

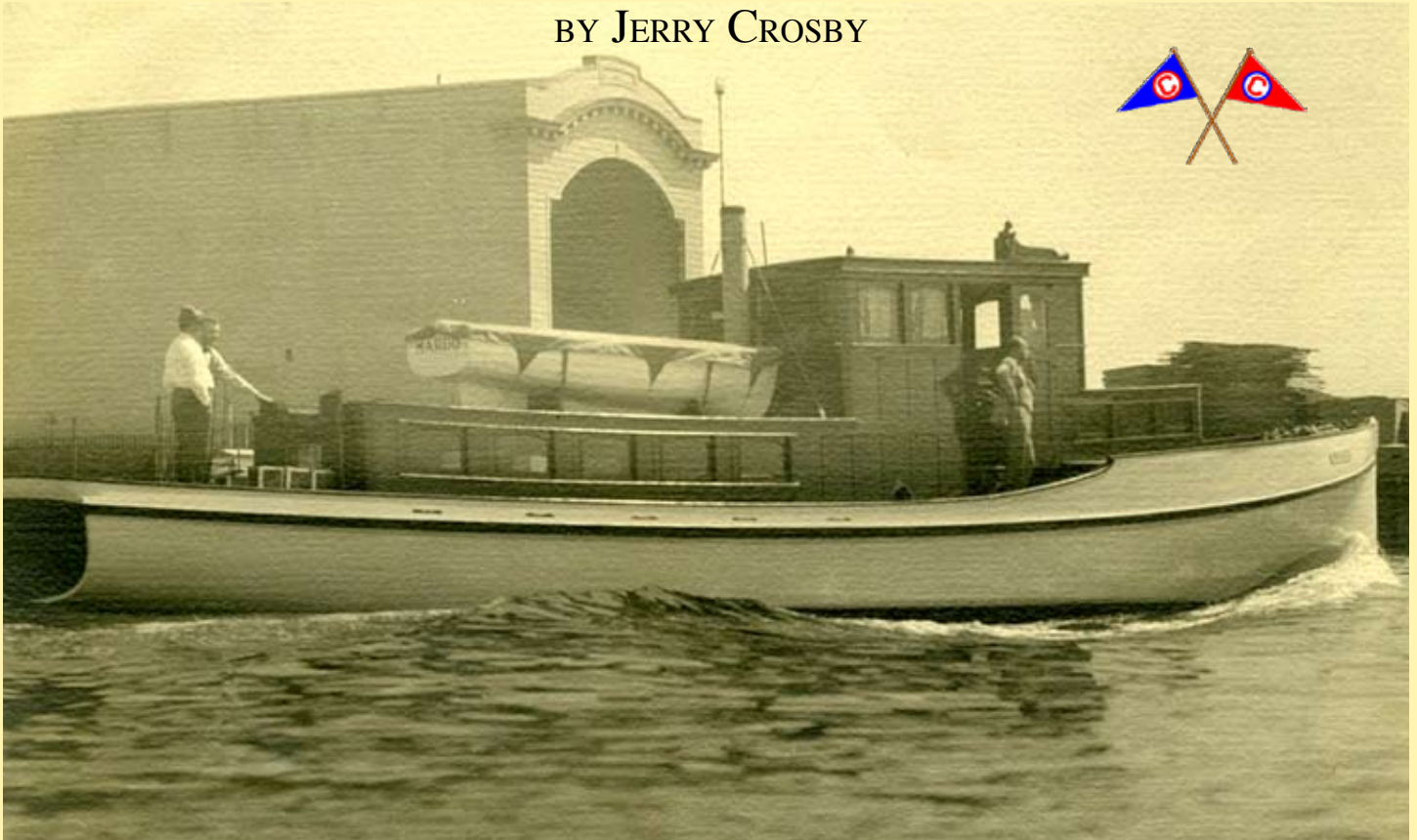
Attention On Deck

Fall 2013



MARDO: 62 YEARS IN THE FAMILY

BY JERRY CROSBY



Mardo's early years

Sweet revenge! 1929 was a memorable year for California Yacht Club sailors. The preceding summer a group of R-boat owners from New England had shipped their boats to Los Angeles to challenge their west coast rivals. Regrettably, the Yankee's came away victorious. Matt Walsh, Skipper of the R-boat Pirate, winningest California sailor of the era, and future designer and builder of Mardo, had not competed in the '28 races. He was not known for begrudging a loss, but he always relished a rematch. Matt's chance came in '29, when he persuaded the owner of Pirate to ship the boat to Larchmont, New York, to participate in the National R-boat Championships on Long Island Sound.

Pirate was designed by Ted Geary and built at Lake Union Drydock in 1926. With Matt at the helm, she seldom lost. To those who knew Matt, it was no surprise when he returned to California with the National Championship Trophy in tow, having beaten the Yankee sailors in their own back yard. Pirate, recently restored to her former glory, now resides at the Center for Wooden Boats in Seattle. She competes regularly in a small but growing fleet of restored R-boats here in the Northwest.



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In that same memorable year, 1929, Matt built Mardo in his San Pedro shipyard, naming her after two daughters, Margaret and Dorothy. Mardo is 58 feet, 6 inches long, with a beam of 13 feet, six inches, and a draft of 5 feet, six inches. Matt designed Mardo as an "Express Cruiser" for use by his family. She was also used as a tender to Pirate and other racing sailboats. The racing boats were very spartan, so Mardo provided accommodations for the crews



Pirate Skipper Matt Walsh

and also towed the boats to and from the races when the wind died.

Mardo was fast for her day. Powered by a 200 HP Speedway gasoline engine she reached a top speed of 14.2 knots during sea trials. The LA Maritime Museum collection includes a photo of Mardo with a note on the back reading "Mardo in Santa Barbara warming up for the second leg of the LA to San Francisco Race". At the time this predicted log race was billed as "the longest open ocean power boat in the world."

In 1932 Mardo participated in the Olympic Games in LA, serving as the Committee Boat for the sailing competition. In 1936 she was sold to Iniskin Drilling Company for commercial use. She likely worked as a crew boat and was also probably used for light towing, since she had been built with a large towing bit in the aft deck.

Mardo goes to war

Hartley Stroud purchased Mardo in 1941 and brought her to his marine machine shop on the Duwamish River in Seattle. He hadn't owned Mardo long before he sold her to the War Administration. By September of 1941, three months before the Pearl Harbor

the Pearl Harbor attack, Mardo was in the US Army and stationed at Dutch Harbor in the Aleutian Islands. Bearing the number Q47, she had been fitted with a 50 caliber machine gun mounted on the wheel house roof. Mardo was in Dutch when the Japanese attacked. I've always envisioned a brave Medal of Honor candidate manning the gun as the Japanese Zeros strafed and bombed the harbor. I've found several WWII items aboard, including ammunition in the bilge, an Army helmet under a bunk, and an "Enemy Aircraft Identification Chart" that had fallen down a window well.

At the end of the war in '46, Mardo was returned to Seattle. Stroud thought long and hard about his option to repurchase the boat. Gray paint was now covering the formerly varnished teak panelling on the cabin sides. Gone were the collectible clock, compass and wheel. Love for the boat carried the day and Stroud took her back. With the help of his 4 sons, Mardo was soon restored for use as a family cruiser.

Surplus Gray Marine 6-71 engines were abundant, so Stroud and the boys built a gear box that tied two of them together to drive a single screw. They then shoe-horned this package into Mardo's stand-up engine room. One of the boys later told me that with this combination they could make waves like a tug boat and shoot fire out the stack at night! Boats and boys, what a combination!

Mardo and the Crosby family
The Strouds invited my parents, Lance and Audra Crosby, to cruise with them to Princess Louisa Inlet in the summer of 1951. This was the start of another Mardo love affair. It wasn't long before Mom and Dad were in partnership with the Strouds. Within two years they became the sole owners, which left them short on cash. To resolve the problem, Dad and Mom's cousin Ken Ensley, got Mardo certified to carry passengers for hire. Ken then took her to Grays Harbor as a salmon fishing charter boat. When Mardo arrived in Westport in the spring of 1953. There were few boats and only a couple of charter offices in town. Over the course of 12 seasons Mardo carried thousands of fisherman across the Grays Harbor bar and onto the ocean. Fishing was good! Shortly after my 10th birthday, which was celebrated aboard Mardo, we moved to Connecticut. Mardo stayed behind to earn her keep.

By the fall of 1964, Ken had bought a boat of

his own. I had transferred to the University of Washington and was in need of a place to live. Happily the Mardo was available, as was moorage at the University Boat Mart on Portage Bay, only an earshot away from the Saturday afternoon roar at Husky Stadium.

Memories from those years range from the very sobering nighttime run from Westport up the coast in a full gale, to Spring Vacation cruises in the San Juan Islands with college friends, to gathering the courage to ask my girlfriend Kathryn if she would marry me all aboard Mardo.

We were married in 1968. My younger sister Sandi was married a few months later. Since the four of us were logging more time aboard Mardo than Mom and Dad, they decided to introduce us to all the joys of boat ownership. Yes, they started letting us pay the bills at first only half, but soon 100%. Then they built a smaller boat for themselves at the Albert Jensen and Sons Shipyard in Friday Harbor, a yard that was founded by my wife's Norwegian boat building ancestors.

Mardo has undergone several major refits in Port Townsend in recent years. The first was at Baird Boats and the second at Haven Boatworks. Baird provided Mardo with a number of new planks, a new transom, new decks, new fuel tanks, and new seating in the wheel house. Haven replaced all the cabin sides and roofs, the

structural timbers supporting the cabins and side decks, and all the windows. The work has been masterfully done! My apprenticeship as a shipwright will soon be complete.

As I write, I'm sitting in Mardo's wheelhouse, back among friends at Haven Boatworks. Tomorrow the painting begins. This will be followed by a late summer cruise in the Islands. Hopefully we'll see some of you out there If not this fall, then next summer. Happy cruising!



THE SOUTHERN SALISH SEA GRAND TOUR

By: Dorin Robinson



PAT FOSS Joins the Souther Salis Sea Grand Tour

photo - Norm Manley

I will start this article saying that never before have I attempted to host a cruise of this magnitude - - Then let it be known that indeed it was one of the best cruises that I have ever had the pleasure of participating in. Most of you know who saw the preliminary brochure(put together by Dave Ellis) that we covered most all of the highlights of the most Southern part of Puget Sound - - so lets begin with where we started and go forward from there.

I had never had a reason to take my boat to Des Moines - however now I can say that we started there and it just got better as we went along. There was ample Dock space at the Des Moines Marina which was arranged for us by several members who are from that area. We were a awesome group of Classics which included "RIPTIDE" - "CAROUSEL" "GUILLEMOT" "JONTA" "TURNING POINT" & "CLE ILLAHEE" which drew literally hundreds of folks down to the docks to look at this fine group of Classic Yachts. While all of that was going on there was what I would call a "over the top" car show in the parking lot just above the marina which was well over 100 vehicles of all types - up to and including Muscles Cars, Original Vintage & Antique Cars as well as Custom Hot Rods, Along with Vintage fire Trucks & Tow Trucks. Just over to the south of the Car show were at least 30 food booths featuring about any kind of food that one could imagine. In the late afternoon we were then asked if we wanted to walk a few short blocks and view the annual Des Moines parade which lasted just over two hours - featuring many of the City dignitaries along with all of the Seafair Princesses, the Seafair

Pirates, many marching bands - (including our own Jim Paynton's Kennedy High School Band, and many other special floats and drill teams from all over the greater Seattle area. It had been a long

time since I had witnessed such an event and I know that it was totally enjoyed by all who were watching as it rolled past. On top of all of this we were graciously hosted our members Bill & Patti Linscott in their beautiful home which over looks the entire Marina. Patti prepared much food and the entire group spent the afternoon visiting and eating what she had prepared which was again "over the top" The weather was very warm, sunny, and a perfect day for those of us who were present - - - the next morning we then left for a two hour cruise with smooth water over to Quartermaster Harbour Yacht club where we were Hosted by longtime member Gerald Crosby. The Yacht club literally rolled out the red carpet for us complete with a article in the local Newspaper and full use of their Club facility where we all enjoyed a wonderful CYA Potluck at the Yacht club facility. Everyone had their own slip with power - water - and ample room to get in and out without any problem. so we all thank Gerald Crosby for arranging all of this for us - - at this juncture our group had change just a bit with the following classics present - MARDO - THELONIUS - JONTA - CAROUSEL - GUILLEMOT & CLE ILLAHEE. This was indeed a very nice stopover for us and we hosted many visitors who wanted to come aboard our fine Classic Yachts.

The next morning we left Quartermaster Harbor at 10:30 A.M. and headed for our next destination which is Gig Harbour - just less than a two hour run. Gig Harbor has changed a lot since I had had the opportunity to visit there - there are now many more shops and many more residences. We now

have a four boat flotilla of Classic Yachts which include CAROUSEL - ARLENE -THELONIOUS - & CLE ILLAHEE. We explored the town - rode the streetcar which is a brand new service and had a wonderful dinner at the place I remember we which is the Tides Tavern - - This is a truly great place for any boater who wants to stop , relax & take in the many venues this great spot has to offer. We stayed at a super spot called Arabellas Marina where they have really good showers - - i would go back there again as we were welcomed wholeheartedly by the owners.

Now it is Tuesday morning and our mighty fleet departs Gig Harbor for Tacoma where we will moor in front of the somewhat new Working Waterfront Museum. We arrive in Tacoma after going thru some fog however Bob Wheeler has radar so we tuck in close and follow him - - turns out we arrive just at noon and there is over 1200 feet of dock space waiting for our Classic Yachts to tie up. We are joined in mid afternoon by another beautiful classic so now we have added one more to this group which now includes CAROUSEL - THELONIOUS - CLE ILLAHEE - ARLENE and our latest arrival GWENDOLYN. We find a very nice restaurant just above the dock - - tour the Museum and then take a stroll around the area - - much to see and do. The facility here is almost new and some enjoy dinner aboard - while others take in the restaurant for dinner. After dinner we are treated to a harbor tour aboard GWENDOLYN and get to see what this waterway is really all about - - we traverse all the way to the end of the Hydelsbos waterway and see many interesting industrial sites, boat yards and even go by where the famous old Ferry KALAKALA is presently moored - so sad to see her in such deplorable condition. Tomorrow we will move yet again to the



Dock Street Marina which is just a short distance from where we are now - but we will be closer to some other very interesting venues which I will now explain further. Today we are still in Tacoma and what a full day it was. We started the day with a tour of the Glass Museum - then rode on the street car over close to the Tacoma Dome where we spent about 4 hours going thru the Lemay Car Museum. Being a dealer and collector of Classic automobiles for many years - this Museum was of great interest to me and others who went on the tour - they have just over 200 cars on display however there are another 700 to 800 cars that are tucked away in a facility over in the Spanaway area which they rotate in and out of the main Museum.

Today we have the following Classics on tour - - CAROUSEL - ARLENE - THELONIOUS - CLE ILLAHEE - & ORBA - - a truly great representation of what Classic Yachts are all about. Its now Thursday July 25 and we leave Tacoma at 6:AM so that we can catch the slack tide while traversing the Tacoma Narrows - - all is well until we get out of Tacoma and then we are in a very thick pea soup fog - - its so foggy that I can barely see the boat in front of me which is Arlene - - and leading this group is Thelonious who has radar - other wise we would certainly have to turn back - - it was so foggy that I never did see the Tacoma Narrows Bridge even though I knew it was there - - we went under it and It was never visible - - a little scary however Thelonious leading the way got us all the way down to Olympia in a very safe manner - and let me say we were all glad to get out of the fog and into some more sunny weather - - today about 83 degrees. The following boats are now in Olympia - ARLENE - THELONIOUS - CLE ILLAHEE - & EL-MISTICO. Some folks took a tour of our capitol - others including myself took a nap - - after the fog I was sure that I deserved one. Today here in our State Capitol was a laid back relaxing day while catching up on some boat chores and just relaxing - - which is one thing I have enjoyed about this trip - - no stress which is a good thing.

It is now Friday July 26 - - our flotilla departs for Jarrell's Cove - - and guess what - - its another beautiful day - 80 degree weather is going to happen yet again - -Jarrell's cove is a very inviting spot and today we have with us the following Classic vessel's:

CAROUSEL - THELONIOUS- CLE ILLAHEE- MIRACLE - ARLENE- SEA NYMPH- PHANTOM & EL MISTICO. This was another laid back day with folks exploring this cove by dinghy and visiting the grocery store which is on your left as you enter the cove. We enjoyed another great potluck as only the CYA can do. The very last day of this event was held at Long Branch where we were hosted by Mike Wollaston and Steve Moen. We arrived there just before noon - another banner day with a high temp of around 75 degrees. After arranging a few boats we were all able to get dock space with power and spent the afternoon just relaxing. There is a excellent winery located just down the road called Trillium Winery who came and picked a large group of us up and took us to the winery for a tour. What a tour that was - after sampling at least 4 different types of wine yours truly was glad that someone else drove us back to the Marina - - then we were treated to a royal feast of grilled Hamburgers - Hotdogs with more than the usual trimmings. Here at the last day we were a great group of Classic Yachts including the following - ORBA - SUNSHINE - ARLENE - PAT FOSS- EL MISTICO - CLE ILLAHEE - MIRACLE - PATAMAR - THELONIOUS -- CAROUSEL - and our very newest member SEA NYMPH.

This is the first time that I have ever been a part of planning an event with so many days and so many stops - I must say that no matter where we went we not only attracted many lookers but were welcomed by all of the Marinas where we stayed. I must say that it was indeed gratifying to receive the kind of reception that seemed to follow us no matter where we were. It proves what I have been saying for many years and that is the fact that we are indeed very special - we are unique - we have a look that everyone

enjoys seeing and we have some over the top stunning Classic Yachts which draw a great deal of attention no matter what marina we are in. It makes me proud to be associated with so many fine people and even more proud when I observe all of these wonderful Classic Yachts together - - - the attention that we have received this past 10 days makes all of the sanding, painting, varnishing, polishing - - - you name it - - - I can only say that I know it is worth every bit of the time that we spend making these grand old boats look very special.

Those of you who could not attend missed a very nice event - - and to my knowledge we have never done an event quite like this before. My thanks to the many of you who worked to make it happen and the host of wonderful Classic Yachts that were able to participate.

Just now I added up every vessel that participated on at least one leg or more of this event and came up with the following: CAROUSEL - GUILLEMOT - TURNING POINT - RIPTIDE - JONTA - THELONIOUS - ARLENE - ORBA - KIMMER - EL MISTICO - SUNSHINE - MARDO - PHANTOM - SEA NYHMPH - MIRACLE - PATAMAR - & CLE ILLAHEE.

That my friends is 17 vessel's all of whom have said - - "we enjoyed this event - also we had a fantastic time - and I must say I totally agree.



LA CONNER CLASSIC BOAT & CAR SHOW

By: PNW International Director, Ann Hay - August 2013



I must have been dreaming. I must have been, because every destination that I cruise to seems to be my favorite .. well, at least while I'm at that destination. La Conner is no exception. I love La Conner and I loved the classic weekend event this past August.

For classic boats attending the event (not just CYA), there are all manner of reasons to attend .. free moorage, young folks who help you with your lines, bring you ice and the morning paper, take away your garbage, a discount at the fuel dock (gas & diesel), a free Friday evening BBQ dinner, Saturday breakfast that benefits the local foodbank, a fun Saturday evening banquet with great food for not much money (ok, the event organizers assure me they won't use the same noisy restaurant in the future as we did this year), a dock full of great classic boats (sailboats, workboats, powerboats), a town full of shops and stores and nice people, and to top it off a really large parking lot chock full of just super classic cars and trailered wood and classic fiberglass boats.

One reason people don't frequent the La Conner public docks is the problem of docking there when the current is running. Two years ago I watched a sailboat come in doing all the wrong things (I felt so sorry for that skipper), get his boat tangled up in the anchor/bow roller of a very large very white power boat, and get taken to the hospital emergency room because he ran forward and tried to fend off that anchor with his

bare arm .. his arm was a mess. He came back to his boat the next day all fixed up, but he swore never to return.

And yet, here's the thing, there are two formulas for determining slack current at La Conner. I've found both formulas to be accurate over a goodly number of visits. Keep in mind that "slack current" is NOT the same as high/low "tide". The La Conner Marina staff will email you one of the formulas. Better yet, ask CYA PNW member Bob Birdseye for the formula he has .. it's spot on!!

This past August 2013 La Conner classic weekend was superb .. more boats than ever .. hot summer sunshine .. and the three "best boats" were all CYA boats. Nothin' could be finer. The runners-up were CORSAIR II and PIED PIPER. The winner? No contest .. it was CYA vessel WANDERER owned by Bob & Lori Scott. So well deserved.

I do have one concern tho. And that is the "old" cars at the car show. It seemed to me and my CYA buddies that a whole lot of those "old" cars were ones we had owned and driven in our not-so-distant past. A 1958 Ford was one. A couple of the early Corvettes as well (I swear I remember that blue one). On the

other hand, there was a 1940 Cadillac LaSalle that was perfectly original and absolutely gorgeous .. and still owned by the original owner.

Put this event on your calendar for August 2014.

Of the 17 classic boats in attendance at the La Conner event, 12 of them were CYA boats:

ADVENTURE	HONEY BEE
BACCHUS	PIED PIPER
COMRADE	SHEARWATER
CORSAIR II	STELLA MARIS
ENCORE	WANDER
HOLIDAY	WANDERER



2013 BREMERTON RENDEZVOUS

By: Jytte & Bob Wheeler



Well, our rendezvous in Bremerton has come and gone and by all accounts everyone seemed to enjoy themselves. The weather cooperated, we had 17 boats (with room for more) and the traffic was light giving us all some time to visit each other and the area. I had great help on the docks and in spite of the much vaunted Bremerton Marina currents, all were tied up without mishap! Thank you all for the great help. It made a big difference.

We arrived early Thursday afternoon just minutes ahead of Encore (Janice and Roger Palmer) and shared a delightful dinner aboard Encore discussing just about everything.

Friday night started with a BYOB and pot-luck appetizers aboard the USS Turner Joy in the crew's mess deck followed by tours of the entire ship for anyone interested that lasted nearly two hours. By all reports it was a fun and interesting experience. All 17 boats made it to this affair except Riptide due to Peter trying to do too much post-op and ending up in the ER for several hours

for observation. All reports are that he is fine and took it easy for the rest of the Rendezvous. Thank goodness.

Saturday was a busy day on Carousel with Jytte pumping out ham & egg and muffin breakfast sandwiches, fruit, juices and such. Her efforts continued with on-going dinner preps which, with a lot of help from many, made it a great success. Thank you all very much. A special thanks to our now steady BBQers Kevin Utter (Thunderbird) and Dennis Ballard (Riptide) for a superb job of cooking the Pork Loins and Chicken Tenders. Dinner was good!! It was a lovely afternoon and evening as we sat on the breakwater watching the Lady Washington and Hawaiian Chieftain duke it out with salvos of mock gunfire.

Even with all of this activity I was able to visit a boat I had not been aboard before; Adagio, a 1948 Richardson owned by Jeanne and Christian Dahl and flying the Danish Flag (which had prompted Jytte to put hers up). I enjoyed a fascinating story of Adagio and several other "family" boat

building efforts. Stop by at the next rendezvous and give a listen. You won't be disappointed.

Sunday morning found many of us at the Bremerton Bar and Grill enjoying breakfast together and reliving our fun experiences in good conversation and food.

Back on the docks some had already left on the 10 AM slack. We left for home about noon in bright sunshine while some decided to stay over one last night.

Thank you all for coming; we look fwd. to seeing you all again next year.





SECRET ISLAND FEAST

By: David and Heather Ellis

“The finest summer weather in two generations,” so declared the Seattle Times reporter. “The finest summer cruising in two generations,” I was thinking. Yet, it was not mine to take advantage of. FOREVERMORE was still in her house, her cabin sides finally striped, but now was having gallons of old rubber pulled from her cabin side seams with a set of tiny dental tools, one painstaking millimeter at a time. A summer, the finest summer ever passing by. Worse yet was the prospect that Heather and I would be missing the Feast at Secret Island. A Greek play couldn’t be more tragic.

With saddened heart, I dialed the phone to let Curt and Marsha Erickson, hosts of the Feast, know that we would be missing the event.

But Secret Island is not steeped in the tragedy of a Greek play; rather, it is dressed in the shimmering gown of Hollywood, where everything has a happy ending. In our desperate hour, the gods of Glenthorn Passage smiled upon us. Curt and Marsha invited Heather and I to stay in “The Bunky,” and we were on our way by BC ferry to paradise and the finest summer

experience in two generations, The Feast at Secret Island.

Through the course of the weekend, nineteen boats participated: SOJOURNER, with Bruce and Patti Gray; GLENIFFER, with Tom Stephanie and Rylan; ORBA, with Steve and Ken Moen; PATAMAR, with Ken Meyer; ZANZIBAR, with David Huchthausen and Diane; OLYMPUS, with Diane, Rick, Katie and Charlie; TEAL, with Kit, Shelly, Ron and Wendy; HOKEY POKEY, with everybody; ITCHIN, with Ron, Liz and Alice (also islanders); BELLE, with Tom and Kris; FLYING CLOUD, with Teresa and Lloyd; THELONIOUS, with Larry and Tina; CINNAMON GIRL, with Geneieve, Andy and Jeremy; WILD FISH, with Grandpa Dad; DEERLEAP, with Charlie, Jim and Jackie; KATIE FORD, with Barry and Donna; PETREL, with Chris and Kathy; OLMAHA, with Garth; and TENDER TO STURDY GAL, with John & Ellen Murphey and Greg Gilbert; and that’s not naming all the dogs, who were major characters all weekend long.

Islanders at the Feast included author Pat Skidmore, Sheila Wochuk, Susan and

Barbara DeBurgh, Nick, Derrick McKay, Herb, Merv and Grace Crawley, Gordon and Sal, Laurie, Anabelle and Elliott, and Stephanie; Jennifer and Pablo, Gerry and Nancy; Mica, Lisa, and Lucas; Andy and Helga Knoll, and of course; Curt and Marsha Erickson and Heather and I (both couples also boaters on occasion).





Around thirty folks took part in an impromptu crab feed on Sunday night, complete with music around the fire pit from TEAL guests Ron on fiddle, Shelly on guitar and vocals, and sister Wendy on harmony, and joined by Derrick on mouth harp.

Over seventy folks dined on Prime Rib baked and roasted on a spit, and corn on the cob together with a host of fine potluck dishes. For music; Ron, Shelly, Wendy, and Derrick were joined by Lucas, a fine young keyboardist, and his dad, Mica, who played guitar and sang. The crowd joined their voices in song, and Ken Meyer danced a jig. A Secret Island Feast, indeed.

Sisters Sheila, Susan and Barbara welcomed numerous groups ashore to explore Prevoist, inviting many into the main house for tea, coffee, fabulous banana bread, and wonderful fellowship with great conversations all round.





The spring CYA international newsletter posted that the Canadian fleet had a cruise planned for early summer into Princess Louisa Inlet. After a call to Mike O'Brien, the cruise leader, and an affirmative that I could join up, the decision was easy. The PNW bridge had been consulting with the planning committee about the Bell Street Rendezvous, and it was to be better than ever. The choice to go to which of the two was going to be difficult. Finally, I had to tell the bridge that I was jumping ship and going North. To travel to Chatterbox Falls was always in my future, but to do it with other classics was to be an epic adventure let alone the possibilities of all the photo opportunities. The allure was too great. I was to meet the Canadian group in Vancouver. First I had to get up there, and

there would be a few stops in between. The initiating event was the three day Edmonds Festival hosted by Bob and Karen Birdseye which is always fun and food filled. The highlight of happy hour is Bob's chain saw powered margarita blender. The following Monday morning the PATAMAR headed north. After several overnights in Friday Harbor, Secret Island, and Silva Bay marina, the PATAMAR crossed the Strait of Georgia and under the Lion's gate bridge and tied

up at the Burrard Yacht Club. Here was the rendezvous point with the Canadian classics and a one day festival of classic boats (31) and cars (20). The five classics continuing north were EUPHEMIA II (Peggy and Mike O'Brien and Peggy's sister), ALONDRA (David Cook on the boat his grandfather built), OLMAHA (Garth McBride and friend David Law), MERVA (Donell McDonell), and PATAMAR (Ken Meyer). Together we struck out the next day. Once out of Bur-

“Traveling With The Neighbors”

by PNW International Director, Ken Meyer



rard Inlet we motored north of Bowen and Keats islands and took mooring buoys for the night at Plumper Cove Provincial Marine Park. The next day we were to head to Pender Harbor but because of high wind in the strait we turned around and headed for Gibsons to await quieter waters. Here we waited two days. Gibsons is a nice village with good facilities and a great coffee shop. There couldn't be a better place for a layover. The following day was an easy run to Pender Harbor where we were guests at the Burrard Yacht Club out station. Following an overnight the five boats rounded the corner into Agamemnon Channel and continued through Jarvis Inlet to stay at Egmont. That afternoon we hiked the five km to watch the maximum flood at the Skookumchuck Rapids. Through this narrow gap flows all the water in the surrounding the Sechelt Peninsula and produces a tidal current unmatched anywhere in the world. Flows of 13 knots are usual. Later that evening all eight of us returned to the rapids by a chartered tour boat to see the ebb where we were all thrilled by being on the lip of the current. Exhilarated we came back to the dock to see a beautiful sunset. The whole reason for being there was realized the next day when under bright skies and calm winds we slowly in formation ascended between the mile high walls that were streaming with waterfalls. We continued up the Prince of Wales In-



let and Princess Royal Inlet, crossed the Malibu Rapids (at slack) and entered Princess Louisa Inlet. It exceeded the descriptions in books both in immensity and in beauty. The whole area is a provincial park enjoyed by all for its lacks of commercial facilities where only a dock and rain shelter and outhouses are provided. Chatterbox Falls are the most spectacular and the real attraction. A huge amount of water plummets 120 feet forming a short river that flows into the sound. A plume of mist is seen and felt as you near the

base. It is a favorite place to have your boat photographed. It is a right of passage or pilgrimage. One afternoon we enjoyed the scenery from the many vantage points, especially when we rowed our lapstrake dinghies along the shore and under or near the many smaller waterfalls that enter the sound. Each evening we ate wonderful meals and toasted the boats, the area and each other. Even after three days it seemed to soon to leave. We retraced our route and finished the day anchored out in Blind Bay. The week was finished almost as rapidly as it had begun. We split up the group with OLMAHA, ALONDRA, and MERVA staying on anchor and preparing to go on further north, and EUPHEMIA II and PATAMAR returning to Pender Harbor. It had been a great week. PATAMAR stayed for a couple of days watching the wind velocities on the strait and then headed towards Nanaimo. Although with lower velocities, the wind still created a pounding process that finally led the captain into Nanaimo after 6 hours. From there it was easy to retrace the days that were necessary to go the 100 miles back to Seattle. Tired but relaxed the 4 week adventure had been worth every moment. The PATAMAR's new engine had performed flawlessly and I had become a more confident and serious boater. Looking backward and looking forward, I am ready to strike out again, and yes, I now have my own photo of my boat at Chatterbox Falls.

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Princess Louisa international Society. <www.princesslouisa.bc.ca>



Dear Diary



Editor's Note: We asked Jim Paynton to write up a feature about his recent total refinishing of the foredeck of his and Margie's 1940 Chris-Craft cruiser Maranee. He was very reluctant to submit an article, however. We finally convinced him to at least let us publish what he had written in his daily diary about the project.

November 13, 2012. Dear Diary: Margie and I were looking at the foredeck on the boat this afternoon, remembering back to 1988 when we first saw her. The former owner had the deck professionally caulked and refinished back in the early '80's. We had really fallen in love with the Maranee, especially with that gorgeous wide foredeck. The broad amber caulking stripes and the rich mahogany made that Chris-Craft cruiser look a little like a huge runabout. We said, "At least we won't have to worry about that foredeck for the next twenty-five years!" Well, it is twenty five years later, and that lovely old deck finish has just about finished its useful life.

December 3, 2012. Dear Diary: Windy and cold. I was wearing long johns, woolen shirt, three sweatshirts and my field jacket plus a watch cap, and was still shivering. Found some soft gardener's knee pads, that protected my knees, but were very uncomfortable. Got most of the windshield area stripped with the heatgun today. Tedious work – inch by inch: heat, blister, scrape, vacuum, move, start over.

December 7, 2012. Dear Diary: Started stripping the actual foredeck today. Scraped off the first two square inches, and suddenly realized what a commitment we had made! We are really in for the long haul now. At the end of the day, I had stripped eight square feet. The whole foredeck is about 100 square feet. Let's see, if I do the math, it will take.....oh forget it.

December 28, 2012. Dear Diary: Hit the halfway point today. Only 50 square feet left to strip. Hope the heatgun holds up. Was continuously sharpening my scraper.

January 20, 2013. Dear Diary: Just returned from the International CYA meetings in Long Beach, where it was 70 degrees. It was just above freezing today here in Seattle, and I was moving down the port covering board with about 15 feet to go. At least my hands were warm.

January 29, 2013. Dear Diary: Done with the heatgun! Now it is time to start reefing out all of the old caulking. Shipwright extraordinaire Mark

Lerdahl dropped by with some advice on how to clean the seams, and lent me two reefing tools that he made in his shop. One smaller one for separating the caulking away from the sides of the seams, and one broader one for pulling large amounts of caulking out. He said something like, "All there is to it!"

February 5, 2013. Dear Diary: Talk about inch by inch. I thought the heatgun and scraping was tedious, but this was ridiculous. Still freezing cold. The seams have to be completely free of old caulking, and then sanded out. It took about one full hour to reef out each seam, from windshield to bow. There are forty seams in all. Let's see, if I do the math, it will take.... oh forget it.

February 14, 2013. Dear Diary: Margie's birthday today; still my Valentine. My original plan following the reefing and sanding was to have a professional do the new caulking. Dorin Robinson keeps telling me that I should do it myself. He has more confidence in me than I do! I am no expert in any of this boat stuff by any means. Still, it might be nice when the job is all over to say that I did it myself.

February 27, 2013. Dear Diary: The front windows on this boat were altered some time in the 50's or 60's, to increase visibility, I suppose. It was done well, but the windows were all squared off. Originally in 1940, the windows all had rounded corners. I plan to try to make new mahogany window trim that will round off the outer corners, as a nod toward the original look. Speaking of windows, the port one cracked while I was "carefully" removing the trim today. Add one more task to the project – I'm going to have to replace the window.

March 3, 2013. Dear Diary: Assuming I stay on schedule, this might be a good time to take in some of the foredeck fittings to be rechromed. Clamshell galley vent, hawsepole flange and cap, and anchor roller. I will take them in to Jim at Mastercraft – he has always done great work, and always finishes ahead of schedule.

March 11, 2013. Dear Diary: Finished

reefing today! Got my Ryobi random orbit sander out and began preliminary sanding over the whole foredeck. Following that, I plan to use only long blocking, and sand through the grits all by hand.

March 20, 2013. Dear Diary: Dorin Robinson came by today and asked me to write an article for the CYA newsletter on this project. I am certainly not qualified to tell anyone in this club how to do a refinish job. I'm just muddling through, and hoping it comes out OK.

April 5, 2013. Dear Diary: This should be a productive week. It is Spring Break at school, and I hope to get down to the marina every single day to sand.

April 9, 2013. Dear Diary: It worked out OK – I was able to get to the boat most every day this week, and just about finished hand sanding the deck and cabin front with the long block, from 100 grit, to 120, to 150, to 180, and today to 220. Time to stock up on lint-free rags and Interlux 572 Chris-Craft stain.

April 14, 2013. Dear Diary: Got the whole shebang stained this weekend. Mixed the stain with thinner to the consistency of cream, painted it on with an inexpensive brush, let it “flash” (lose its gloss), and then rubbed it out. Rebecca Whitman’s book “The Art of Brightwork” goes into great detail on staining and varnishing. I have been re-reading sections of that book every night for a while now to prepare to lay on a decent finish.

April 19, 2013. Dear Diary: Dorin came by today and reminded me that he wants me to write an article on what I have been doing on the foredeck. I am really uncomfortable writing about doing this – I am no expert.

April 20, 2013. Dear Diary: Spending so much time on the outside of the boat this Spring has given me a chance to observe lots of marina activity. Why do so many skippers head out of the fairway blowing a merry “toot-toot-toot” on their whistle? Don’t they know that each whistle signal has a prescribed meaning? Leaving a fairway requires “one prolonged blast.”



April 22, 2013. Dear Diary: I have been talked in to doing the caulking myself. Margie and I liked the look of the old amber caulk, although it is not particularly “original.” I am going to caulk with white Sikaflex, and allow it to amber up as varnish is laid over it, like Chip Kochel’s beautiful finish on Hi’ilani.

April 24, 2013. Dear Diary: The actual finish started going on today. My plan is quite a bit different from Rebecca’s book, because I know that sanding in between every single coat is going to prohibit me from finishing in time. I am going to play around with a couple of different time-saving methods for building up varnish coats. Here is my plan: Five coats of Old Salem Clear Sealer, right over the top of each other with no sanding in between. Then a good aggressive hand sanding. Then five coats of Rapid Clear Varnish, right over the top of each other with no

sanding in between. Then a 320 grit power sanding with the random orbit Ryobi. Then the caulking of the seams. Mark Lerdahl warned me to make sure the wood has a nice level of finish on it prior to caulking – if Sikaflex came in contact with any unfinished wood, it would be awful to try to get out. After the caulking, then two coats of full strength Schooner in succession with no sanding in between. Then a good hand sanding, followed by a nice full strength coat of Schooner.

April 25, 2013. Dear Diary: Why do such otherwise nice folks insist on trying to talk to a person while putting on varnish?! Varnishing takes incredible single-minded concentration. Now I know why Rebecca dedicates a whole chapter in her book to “Dockside Etiquette.” Margie finally suggested that I put out a sign that says, “When varnishing and conversing, I don’t do either very well. Thanks for understanding.”

April 26, 2013. Dear Diary: I purchased a battery powered caulking gun, 10 tubes of Sikaflex, and about 3 miles of tape. I began taping off all of the seam edges in preparation for caulking. Bob Grenier (Bacchus) suggested actually taping over everything except the seams – great idea.



April 27 2013. Dear Diary: Finished taping today, and laid 8 seams of caulking. I was pretty generous with the stuff, and pulled the tape up fairly quickly before the Sikaflex had a chance to set up and stick to it. Jerry Toner (Kimmer) warned me to lay out short sections of tape and be sure and have a wide container to immediately place the tape in. If a long section of caulk-laden tape were to start blowing around in a breeze, it could cause a lot of problems. I used Frog Tape, which is really formulated to give sharp edges when working with latex, but it worked fine as long as no paint thinner came in contact with it.

called for a good hand sanding today, so there I was, finishing up at 10:30 pm with a small light bulb over the deck. John Shrader (Savona) took a clandestine photo of me hunched over the port covering board sanding away in the dark.

June 9, 2013. Dear Diary: Darn. The weather has been warm and calm for all of my varnish work up until today. For the "final" coat to be cured sufficiently for use at Bell Street next week, it had to go on today.and of course, the wind came up. Lots of dust and little imperfections in the varnish.

Oh well. As Andy Blair (Glayva) says, "They're all build-coats." I really want it to eventually look deep and wet like the foredeck on Joel Van Ornum's beautiful Scandalon.

June 15, 2013. Dear Diary: Maranee was on display at the annual Bell Street Rendezvous this weekend. The event was typically thrilling and beautifully organized. The highlight for us was seeing a couple of people walking past our boat, looking at the foredeck. One said, "You've got to pay good money to get a deck to look like that."

~ Jim Paynton

April 28, 2013. Dear Diary: It has been a long three days, but the whole deck is caulked. It came out OK – I used a soapy finger to run over the caulking to lay in the necessary concavity, although most of the articles I read said to use the bottom of a spoon or other tool.

April 29, 2013. Dear Diary: I finally did it. There is no way I can write an article about this project. I walked right over to Dorin's slip and said, "I refuse to write an article for the newsletter!" I figured it was good practice for when he returns from his haul-out.

June 8, 2013. Dear Diary: Bell Street is about a week away. I now know that I must be in certifiably insane: my "plan"



Inform Involve Inspire



Roll Columbia, won't you roll, roll roll...Woody Guthrie

by John Lebens, SULLEN

The strong currents and huge volume of water is I am most aware of when cruising on the Columbia River. Different from the tidal ebb and flow in the Salish Sea, the river always flows one direction. River levels vary by at least fifteen feet between the dry summer months and wetter winter and spring months. The average annual volume is about 85 million gallons per minute.

The Columbia rises from the Canadian Rockies at an elevation of 2,690 ft, gathering rivers small and large as it flows to the Pacific. It passes through a huge diversity of landscapes, climates and cultures.

This river is a common thread binding together the Pacific Northwest and it's one of the biggest river systems in North America. It's a powerful river even during dry summer months and grows into a

gigantic force in wetter winter and spring months.

The Pacific Northwest Region region has thrived with the clean power, navigation, recreation and other values the river provides. The environment and native cultures have paid a high price, though, in harnessing this wild river. Still, on our cruising grounds in the lower Columbia, there are no dams and the river flows naturally, with some guidance to improve navigation and flood control.

In mid-July, three Classic Yacht Association vessels set out for a third annual cruise on the lower Columbia River. Rebellion, owned by Mike and Judy Keane for the past 19 years, Navicula, owned by David and Susan Wisdom, and Suellen, owned by John and Jane Lebens made up the flotilla. We eased out of our moorages and into the current setting a course downstream toward Astoria. With currents of between 1.5 and three knots, and sometimes the added pull of an ebb tide, these fine old vessels take flight.

We would be out for 12 days, cruising downriver as far as Astoria, then back to our moorages in Portland. The round trip covers well over 200 statute miles. We



We would stop in Cathlamet, Washington, for Bald Eagle Days, Astoria, Oregon, on the Little John Day River, St. Helen's, Oregon, for the Maritime Heritage Festival and some very fine intermediate stops along the way.

Rebellion was first out of the moorage and the rest of us followed. Our destination for the day was Walker Island, a well protected anchorage about three hours downstream. Moving rapidly at nearly nine knots, we passed the confluence of the Willamette and Columbia Rivers. The Willamette is the longest north flowing river in the North America and it adds significantly to the volume of water in the Columbia. Kelly Point is a park on the east side of the Willamette. Sauvie Island is on the west. Even here, just outside Portland and across from Longview, there are some pretty natural areas.

But this is a working river, too. On the north side of the Columbia at the confluence is a large tug and barge moorage. It's used as a base for operations at the nearby Ports of Portland and Longview and other industrial loading facilities. Just before the confluence is a wide place in the river and it's common to see ocean going ships at anchorage there. It's important to keep an eye out for ship and barge movement in this area - it's busy.

Cruising downstream we pass some large riverside parks on Sauvie Island and across the River, there's a large park at Frenchman's Bar. In July, the beaches are

well used. However, we were unable to determine which was the nude beach on Sauvie Island...

An hour and a half downstream, we pass St Helens, Oregon. The Port of St. Helens has developed fine riverside moorage facilities and we will be staying there on our return trip.

Inside Walker Island is a slough accessible from the river channel. We maneuver through the half-mile long side channel, then enter the lake. Rebellion has the big anchor and there is no wind or current, so we raft up near the the middle and enjoy this first warm and sunny afternoon and evening on the hook.

The following morning, we guide our vessels out the long channel and back into the Columbia. For a while, we encounter some stiff winds and choppy seas. This is a long stretch of more or less natural river, with some pretty bluffs, Islands, back-channels and small towns. Of course there are some large port facilities in Kelso, then even more in Longview. Both Foss and Shaver Tugs maintain a moorage and service facility in Rainier, across the river from Longview. As we pass under the high bridge at Longview, we notice the dredging barge complex we saw last year is gone to another site. There are several big ships docked and loading grain and other materials in the big Longview Port.

We'll make it to Cathlamet today because of the strong currents, but along the way we pass by one of our favorite stops - the Longview Yacht Club. Many of you know Rita, formerly Lew Barrett's gorgeous pre-war Ed Monk design. She is now called Rinta and is being well cared for by Jim and Maila Cadd - she is sheltered in a boathouse at this club.

Cathlamet, Washington, is the best (and oldest) little wooden boat festival on the river. Every year in mid-July, the community throws a party called "Bald Eagle Days," and we are here once again to enjoy it. It's a busy weekend in this fine small river town on the Columbia. The moorage is filled with boats, but the entire "C" dock is reserved for our old woodies. This year, Rinta, our three boats, a 100 year old working boat called ????, a couple of early wood Tollycraft speedboats, a tiny Grandy speedboat and other assorted gems are at the dock. In prior years we have seen Chuck and Tricia Kellogg's Phantom and John and Carol Fettig's Merrimac.



Portland Yacht Club has their annual cruise to Cathlamet on this weekend, so the docks are busy with pot lucks and plenty of good cheer.

On Friday, the marina fills with vessels from all around the lower Columbia. We walk the three blocks to main street to do errands and see what's new in town.

Saturday morning is the parade featuring the usual small-town attractions. The fleet of local fire trucks, including some vintage vehicles, the 4-H float, classic cars, veterans, high-school royalty and boy scouts are all on display. It's a refreshingly old fashioned event. When the parade is finished, the local barbershop reopens - Last year got a very good haircut there for less than ten bucks - a lot cheaper than the big city salons!

Cathlamet is one of several fishing and farming communities tucked into coves in the lower Columbia. Along the river we see abandoned canneries rotting away on top of their log pilings. Logging is still active, but not like in the past. The depressed local economies are making the best of tourist opportunities. A few miles down the road in Skamokawa is jump-off place for the Julia Butler Hansen Refuge for White Tailed Deer. As the river widens into a large flood plain, the backwaters are excellent for canoeing, kayaking, bird watching and camping. When the sun is out, it's a gorgeous area.

The fireworks on Saturday evening are the highpoint of the weekend. Launched from a barge just off shore, we have front-row views from our boats. The clear skies and river reflections make it just that much better. Boat and car horns blare in appreciation when the last explosion of color fades from the sky.

Sunday morning, as we enjoyed our morning preparations, we saw a group of kids and adults and some large NW Indian-style canoes. As we watched, we learned they were a multi-tribe group paddling from near the Dalles dam and the old Celilo falls to Quinalt on the Washington Coast. The kids were organizing themselves in their canoes and preparing to depart. It was a real thrill to witness this re-creation of traditional modes of river and coastal by this youthful group. This group would join more than one hundred canoes traveling to



Quinalt from points all around the Pacific Northwest.

Departing Cathlamet mid-afternoon Sunday, we pass quickly downstream along the channel near Puget Island and into the broadening river. Here is a long, slow bend to the north and west as the river glides swiftly toward Astoria, Warrenton, Ilwaco and the great Columbia River bar.

Much of the river from Longview to the coast is in a natural state and this stretch is one of the best. We pass by Stela and some river bluffs and hills on the Washington side. The Oregon side is a vast wetlands area. At the same time, shipping activity is more intense. Every ship heading to or from the upriver ports passes along this stretch. We motor past a huge Corps of engineers dredging operation with service boats shuttling employees to work sites nearby. There is a particularly fine wreck of an old cannery along this stretch.

The river straightens and widens so we can see a dozen miles ahead. The water plows into wing dams and other pilings standing firm to direct the river flow into the main channels. Here is where we see

swirling currents and check our charts to make certain we avoid these dangerous obstructions.

A short time later, Tongue Point comes into view. To the right is the shipping channel, Astoria and the mouth of the river. To the left is a wide channel that leads to a maze of wetlands and a small tidal stream called the little John Day. Tongue Point is a huge port now owned by the Coast Guard. During WWII was used to store the hundreds of liberty ships manufactured up river before deployment to war zones. Today, the extensive infrastructure of peers remains, but only a few vessels use the facility

We set a course past the shipyard and toward an old and decrepit swinging railroad bridge several miles away, now permanently open. This is the gateway to our private moorage a few miles up the little John Day River. Robert Ekoos grew up in this backwater of the Columbia River. He was the first Commodore of the Classic Yacht Association and served during 1971 and 1972.

Next - time well spent in Astoria...





“ahGASt” about Ethanol Our “Tanks” to Mike Oswald

Here I go again....

I am not against cleaning up the environment, however, my comments here are what many boaters and I are now experiencing. It may take time to cause the damage and while many manufacturers have acknowledged the problem, they seem not to agree it will occur in late issue products-yet it does. This is a head's up call from me to you.

For 20 years I operated an outboard motor repair shop as a sideline. The main brand was the simple two-stroke British Seagull but we worked on all brands of 2- 50 horsepower from Evinrude to Selva from Italy.

In 2006 when it came time for me to buy new outboard, I decided upon a 2-cycle engine (because of the weight) and the Mercury line of engines for I liked the reliability and well thought out design of their product. Mercury no longer marketed a 15HP 2-cycle in the US in 2006, but you could purchase one in Canada, and I did.

Each year the engine was removed from the RIB to be flushed, serviced and treated with Stor-Mor then dry stored until the next season. Up until the 2012 season the engine ran flawlessly, then I started to have carburetor issues. I had been using mid-grade fuel that had 10% ethanol since late 2011. Dirty fuel? No-the tank and filter were clean so I looked further, finding and replacing a “soggy” fuel pump diaphragm plus some strangely soft plastic carb bits, all while sitting at the Orcas Island Yacht Club dock.

The engine ran OK after that, but never was as smooth at all speeds as before. Now this year (2013) when I started the Mercury it ran more like a one cylinder Volkswagen. Pressed for time, I reset a few things, bought a carburetor rebuild kit and headed north. When I had the time I pulled the carburetor and found that most of the rubber parts were soggy or holed through. The fuel pump (replaced in 2012) looks something like an upside

down umbrella. Suction on the fabric portion makes the stem of the umbrella move to open or close a valve allowing fuel to pass. When held to the light you could see holes in the rubber fabric of the pump. Likewise the reed valves of the carburetor were close to mush and could barely function. Even the pressure bulb in the fuel line seemed soft. This time I did a complete carburetor rebuild but did not replace the fuel line from the fuel tank.

A day or so later I discussed the carburetor issues with Dave Walker and Steve Sheldon, and both recommended I stop using fuel with ethanol, if possible. I checked the Mercury Marine website and sure enough they stated the engines made since 2000 should not have any problems. Yet, as a test I used up the remaining blended fuel from the outboard tank and filled up with a non-ethanol marine grade in Canada.

In a few moments the engine used up the blended fuel in the fuel line, then

with a cough and wheeze it settled to a smooth settled idle*. Operation at all speeds was as before I started using a blended fuel and it has stayed that way.

According to Mercury Marine, two-stroke outboards should experience little or no decrease in performance due to gasoline fuels containing up to 10-percent ethanol when operated according to Mercury's standard recommendations. When gasoline with ethanol is used for the first time after a fuel changeover from MTBE, the tank must be completely free of water prior to introduction of gasoline with ethanol. Otherwise, phase separation could occur that could cause filter plugging or damage to the engine.

They also caution that on outboards built **before 1990 frequent inspections of all fuel-system components are advised to identify any signs of leakage, softening, hardening, swelling or corrosion. If any sign of leakage or deterioration is observed, replacement of the affected components is required before further operation.** Yet, my engine and that of another dock mate in Everett who experienced the same problems were 2006 and 2005 engines respectively? Humm.

From Mercury Marine's website.
-Ethanol is an oxygenated hydrocarbon compound that has a high octane rating and therefore is useful in increasing the octane level of unleaded gasoline.

The EPA, the agency responsible for setting some of the requirements for all gasoline used in the U.S., has allowed the use of ethanol in gasoline at levels up to 10 percent as an octane enhancer and to provide beneficial clean-burning combustion characteristics that help improve some emissions.

-Ethanol is hygroscopic (**it has an attraction for water**) and will more readily **mix** with water than with gasoline. It has different **solvency behaviors** than does gasoline, which allows it to **loosen rust and debris that might lay undisturbed in fuel systems.** And **it can more readily remove plasticizers and resins from certain plastic materials that might not be affected by gasoline alone.**

Loose debris will plug filters and can interfere with engine operation. Additionally, **ethanol is corrosive to some metals, especially in combination with water.** Although gasoline does not conduct electricity well, **ethanol has an appreciable capability to conduct electricity and therefore can promote galvanic corrosion.**

-Ethanol has a heating value of 76,000 BTU per gallon, which is approximately 30 percent less than gasoline's heating value (which is approximately 109,000 to 119,000 BTU/gal). The result is E-10 gasoline, which should yield slightly lower mileage - a decrease of approximately 3 percent. Fuels containing higher levels of ethanol

will have a corresponding reduction in mileage. For example, E85 fuels produce mileage approximately 30 percent less than gasoline. The effect on engine horsepower is determined by the octane result of the blended fuel. Care should be taken to select fuels having the octane rating recommended for the engine as indicated in the Operation, Maintenance & Warranty manual for proper operation.

-Fuels with ethanol can attack some fuel-system components*, such as tanks and lines, if they are not made from acceptable ethanol-compatible materials. This can lead to operational problems or safety issues such as clogged filters, leaks or engine damage.

Again, this is something that happened to me and it could be a fluke, or a flounder. But to be on the safe side it might be a good idea to read how your outboard manufacturer views blended fuels. However after reading what was said by Mercury Marine and then my experience, it might be a good idea to read between the lines.

~ Mike Oswald

*There was also a positive change in how our Honda generator ran after the switch to non-ethanol fuel. Also, the six-gallon fuel can that held our spare gasoline had to be junked as the rubber seals and the plastic that the tank was made of had started to breakdown on the side that held the fuel.



ATTENTION ON DECK

The Official Newsletter of
the Pacific Northwest Fleet
Classic Yacht Association

Jessica Freeman, Commodore
John Shrader, Vice Commodore

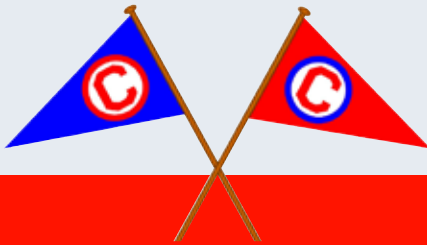
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Your comments, stories and photos are welcome anytime!

Please send to:

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COMING EVENTS

Membership Meeting
Saturday, October 12 @ Huchthausen's Loft

Pumpkin Cruise
Sat. - Sun., October 19 & 20 @ Port Orchard
David & Heather Ellis

Thanksgiving Cruise
TBD @ The Husky Docks
John Shrader

Christmas Cruise
Monday, August 26 @ The Husky Docks

New Year's Eve
Tuesday, December 31 @ Center For Wooden Boats

International Board of Directors
Jan 17 - 19 Northern California Hosts

PNW Banquet
February @ Ray's Boathouse

