

# Attention On Deck

April 2009





# COMMODORE'S CORNER "THE COURSE"

BY COMMODORE LEW BARRETT

With the spring boating season fast upon us and, please, with an end in sight to a long winter, it's a pleasure and an honor to address you as Commodore of the Fleet. Thus far in our short season, we've seen our major fund-raising event, the auction, conclude as a resounding success. With over \$7000 gained, the fleet's financial health is excellent, and we have the funds to accomplish our missions without difficulty. It's my hope that our good fortune can be liberally shared to generate good times, good will, and good feelings for our mutual passion, our beautiful classic yachts.

We have a full schedule of events planned, and a great new Bridge with fresh and exciting ideas to help keep things fun. For instance, and this is but one of many, I'd like to share a fun suggestion that was offered recently by your Rear Commodore, Diane VanDerbeek. Diane challenges us to a change of pace in respect to the usual dessert potluck that opens the Bell Street Rendezvous. In years past, the ladies have been asked to bring a dessert to share on Friday night, but we'll be foregoing that this year. No, it's not because I am on a rigorous diet (in fact, I am) nor is it because we don't intend to have a sweet time. Rather, it's not the women who will be expected to create the confections. It's we men who will be put to the test. So, fair warning then, skippers. You will be asked to create sumptuous sweets for the opening evening's celebration at Bell Street Harbor. And there will be judging! The lucky dude who creates the finest amalgamation of sugar, fruits, chocolates, coconut, flour or marzipan (in whatever combination!) shall be recognized, announced, and rewarded for his creativity. Do not even think about bringing the party assortment of Peppridge Farm Mint Milanos! Such will be devoured, and probably even appreciated, but is resolutely not expected to get you into the winner's circle. Hint: start writing down Food Channel recipes now! May I recommend the Ina Garten show as a good place to start collecting fattening suggestions?

Opening Day is also coming up quite soon, so don't forget to register on line here: [http://www.seattleyachtclub.org/OpeningDay/Opening\\_Day\\_Registration\\_2009](http://www.seattleyachtclub.org/OpeningDay/Opening_Day_Registration_2009)

It's an event that always draws the big crowds,



and ain't it sweet to drive your rig though the cut with everyone applauding? Our classics make the show, and everybody knows it!

It is a sharing moment in it's own right.

Also of note, and soon to have an official date, is the annual Harborview Cruise. In my opinion, this event is our most important offering to the broader community each year. It's incredibly rewarding to know that we can multiply our investment tenfold and provide thousands of dollars in benefits to the Harborview Trauma Center while enjoying a pleasant cruise around the lake topped off by a fine dinner with friends, new and old. This act of easy generosity gains us much good will coupled with an afternoon of pleasant boating. Here's a combination that is hard to top. Please plan to attend and share your boat with the generous people whose donations purchase the cruise. Our experiences with the Harborview guests have always been a reward that is satisfying in it's own right.

I encourage us all to continue to fund the scholarships and fine organizations that also support us in their turn. During these tougher recession times, the people who have counted on us in the past will be looking to us with equal hope in the future. Now is the time to cement our bonds within our community both for the benefit of our fellow organizations, and in furtherance of our goals to promote and enjoy Corinthian Yachting. We are the people that live the dream. How many of us have worked hard and diligently to come to that place where we can actually steward a fine old boat? It's not something everyone can do, but it is something

everyone can appreciate. As a simple measure of our gratitude, our sharing of our great good fortune and the treasures that are our vessels, our continued generosity can only further the general awareness of the importance of our enviable marine heritage. And we have fun because we do it together, within the context of our beautiful boats.

This year's creative and hard working team promises you great fun and surprises, even in the face of troubling economic news. Consider that some of our old boats have been through a Great Depression already and have survived many hard times. Others have gone to war, serving in the Navy and Coast Guard, yet come through the other side to further serve following generations of families. Surely they will continue to serve us and future generations of classic yachting enthusiasts. Our boats are a gift that we were fortunate to receive. We can do no better than to learn from their longevity and their histories. They have carried us in all seas and seen us safely home. They were passed by their former owners to us, and shall be passed on in turn as a legacy to those who follow. This is simply another gift we have the good fortune to share.

I'm looking forward, as we all are, to a successful and fun, event filled cruising season with our boats, and you! And while I'm at it, I wish to express gratitude to my terrific Bridge-mates as well as our many members whom have already donated time, energy and experience to make our Auction and Change of Watch dinner such great successes. Join us in the sharing! You will get out of this club directly and in proportion to what you are willing to put in. So dive in! The water's fine!

# BUSTED! AT THE COMMODORE'S CRUISE

By: Undercover Cub Reporter Freddie "Fantail" Freeboard

This is a very sad and sorry tale. But the truth must be told! And in the telling, we will clear the names of the innocent and we will expose the dastardly deeds of the guilty.

It was a lovely, calm, weekend winter day in the Pacific Northwest. A light cloud layer cleared mid-morning to expose blue sky and unseasonable sunshine. The waters of Lake Union were glassy smooth. This was a special day for PNW CYA members and their beautiful yachts. A large number of these exquisitely maintained classic wood power vessels were out in force on "the Lake" to honor their new 2009 Commodore and the new 2009 Bridge and Flag Officers with an elegant, stately parade of their magnificent yachts.

The pride and dignity felt that day was palpable! Particularly for brand new Bridge members and Flag Officers, including the freshly-elected Treasurer (owner of the fine vessel HI'ILANI), who was newly entrusted with the care and keeping of all the financial assets of the club and considered to be, understandably, the most upstanding and honest fellow in the fleet with a reputation unblemished and unequalled. On this very special day, these yachts were gathering on "the Lake", testing marine radios, admiring each other's brightwork, and lining up for the parade. They were just about to proceed in proper parade formation, when ...

Something went horribly awry. One classic yacht inexplicably turned and sped out of the lineup, motored rapidly and deliberately away from the group, entered the "zone of speed" in the center of "the Lake" and powered up to a rate of speed unimaginable to the rest of the group. Other CYA members were left staring from their wheel houses with mouths agape while their vessels bobbed and weaved out of parade order.

The resulting wake from that one, lone vessel bounced the other boats hither and thither, dishes crashed to the floor, crystal goblets shattered, children cried and clung to their mothers. But even more troublesome than any physical damage done was the thought that one of "their own" would make a decision independently of the group. How could this happen? It was unprecedented! It was, well, it was preposterous!



Kristin Kochel can be seen waving with Chip at the helm of Hi'ilani navigating through the parade at the 2009 Commodore's Cruise held in honor of our new Commodore, Lew Barrett (Rita).

And then, an even worse event happened. A siren wailed. Bright blue lights flashed. And a very large, very imposing, and very fast police boat screamed past the ordered throng of dignified vessels and headed directly toward the one offending vessel. Between the police boat and the lone vessel, words were exchanged and gestures made. For several tense moments, that lone vessel's compatriots watched from afar and all feared the worst .. public embarrassment for the club!

But it was not to be. The police boat eventually pulled away from the lone, rebel CYA vessel and went on their way. The lone CYA vessel returned slowly and meekly to the group with flags hanging limply in shame. The yachts rearranged themselves in proper parade order, keeping one eye firmly on that one vessel which was placed in amongst several larger, older yachts "just in case", and the

glorious parade began! And what a grand parade it was!

But which yacht was that one, lone yacht, you ask, and what's the moral of this tale? Well, you should keep in mind that this article was written by someone who took a GREAT deal of liberty with the facts, so don't believe all of what you read here. On the other hand, some of it is true. While we were out there that day of the Commodore's Cruise, a few of us did run the speed zone, and the police did stop that one CYA vessel and did give them a bit of advice. Turns out the speed zone in the middle of Lake Union is to be run only from east to west .. and never from west to east. Did you know that? We didn't! So the moral of the tale is .. always be nice to police officers, just like the captain of that one CYA vessel actually was that day of the cruise, and you and your vessel will be just like what the name HI'ILANI means .. held in the arms of heaven. Now there's a zone!



Far Left: Pied Piper and Hi'ilani await the Opening of the Gates. Left: Hi'ilani heading west at a good clip.



# The Piper's Call

By: Vice Commodore Ann Hay [PiedPiper1940@yahoo.com](mailto:PiedPiper1940@yahoo.com)



Hey, let's all go to the movies! After my bit in last month's CYA PNW newsletter about movies with classic power boats in them, I received quite the list of movies from a number of you to add to that little starter bunch. Have you heard of or seen the following movies? I've left in some great comments from those folks who sent me these. Fun stuff! I have more movies up my sleeve to include in the next newsletter, but these are a good second group. At the end of this list, there's a bit of serious boating-water-related stuff that might just apply to you someday, that you might like to pay attention to, and that you wouldn't want in the movies. But here's the fun stuff first.

Absence of Malice 1981 with Paul Newman and Sally Fields takes place in Florida. Paul Newman owns a perfectly gorgeous express cruiser which he says in the film was built in 1934, about 50' in length, with black topsides. It is in several scenes in the movie, so worth watching. The yacht's name in the film is Rum Runner, which probably is not her real name. Any one recognize her? At the end of the movie, Paul heads north on the inland water way.

The most famous, and our own long-term CYA SC fleet member yacht, Portola (owned by Charles and Bernice Licha), from the 1959 Billy Wilder movie, Some Like It Hot, was owned in the movie by none other than Joe E. Brown.



Joe E. Brown and Jack Lemmon ..  
"Some Like It Hot"

Lovely Lady, a former member of the CYA SC fleet was featured in Tequila Sunrise starring Mel Gibson (before he became so wacky) and Michelle Pfeiffer. The yacht was a lovely fantail of about 130' in length, designed by Charles Mower and (I think) built at the Nevins yard.

An unidentified, huge fantail yacht appeared in the opening scenes of the 1934 film It Happened One Night with Clark Gable and Claudette Colbert. Claudette played the spoiled rich daughter of the yacht's owner. The interior scenes were obviously filmed on a Hollywood lot, as the Art Deco decor did not jive well with the yacht's lines. (Note – with the author's permission an addition – Rear Commodore Diane VanDerbeek notes that the "Unidentified huge fantail yacht" Ann references is none other than MV Olympus)



Portola owned by CYA SC fleet members ..  
"Some Like It Hot"

That's the second list of movies. More coming soon! I have several of these movies on order with Netflix now. I'd bet I'll have a bit of competition for them.

So, after all of that fun and frivolity, here's the real boating-water-related stuff I'd like to share. Let's have great fun with our boats and boating, but let's also remember the risks and prepare for them. There was an incident at Stimson Marina in Ballard, Seattle, recently, that should remind all of us about the risks. Thank heaven it ended well, mostly. It started with a beautiful, perfect, calm, sunny, winter day. The owner (alone) was moving his boat from one spot at the dock to another spot at the dock, no big deal. With the engine running in neutral at idle, he stepped very carefully along the outer edge of the boat to move a line or shove off or whatever needed doing (that he's done a thousand times before) when he slipped and fell off the boat into icy water.

Sure the water was shallow because the lake water level was down for the winter, but still his body was completely immersed for a moment. And his boat was loose with engine idling and so very slowly drifting away. Piece of cake, you say? Just haul yourself onto the swim platform you say? This particular healthy, strong, not overweight owner said the same thoughts ran through his mind. But when he swam over to the stern of the boat and tried to pull himself up on the swim platform with many layers of winter clothes on that were completely and thoroughly soaked with water, he couldn't do it .. partly from the shock, partly from the cold, but mostly from the tremendous weight of his soaked clothing. He finally did get aboard but is having surgery on his shoulder because of the damage done while forcing his body to pull himself aboard.

After getting onboard and after getting help to dock the boat (a fellow in the marina that the owner didn't know helped immediately and unquestionably), the owner still had to deal with hypothermia too. This was not his most fun day!!

I think most of us work around our boats by ourselves at times. Many of us (me included) have inadvertently fallen off the dock or the boat. It's nothing to be embarrassed about. It is something to be aware of and plan for. Does your marina have ladders so you can get out of the water relatively easily? Where is the one nearest your boat? If there isn't one, will the marina let you install/build one? What if you fall in when you aren't at your marina? Do you carry your cell phone in your pocket so that, if you fall in, it's rendered inoperable to call for medical help? Are you too embarrassed to remove your clothing before trying to haul yourself out of the water? Or maybe

## ("Pipers Call" Continued.)

you wouldn't even think of that "in the moment", but maybe now you might, and it might save your life.

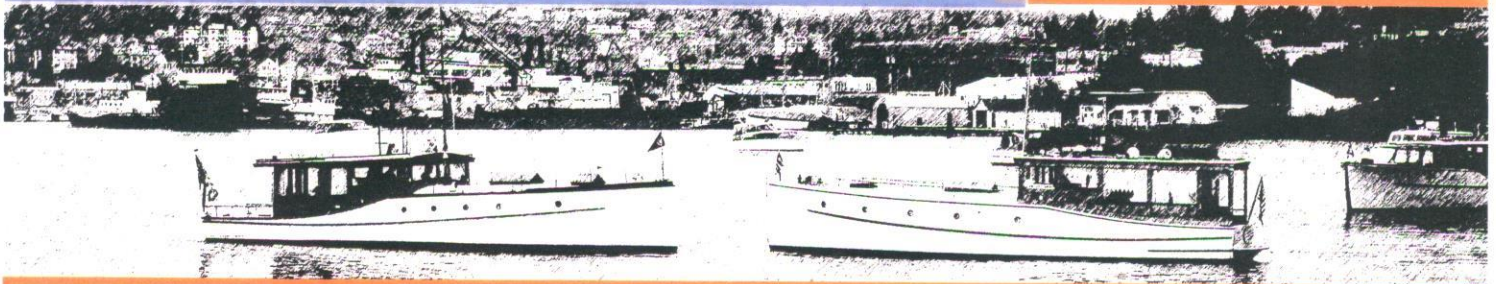
I'm sure guilty of doing some of the wrong things regarding this scenario. But I'm changing my ways. So please think about all of these things. I don't know anyone I would be embarrassed to assist, even if they were stark naked, if it meant saving their life. Aack, tho I might close my eyes!

Let's be careful and have great times with our boats and watch out for each other. As Maxwell Smart said in a 1965 episode of the TV series Get Smart .. "You might as well hand over that gun, Blaster, because this yacht happens to be surrounded by the seventh fleet." You can bet that CYA folks are great friends and take care of each other!! Let the good times roll!!! (Hey, and what movie is that song from?)



## THE COVER

Master Photographer Greg Gilbert had to ride a herd of cats getting everybody on the deck of M.V.Olympus, but his efforts paid off with this brilliant picture that tells a great story of the Pacific Northwest Classic Yacht Association.



## NEW MEMBERS PARTY

By: Photos and Story: Greg Gilbert

For More  
See Pg 10 & 11

The first CYA New Member Party was held on Saturday, March 28, 2009 at the MV Olympus' boathouse on Lake Union. More than 45 new members representing the years '06 to '09 attended. Many thanks to Diane and John VanDerbeek for opening up their beautiful yacht and spacious boathouse for our gathering place. Also on board the yacht was CYA Past Commodore Rick Etsell who is the Olympus Captain. CYA furnished food and appetizers as our way of saying thanks for joining. Our bridge and board members also attended to get to know everyone. It was great to meet all the members and each member introduced him or herself and described their boats. There were lots of questions about future events so let's hope we see many of you "newbie's" at some future event. The New Member Party will be held again in three years.





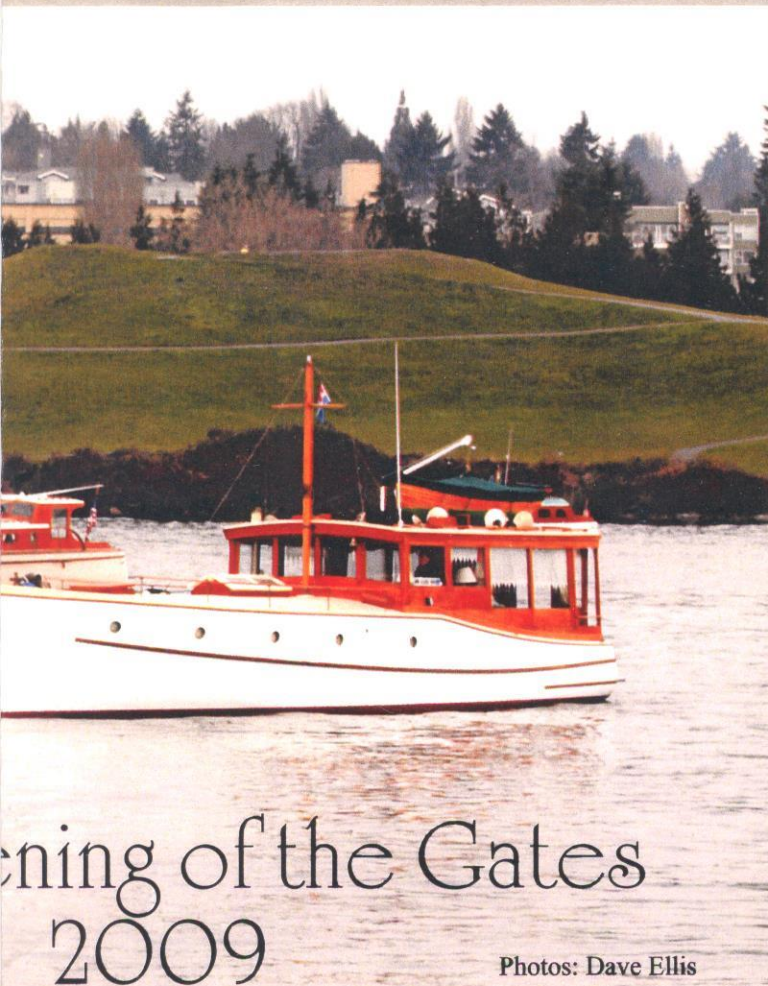
# The Open



Below: WINIFRED AND ZELLA C, two  
navigate their bows together to form  
THELONIUS, HI'ILANI, and SEA OTTER

- Change of Watch Sampling**
1. John VanDerbeek (M.V.OLYMPUS), John & Mary Duffey (TOPAZ), Randy Mueller (STARLIGHT EXPRESS)
  2. Larry Benson (THELONIUS)
  3. Martine (ZELLA C) & Ken Meyer (PATAMAR)
  4. Dorothy & Jerry Matthews (PAT FOSS)
  5. Bob & Sally Bryan (CORSAIR II)
  6. SYC Brass, Marlyn Doheny & Greg Gilbert (WINIFRED)





# Opening of the Gates 2009

Photos: Dave Ellis

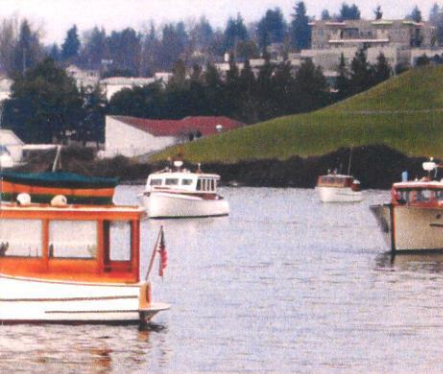
Above: RITA, 2009 PNW Flagship, lines up to "Open the Gates" to the Classic Season.

Top Left: Julie James of KONA TRADER and her Yorkie, Tessie, walk the Husky Docks for the Commodore's Cruise Potluck.

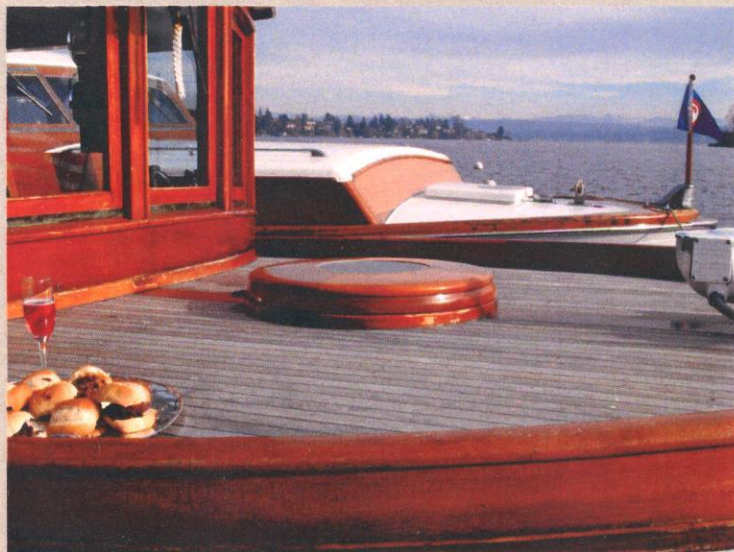
Bottom Left: Monty Holmes working on his history for George, Bunny and for a documentary of WAHOMA.

Right: WILLOWBEE G with David Sekrom at the helm on the "Open the Gates" parade.

Lake Union Dry Dock Dream Boats at the "Gates." RITA, PATAMAR, PIED PIPER, and others are also visible lining up to pass through.



PIED PIPER at the Husky Docks



THELONIUS and SEA OTTER



# WESTWARD HO!

By Lew Barrett



On days when life seems unnecessarily ridiculous, complicated and frustrating, it occurs to me that I really just want to sail away. The pressures and complications that form the landscape of my life are so frequently oppressive and omnipresent, that for the most part, I simply yield to them without protest and do what I am told without even realizing I am submitting to the collective will of a culture that really may not have my best interests in mind. Yet simply sailing away, while it has occurred to me daily in the past 15 years or so, seems impossibly out of reach. I believe this is exactly so for most of us, even the most adventurous. A bit of summer cruising is all I usually get, and mostly, it's all I have the courage to expect. However powerful the allure of the horizon, duty calls, after all. My reality, you could say.

While my choice has been to be somewhat passive in respect to accepting the daily grind one shouldn't make the mistake of believing everyone chooses to live a life of quiet desperation. There are people who plan great things and accomplish them, and it's their stories that are at the heart of all that is extraordinary.

Here you learn another of my little secrets. By day, I am essentially a salesperson. I know you see me only as a writer, but that is simply a matter of your perspective. From my point of view, there is an office to serve. Understand, I have never believed that the intricacies and art of the deal make for best selling material. I don't own any "Seven Secrets of Sales Success" books that I would ever admit to having read. What a bore. That's not the kind of "sail" I am interested in. I will admit that these days, the implausible stories of business failures and the tracking of "sales" and stocks" has become a terrifying chain of acquisition, divestment, disillusionment and implosion, and is anything but boring. All the more reason to simply want to sail away.

I believe we were born to expect something better than to live our lives by the rule of the dollar. More eternal than the pursuit of wealth are the great sagas of the past, and in these, all of us can find something inspiring. Epic voyages are at the heart of our fantasies, from Ulysses to Shackleton, Columbus to Vancouver. Such great explorations and adventures are universally enthralling. In a day when it seems all on earth that can be done has been done, where do we turn for another

such adventure involving wooden ships and sturdy people willing to take a risk to learn something? Well I have first hand knowledge of such doings, and I'm going to share it with you.

Actually, I only saw a movie about these things. It was made here in Seattle, compiled painstakingly by John Sabella and his team. John writes a column in this very magazine, but that's really not his day job. He has had a few careers in his life, but his abiding interest has been in documenting the history of a very specific place and occupation, the fisheries of the Bering Sea. Although not a fisherman, John knows something of the hard, dangerous life occasioned by fishing in northern waters. And it is this interest and his study of first the boats and men, and finally the facts of survival in this bitter environment that has brought us to his attention, and he to ours. John's real focus in fact is media production and compiling the records of our marine heritage in an easily accessible form before those records are entirely lost. This interest has led him to produce a number of videos on various maritime subjects, including classic boats, which you can explore on his website, which address I'll provide further down.



I think you should know about the subject of John's latest documentary, the yacht Westward and her families of owners. All of them have in their way broken with the traditions of land bound responsibility and the rules of the game that we drones follow dutifully. The Westward makes everyone who possesses her sail away.

It's simple, really. To sail away one needs a ship capable of so doing. Westward, which is the inspiration for my musings and our escape, was designed by Ted Geary, one of the golden era's greatest marine architects. She cut the mold for the Geary fantails that were to follow. Built for Campbell Church Sr. by the John A. Martinolich Shipbuilding Company in Dockton, Washington, she was launched in 1924. But she is no ordinary yacht. She is built in the style of a north Pacific cannery boat, but with rather more graceful lines at the stern where she flaunts Geary's trademark fantail. As a yacht built to cosset people and not hold fish, she has some extra house that makes life aboard gracious and spacious. At 86 feet, she's a large boat but not so large that a small crew can't handle her. Church's planned use for her was Alaska voyaging, and he supplemented his family boating experiences by putting her in service, catering to the most wealthy, successful and powerful people of the day. Later, his son Campbell Jr. would make a thriving business out of the vessel with a supporting cast of boats and camps in the wilderness. But Church Sr. showed the way. Westward's passengers experienced nothing less than the wilds of Alaska in the days when it was untouched by civilization. There they might on any day shoot a brown bear or moose, or row up to a glacier from which it was possible to dive in and take a swim. The first paying guest aboard Westward, and arguably the most important, was George Eastman. That's Kodak's George Eastman from Rochester, NY. Mr. Eastman taught Church Senior to take 16mm films. This was a most fortunate thing, yielding to posterity a legacy of 300 reels of remarkably competent film footage. These reels innocently display the wealthy of the time engaging in sports of a kind that are now entirely out of fashion. For instance, Sabella's documentary has a section devoted to whale hunting from the deck of Westward, and to accomplish this she was equipped with a cannon to do the work in a thoroughly efficient manner. My dream has no place for whale hunting, and it was as disturbing to view this event as

a sport as it was to see photos of skinned bears shot for fun. But you have to admit this is really different than what you do for a living. And to run this show, to be at the helm of this boat and give the Roger Maris salute to income taxes and parking tickets really does have universal appeal, doesn't it?



It was appealing enough to Don Gumpertz and his wife Anna Louise to cause them to buy Westward in 1967. Having refitted and engaged her in a few years of shake down runs, they too took her cruising. They left port one day, turned right and sailed her all the way around the world. I met Don at a Seattle showing of the film and was impressed by this soft spoken, unassuming man who did exactly what I fantasize about every day. He just done did it. The Gumpertzs sailed their forty year old power boat everywhere you could take her, returning five years later. You really do need to see this part for yourself, and this central piece of Westward history matches my personal take on the ultimate escape from the world's stupid stuff about as well as I could possibly imagine. My hat is off to Don and his wife, Anna Louise, whom he has survived. Their adventure is the stuff of dreams, and it surely must comfort him that they lived this improbable experience together. Extraordinary.

As Westward served Don and Anna Louise, so in turn did she find new ownership in Teresa and Hugh Reilly, who purchased her in 1993. The expected refitting may have exceeded the usual run of work demanded by a seventy year old boat simply because of the use that was intended of her. That is a story for another telling, but here I can do no better than to quote Hugh himself.

We are leaving Port Townsend on Sunday, headed for San Francisco, the beginnings of a voyage that will take us down to Mexico. We will spend March and April in Mexico and early May we are leaving Cabo San Lucas for the Marquesas in French Polynesia. It will be a two-week crossing and we will spend the summer, our summer, in French Polynesia, the Marquesas, Tuamotu Islands and the

Society Islands, Tahiti, Bora Bora, the Îles Sous-le-Vent, the Islands under the Wind, French Polynesia.

I am hard pressed to explain my rationale for doing this, it probably requires a pretty deep therapy to dig into my psyche and find out why this is going on. If I am crazy, I am having fun doing it.

Although Hugh may have a hard time putting his rationale into words, I do not have so much trouble with what I imagine would be my justifications for such "madness." You see, I believe I can perfectly explain such behavior as the desire to sail an eighty-year old boat around the world. If you have the boat, and you have the guts and the resources, what would you do? Do you prefer to read self-help books or collect parking tickets? Perhaps you find joy in dealing with insurance companies, or pondering how to get out of your latest jury duty summons? Maybe you like jury duty; how would I know? But for me, Westward's capabilities are the basis of the dream.

If you want to know a bit more about John Sabella's work in general, and Westward in particular, I'd strongly suggest you visit John's website. You'll find it here: <http://johnsabella.com/index.lasso>

There's lots to explore. Poke around until you find the section on Westward. As a decent navigator, I'm sure you'll find the way. Look under "Classic Yachts." That's always a good place to start!

Speaking just for myself, I have to admit that I'll be going to work tomorrow, because I have responsibilities. But one of us needs to break away and taste freedom. The Reilly's are looking for a partner to keep Westward on the move. I don't know what a share costs. You'll need to check with Hugh and see what he's thinking. I'm afraid even to ask.



Photos: Dave Ellis.





## NEWS FROM THE FANTAIL

By Rear Commodore Diane L. VanDerbeek



It is an honor and a privilege to have been elected as Rear Commodore of the Pacific Northwest Fleet of the Classic Yacht Association. Thanks for your support! One of my primary duties this year will be to produce our fleet newsletter, which I will endeavor to make an informative and interesting publication.

I am looking forward to the privilege of working with an excellent bridge. Lew Barrett, our Commodore, has ample experience in the field of classic boating and in running a successful business and will be an excellent leader this year. Ann Hay, Rear Commodore, shares my somewhat compulsive organizational skills and we can count on Ann to really get things done! Our new treasurer, Chip Kochel, is keeping

our books in great shape, chairing the Bell Street Classic Weekend, and his Wife, Kristin, joins him as an eager participant. Ginger Garff, our new secretary, has done an excellent job on the minutes and makes our sometimes convoluted discussion of issues appear intelligent, a rare and much appreciated skill. What an excellent group I am privileged to work with!

A little about me . . . as many of you know, my Husband, John and I own MV Olympus, a 1929 New York Yacht, Launch and Engine Company 97' fantail motor yacht. We were married in 1985 and almost immediately John started bringing me all over the country to look at wooden boats, including a memorable anniversary trip to San Francisco on our fifth anniversary in 1990 which was represented to be a romantic weekend (and actually it was) but the real purpose was to look at no less than 15 wooden boats in one day! We saw MV Olympus right here in Seattle in 1992 and our hard working and patient boat broker told us he had heard that the yacht might be for sale. Thus began our two year quest to obtain the boat, from a family of owners who had two factions with differing ideas about the yacht. Fortunately, the faction who paid for the boat but did not use it ultimately prevailed on the other faction, and John and I became her proud owners in

1994. Our only prior boat ownership was small fiberglass speed boats; MV Olympus was our first wooden boat. What a journey it has been – we have learned so much – met so many interesting people, and still love her. I could write for hours and pages about the yacht and her history, but those who might be interested in learning more can visit our website at [www.yachtolympus.com](http://www.yachtolympus.com).

Our wooden boat fleet has grown, in addition to MV Olympus we own her original tender, “Junaluska,” which we located and restored and use to transport guests to and from the yacht, and John also bought me a wooden Pocock rowing single which was launched in July of 2008 and which I endeavor to learn to row in Lake Union and Lake Washington at least three days per week. I am fortunate enough to have concluded my career as a family law attorney, and now John and I concentrate our energy on non-profit boards and commissions, boating and travel. John and I have spent the last five years supporting the Northwest Maritime Center in Port Townsend and are so excited about the opening of this fabulous facility later this year. In addition to serving as your Rear Commodore, I serve on the Steamship Virginia V Foundation. I am also an accomplished equestrian and enjoy riding hunter/jumper weekly.

I am most interested in increasing

participation in our CYA fleet events. Long time CYA Member Greg Gilbert (Winifred) had long advocated a New Member event, and it came to fruition for all members who had joined in the last two years on March 28 of this year at the MV Olympus boathouse as discussed elsewhere in this newsletter. In my view, we need new ideas and new people to help organize and run events. The New Member Party is one way to increase new member participation and I am excited to report that the bridge will most likely make it a regular event. I want to get to know each and every one of you to encourage your participation in our organization and working with the members is the most exciting part of my position. I would like to see the organization of a formal program to recruit and more fully welcome new members. Having served on the Membership Committee at the Seattle Yacht Club, I have many good ideas about how to accomplish this goal. There are an ever limited number of boat owners whom we can recruit, and I believe that it is incumbent upon us to formalize a recruiting program and make sure that the new members are warmly welcomed, invited to events, and that they are taught about the importance of volunteering within the organization. Our "informal" and seriously overworked membership committee for years has been Dorin Robinson, and he needs help. I helped him informally last summer and think that I may have recruited as many as four or five new members. Our wonderful events are organized by the same group of hard working people every single year. While institutional knowledge of how to plan these events is important, let's face

it, we cannot continue to rely upon the same people to do the same things year after year. We need to encourage others to share the responsibility of planning the events, and more importantly, bring new ideas while sharing the work associated with our major events. I am pleased to see some of our events this year chaired by new people.

My next area of interest is to organize some fun cruising events. We have so many events which are boat shows each year, I think that it would be fun to have several short week end or three or four day well organized cruises during the summer where we can enjoy each other's company and our boats while cruising and enjoying interesting itineraries and planned activities. Having organized the cruising schedule of the MV Olympus for years, I have great ideas about fun destinations. I also have served on the Seattle Yacht Club Entertainment and Power Boat Committees and organized a delightful theme party at one of the Seattle Yacht Club Outstations called the Power Boat Rendezvous in addition to a Gourmet and Spa Cruise. I know how to plan and successfully carry out events such as these, and I feel strongly that the CYA needs more well organized cruising events as opposed to boat shows. Although this year's calendar is already set, I would encourage you to contact me anytime at 206.919.5099 or [Diane.VanDerbeek@yachtolympus.com](mailto:Diane.VanDerbeek@yachtolympus.com) to give me your ideas so that we can organize some great cruising events for next spring and summer.

We had a most successful Change of Watch and Commodore's Cruise on Lake Union



Rear Commodore VanDerbeek serving up sliders.

in January. On a beautiful sunny day, we enjoyed a cruise and later a potluck on the Husky dock. Despite the challenges of our current economic condition nationwide, we had a successful auction thanks largely to the efforts of Joelle Blair and Heather Ellis and their hard working committee. Thanks to all of you who participated by volunteering on the committee, donating auction items, and attending the auction and buying those exciting items. Opening Day at Seattle Yacht Club is quickly approaching on May 2, 2009 and our participation is being headed up by Jennie Dahlby and the exciting stories of our wooden boats participating in the "Wild, Wild West" Opening Day will be covered in future issues. The Bell Street Classic Weekend is being arranged by Chip and Kristin Kochel and although the event does not take place until mid-June I have already signed up both MV Olympus and Junaluska. After Bell Street, there is an exciting summer of a variety of events which can be found on our website at <http://www.classicyacht.org/forum/index.php?topic=453.0>. Speaking of our website, it is an excellent resource for information about the organization and also for connecting with various members and learning about the beautiful boats in our fleet. Visit our website frequently at [www.classicyacht.org](http://www.classicyacht.org), not only because it is an excellent resource and constantly is being updated with new information, but also because CYA Member and Olympus Captain Rick Etsell is our hard working webmaster and he loves it when we participate by accessing the website. Keep in touch with me and let me know what you are interested in . . . and see you on the water!



At the 2009 Change of Watch banquet, Ann passes the flag to Diane.

# ATTENTION ON DECK

The Official Newsletter of  
the Pacific Northwest Fleet  
Classic Yacht Association

Lew Barrett, Commodore  
Ann Hay, Vice Commodore  
Diane VanDerbeek, Rear Commodore & Editor  
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

### Opening Day

May 1 - 3 Saturday Parade ~ SYC - Jennie Dahlby

### Olympia Wooden Boat Festival

May 8 - 10 ~ Percival's Landing - Ed Docherty

### Past Commodore's Cruise

May 22-24 ~ Manzanita Bay - Rick & Cyndi Randall

### Edmonds Waterfront Festival

May 29 - 31 ~ Edmonds Marina -  
Bob Birdseye, Frank & Karen Young

### Gig Harbor Antique and Classic Yacht Festival

May 29 - 31 ~ Gig Harbor - Jennie Dahlby

### Harborview Cruise

June 6th ~ CWB - John & Ellen Murphey

### Herb Cleaver Predicted Log Race

June 13th ~ Husky Docks - John & Ellen Murphey

### Bell Harbor Rendezvous

June 19 - 21 ~ Pier 66 - Chip & Kristin Kochel



Opening Day Photo: Greg Gilbert  
New Member Party, Cover Photo: Greg Gilbert