the International Change of Watch.
3. New Member Meeting: The new member meeting will be on March 21st at the CWB boathouse from 2-5 pm. The current bridge as well as new members from the past three years will be invited this year; going forward, it will only be one year's worth. Greg Gilbert will handle the invitations, and will coordinate with Diane for the set-up of the space. We will wait to see what kind of response is engendered by the invitation before deciding on a budget.
4. Calendar: The bridge agreed that there are too many events on the PNW CYA calendar of events, and that this should be limited to only events that are sponsored by the CYA. We will continue to make available a calendar of all classic wooden boat events, but will not attempt to publicize them beyond listing them. Each bridge member is to go through the 2009 calendar and propose which events are to remain on the official CYA calendar, and which events should be moved off.
Diane also suggested that an organized PNW CYA cruise would be a great event, as a chance to use our boats to go places and not just meet at a dock somewhere. This discussion was tabled for the moment, but will be revisited.

Auction: There will be an auction this year. John will check MBYC for availability of the space. Each bridge member was tasked with contacting specific people to serve on the auction committee, and also to provide two items for the auction. Ginger suggested finding a professional auctioneer to move the evening along more quickly. She will contact someone she knows to explore potential costs, etc. This committee needs to come together quickly to make the auction happen this spring.
5. Newsletter: Ann will be coordinating the next newsletter, to be published in January by Dave Ellis. She is currently waiting for items from several people. After this newsletter is published, that responsibility will fall to Diane. Diane suggested a new feature column highlighting a new member and an old member in each issue. The bridge thought this was a great idea. Ann and Diane will get together to coordinate the handoff after the COW.
6. Status of Treasury Handoff: Larry is ready to hand off the books to Chip after the change of watch. Dorin has been collecting the membership dues from the PO Box – we need to check with him to see who needs to be contacted about paying their membership for this year.

New Business:

Larry has been talking with Mike O'Brien regarding who will hold which position through the next year on the International bridge. This will be decided at the International meeting. Regardless, the 2011 International Meeting will be hosted by the PNW Fleet, and the 2012 International Meeting will be hosted by the new Canadian Fleet.

The idea of organizing a special CYA Power Squadron course has been dropped due to lack of interest from the membership.

The name of the "Outstation Fund" will be changed to "Savings Account" to more accurately reflect its purpose.

Meeting adjourned at 9:05