

Attention On Deck

Winter 2013



PAST COMMODORE'S GREETINGS

BY PAST COMMODORE GENEVIEVE CARLSON



Photos: Randy Olafson & Dave Ellis

Hello PNW CYA Membership,

The Change of Watch this year was truly special. I want to thank all that attended and to all those who were unable to attend, your spirit was there.

This year John Shrader, our now V. Commodore had put together a wonder evening at Rays Boat House on the shores of Ballard overlooking Puget Sound and the Olympic Mountains.

The evening started out with a welcome from me (Genevieve Carlson), the co-host of the evening. Followed by an introduction of the new members to PNW CYA, by Ann Hay and Dorin Robinson. Next Diane VanOrnam gave the invocation. I was so very moved by her poetic speech, that I took her notes to share with all of you.

Good evening. Wish Margie were here – but, we both invite you to come before the same God – of the universe.

Let us pray.

Our God – We come before you in gratitude. For the year past and year to come - in celebration of common hopes and dreams around old boats.

Gratitude: What we have in common, the love, care, problem solving, stories, relationships, adventures.

Thank you for: Adventures to favorite places on the water – some secret, some quiet, some together.

World you open to us of amazing sea creatures. Moon snails, turkey vultures and majestic eagles. Homes in white cliffs of nesting cormorants, rocky beaches of red rock crabs, through waters pulsating with moon jellies and lions mane jelly fish, sandy beaches of geoduck, clams and purple hued sand dollars.

Thank you for protection through waters glassy and turbulent with gentle breezes and wild gusts. Days soaked in by fog yet often cut by moments of brilliant sunshine.

We thank you for shared adventures, of busy days of sharing our boats to many people and some from afar - for the quiet moments with a cup of tea and quiet conversation.



Thank you, Lord, for shared stories, problem solving with carburetors and varnish, holding tanks and engines and leaking windows.

Thank you for those who've gone before us, who shared their time and hearts with us.

Thank you for those no longer with us, but still remains in our hearts and memories.

Thank you; Lord, for what we share together – here – today.

Thank you for memories, laughter, being together, sharing together your gifts.

Thank you for this food and for those who prepared and planned for us.

Thank you for each person – you have brought to this place. All around old boats.

We thank you. (By: Diane VanOrnam)

After that wonderful invocation dinner was served and all chatter started at each table as old friends are rejoined and new friends are made.

Around 8:30 the program started. David Huchthausen and Ken Meyer presented Michel Wollaston owner of the Northwest Marine Propulsion Museum of Seattle with a beautiful hand made plaque (made by Ken Meyer) as an Honorary National Member of the CYA.

The local awards were presented by John Shrader (he has a gift of adding fun and wit to the presenting!)

Predicted Log Race: Swietenia: Mark & Ginger Garff

Best Attendance: Joel VanOrnum - Scandalon

Up the Creek Without a Paddle: Steve Moen (ask him about his flying outboard motor.)

Best Classic Motor Preservation: Double Eagle: Randall & Josephine Olafson

Galley Wizard: Jytte Wheeler

Most Outstanding Dry Rot: SueEllen, John & James Lebens

Herb and Virginia Cleaver Award: Rick Etsell

Commodore's Inspirational Award: Bob Wheeler



Above: The Change of Watch with the passing of flags to the new PNW Bridge. Left: John Lebens of SUELLEN receives the Dry Rot Award. Right: Rick Etsell receives the Herb and Virginia Cleaver Inspirational Award. Below Left: Mike Wollaston receives Honorary CYA Membership on behalf of the NW Marine Propulsion Museum. Below Right: Randy Olafson of DOUBLE EAGLE receives the Motor Preservation Award. Far Below: Joel Van Ornum of SCANDALON receives the Best Attendance Award.



And then the moment that we all had attended this event for the Change of Watch. I have to say that I was almost giddy to get to this point in the evening and ready to hand over the power to yet another wonderful volunteer, Jessica Freeman. After a few photos and exchange of flags it was almost over.

Jessica Freeman was given a chance to speak at the end of the evening – telling everyone how much she looked forward to serving the association. Jessica also drew a name from all that attended (minus all the bridge members and spouses.) for a chance to win a \$100.00 gift certificate for Rays Boathouse. (Won by Joel Van Ornum) This was just the start of a great year to come.

I hope to see many of you out on the water this year and I wish all, smooth waters and sunny skies.



INTERNATIONAL CYA BOARD MEETING

By: International Director Ken Meyer

Photos by Ken Meyer and Dave Ellis



I knew the 2013 International CYA Change of Watch would be special as soon as I received the invitation the first week of November. The invitation was one of the classiest; most creative I've ever seen. Tickets for all the weekend activities were packaged together in the form of a cruise ticket on the legendary Queen Mary. It was clear the planners had thought of every detail; even the envelope had a US postage stamp bearing the CYA logo!

Those of us who arrived early checked in on Thursday and met in the evening in the Queen Mary lounge. I was glad to see that a contingent from Oregon seated around the table, and I enjoyed hearing all about their boats moored on the great Columbia River.

Friday's schedule offered two events to choose from. I opted for the cruise to Santa Catalina Island. We enjoyed amazing weather, even the Californians were bragging about the clear skies and temperatures in the high 70s. Normally their weather is good but this was great. Santa Catalina is sleepy in January which made it special because the crowds were thin and getting around was easy. Catalina is a beautiful place with great views, history, good food and best of all gave me the chance to take off my shoes and walk barefoot in the sand. The island was beautiful and the hour long boat ride was a breezy chance to enjoy the fresh air. The other option for Friday site seeing was a tour of Warner Bros. Studios. Even the LA denizens found the afternoon to

be fabulous and entertaining. My only regret is that we didn't have time to do both. The Friday night welcome party was held aboard the SS Lane Victory, a navy ship of the merchant marines and an honorary member of the CYA. The heavy hors d'oeuvres provided by our hosts the Southern fleet of the CYA made for a wonderful meal. A highlight for many was a tour of the engine room given by a retired volunteer "fireman" who now runs the boilers when the ship goes out about four times a year.

Saturday morning, in very well appointed board room on the Queen Mary, the Board of Directors had our first session. The agenda focused on old business and was headed up by Commodore Christine Rhode. Introductions, roll call, Commodore's report, minutes, appointment of officers, and the fleet reports rounded out the morning. The only hiccup in the proceedings came when we got to the PNW fleet report as that page in the agenda was blank. Either our report had not been submitted or was lost. And none of the PNW officers in attendance had been authorized to give one so we were caught a bit off guard. But we all know the PNW fleet hosted a long list of events last year all of which are well documented on our website. So next year, we will submit a two year report to make up for the oversight.

Next, David Huchthausen provided an update on the status of the CYA photo album. He reported that he's currently negotiating with a national publisher

to take on, with no financing required by the CYA organization, the publishing of a historical reference book about classic motor vessels, major boatyards and builders constructing classic yachts from 1910-1960. David will collect the photos and reference materials from CYA members, will synthesize all the information, and be the point person working with the editors to publish the book. Although much progress has been made, this is a huge undertaking. But we are grateful David is willing, committed, and as we know quite able to create an historical reference book that will be both artistic and memorable. There was further discussion about developing an online, more traditional photo album that could feature chapters for each fleet and include a page for each boat in the membership roster. Pages or chapters could be printed by individuals and added to or edited by members as needed. Genevieve Carlson, staff commodore of the PNW Fleet, had offered to spearhead this project and we look forward to hearing details on next steps soon. The final order of business for the morning was the election of Randall Olafson of the Canadian Fleet to the international bridge as the new Rear Commodore. Randy was nominated by the Canadian Fleet Director Michael O'Brien who extolled among other talents, Randy's exceptional organization and public relations skills. After the board meeting concluded, lunch was served at the Long Beach Yacht Club, the site of the original formation of the CYA. A plaque with our first burgee hangs ceremoniously on the wall in the grand entry hall. Our featured speaker, Betsy Davis (Glory Be) gave a rousing post lunch talk about the Seattle Center for Wooden Boats and its direction and contribution to our community. Following lunch, a number of classic yachts offered tours of their fine vessels and took the lucky out of town visitors on a cruise of the harbor. We were blessed again with glorious sunny weather and all enjoyed



another fun afternoon on the water. A highlight of the afternoon was the opportunity to see one of our most meticulously maintained boats, the PORTOLA, an 81' 1928 beauty.

The festivities culminated with the Change of Watch banquet, held in the art deco ballroom of the Queen Mary. Our Southern California hosts Commodore Rick and Elissa Olsen led the way in their 1930 costumes with drama, alacrity, and pizzazz. The dinner was well prepared, delicious, and enjoyed by all. The ceremony of passing the flags followed with the new Commodore Ted Crosby, Vice Commodore Shawn Ball, and Rear Commodore Randall Olafson receiving their flags from the standing Commodore Christine Rhode. In a special election, Mike O'Brien of the Canadian Fleet was honored by granting Life Membership.

This was approved at the banquet by all. Not wanting the merriment to end, after dinner many retired to the Queen Mary's burl-wood paneled Observation Bar to continue the celebrations. As the night wore on, we all made our way back to our staterooms. I couldn't help but wonder who had occupied my room before me: a dignitary, a celebrity, or the soldiers crossing the Atlantic with 18,000 others on board sleeping in shifts. The room was still magnificent with its vintage fixtures, two functioning port lights, and wood paneling still in luster.

The following morning the board meeting resumed with the new bridge in command. Discussions focused on New Business including the web-site, the membership and how to keep old members engaged, and new members signing up. Margie Payton's historians

report outlined the growth of in each class of membership, and provided a friendly reminder to all of us to actively seek out new members. Tom Freeman presented news from the roster editor and accepted suggestions on streamlining the annual effort. Rick Etsell's report on the website was thorough and complete and he continues to expand and improve the website almost daily. With many visual aids prepared by David Ellis and a presentation from yours truly, the International Board enthusiastically approved the motion that the "Pacific Northwest Propulsion Museum" be awarded the title of Honorary Member. Mike Wollaston's collection of more than 70 marine engines has been a subject of numerous articles, and the International CYA is pleased to recognize the effort and work put forth to assemble this historically significant collection.

As the Sunday meeting adjourned, it was with a twinge of sadness that we all checked out of the Queen Mary. The tour of the battleship Iowa was on the afternoon agenda, but many preferred to continue enjoying the great weather and ambience of the majestic Queen Mary before heading back home. I, for one, still had to tour the engine room, and even after four days aboard, I had not seen it all and made myself a promise to return. A large "THANK YOU" goes to the Southern California Fleet for a hugely memorable event.

The next Change of Watch will be hosted by the Northern California Fleet in January 2014. San Francisco here we come. Stay tuned for more details on what will no doubt be another action-packed, fun-filled International Change of Watch week end...stay tuned.



PORTOLA'S wheel.





Commodore's Cruise "Open's The Gates"

By Commodore Jessica Freeman - Photos by David Ellis



It's a glorious Sunday morning as I write this. Birds are chirping, the sky is blue, and the buds on the Japanese Plum tree out my window are just beginning to open. Even the tulips are working their way above ground to say hello after a long winter's nap. Today is the kind of first-taste-of-Spring, how-lucky am-I-to-live-in-such-a-glorious-place, can't-help-but-be-in-a-great-mood kind of morning. This is the kind of morning that makes me forget all the gray, wet days that preceded it, and reminds me of the long sunny days of summer that we look forward to.

And like many of you, today is the kind of day that makes me want to get out on the water to enjoy the early spring sun reflecting on the varnish, smell that comforting aroma of 'old boat' that emanates from who knows where (especially after we re-built, re-painted, re-finished, re-fastened, re-upholstered, and re-fitted literally every surface of our little vessel). And to join up with friends to share stories of winter projects still left undone, discuss new gremlins that seemingly defy diagnosis, and plan upcoming adventures to points near and far.

The fact that I literally didn't know stem from stern five years ago still amazes me. I didn't grow up boating. But I inherited my love of

classic design from my father who was always restoring something: motorcycles, sports cars, models...taking something apart and bringing it back to original mint condition was and is his passion. And about 15 years ago, he fell in love with a little 26 foot cruiser named Peaceful.

I rolled my eyes when Mom and Dad told me they had bought a boat. Here we go, another project, I remember thinking. But I changed my mind the first time I saw her. Despite the flaking paint, overwhelming smell of exhaust, and peeling linoleum, I was smitten. I told my Dad then and there that I didn't care what else came my way in terms of inheritance, but I wanted Peaceful when the time was right. Little did I realize what I was getting myself into. The four-plus year renovation of Peaceful was (and continues to be) an adventure, full of many stories for another day. Those of you who care can relive the gory details on Tom's blog on the Wooden Boat Forum, here: <http://forum.woodenboat.com/showthread.php?110427-Restoration-of-a-1939-Richardson&highlight=Peaceful%2C+Richardson>.

But I've learned along the way that some of life's most interesting journeys are the ones we never initially set out to take. I'm always up for learning something new, getting to know interesting people, and applying a little elbow grease to leave whatever it is in a little better



shape than I found it.

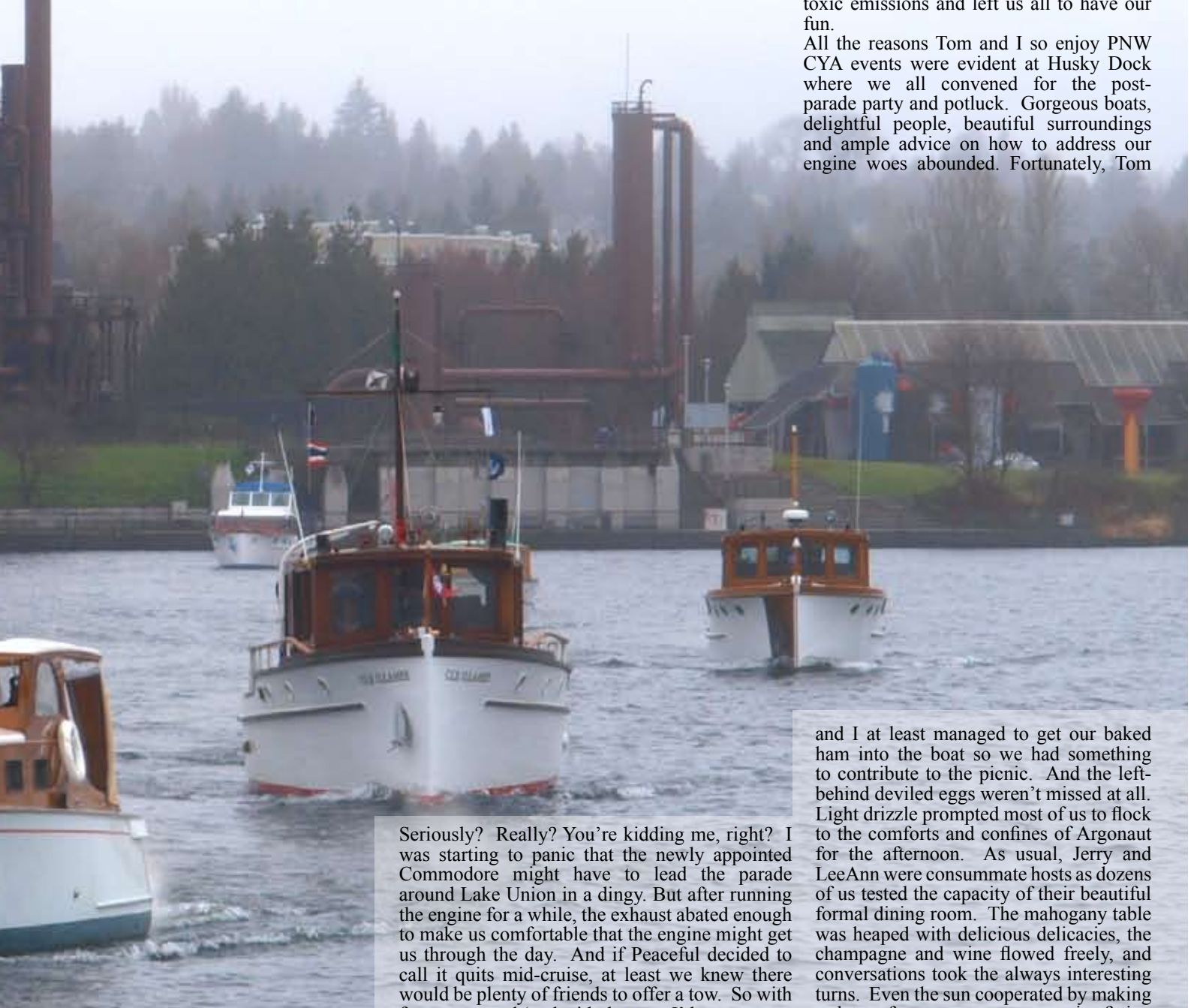
So it is with that same sense of adventure that I enthusiastically embark on my term serving as Commodore of the PNW Classic Yacht Association. I couldn't have asked for a more festive initiation. John Shrader applied his event planning prowess in pulling together a beautiful Change of Watch banquet. The views and ambiance at Ray's Boathouse can't be beat, the food was fabulous, and the service impeccable. All of which contributed to a delightful evening, which continued late into the night for many of us after we retired to the bar to continued revelry.

So it was with limited enthusiasm that I drug



strategically positioned herself so that Dave Ellis could take pictures. We were even led for a short stint by one of the local police boats. At first I feared the police were going to pull Peaceful over for polluting the environment, but fortunately he ignored our toxic emissions and left us all to have our fun.

All the reasons Tom and I so enjoy PNW CYA events were evident at Husky Dock where we all convened for the post-parade party and potluck. Gorgeous boats, delightful people, beautiful surroundings and ample advice on how to address our engine woes abounded. Fortunately, Tom



Seriously? Really? You're kidding me, right? I was starting to panic that the newly appointed Commodore might have to lead the parade around Lake Union in a dingy. But after running the engine for a while, the exhaust abated enough to make us comfortable that the engine might get us through the day. And if Peaceful decided to call it quits mid-cruise, at least we knew there would be plenty of friends to offer a tow. So with fingers crossed (and with the eggs I'd gotten up at the crack of dawn to make still sitting in the back seat of the car), off we went.

Despite the gloomy weather, we were thrilled to see so many classics waiting to join the procession around Lake Union. In total, we had twelve boats participate. Scandalon and Aloha graciously served as "the gates." Chip Kochel and Joel Van Ornum executed one of the most precise "opening of the gates" that I've ever witnessed. And so it was with horns blaring (and belching plumes of white exhaust) that little Peaceful led off the parade. The more majestic boats followed: Cle Illahee, Thelonus, Vintage, Tabu, Cappella, Encore, and Patamar processed with dignity around Lake Union as Argonaut

and I at least managed to get our baked ham into the boat so we had something to contribute to the picnic. And the left-behind deviled eggs weren't missed at all. Light drizzle prompted most of us to flock to the comforts and confines of Argonaut for the afternoon. As usual, Jerry and LeeAnn were consummate hosts as dozens of us tested the capacity of their beautiful formal dining room. The mahogany table was heaped with delicious delicacies, the champagne and wine flowed freely, and conversations took the always interesting turns. Even the sun cooperated by making a late afternoon appearance, in fitting tribute to a wonderful afternoon.

As with the beginning of any new season, it's hard to predict what new adventures await. With any luck, we'll be able to successfully diagnose and repair Peaceful's cranky engine in time for Opening Day. But even if Peaceful isn't well enough to take part, your Commodore is honored to represent the PNW CYA in all the festivities, just as I am humbled to lead the CYA as Commodore this year. Thank you for the opportunity and best wishes to you all for a safe, enjoyable, fun-filled 2013 cruising year. Cheers!

myself out of bed at 6:30 am the next morning to make two dozen deviled eggs to take the Commodore's Cruise. Note to self: next time, make the eggs the day before. But the smell of the ham cooking in the oven revived my spirits and off we went to meet Terrill and Rick Powell at Stimson Marina. The Powell's boat, Sea Otter, was experiencing engine troubles, so we were delighted to be able host two fellow Richardson owners for the late morning cruise. It turned out that I wasn't the only one feeling less than perky that morning. As soon as we started Peaceful's engine, we were greeted with a massive cloud of smoke and exhaust.

Carlisle II - A Classic Foot Ferry

by: Dick Etsell



Most members of the PNW CYA Fleet are intimately familiar with the Steamship *Virginia V*, the last of the Puget Sound "Mosquito Fleet" steamers. She is an Honorary member of our fleet and we've held many events aboard her. But there is another survivor of the Mosquito Fleet in our midst that you've probably seen, but maybe don't know much about. She is five years older than the *V5*, and has been in continuous passenger ferry service on the same run since 1936!

She is the *Carlisle II*, a 65-foot classic passenger boat, now owned by Kitsap Transportation (a public transit organization.) She has been on the Bremerton-Port Orchard run since the 30's, and is much loved and remembered by Port Orchard area residents. Many old timers have found memories of commuting to and from the Puget Sound Naval Shipyard aboard her during the war years. In recent years the CYA Pumpkin Cruise has been held at Port Orchard, where we enjoy watching her as she scoots across the bay and then makes her landing at the head of the marina's dock.

Carlisle II was built in Bellingham in 1917 by Lummi Island Navigation Company, and first carried freight and passengers between Bellingham and the Carlisle Packing Company's salmon cannery on Lummi Island. Original power was from a Fairbanks-Morse Type "C-O" Heavy Duty



Marine Oil Engine. It was a three cylinder hot bulb (or "semi-diesel") engine rated 75 horsepower at 340 RPM.

In 1923 she was rebuilt as a car ferry and ran from Gooseberry Point to Lummi and Orcas islands. Horluck Transportation Co., under Captain Willis Nearhoff, purchased *Carlisle II* in 1936 and converted her back to passenger vessel use for the short run across Sinclair Inlet. Eventually Mr. Nearhoff's daughter, Mary Lieske, became manager and then owner of the company. She was also reportedly the first woman ferry captain. Seattle businessman Hilton Smith bought out Horluck in 1995 and invested almost \$300,000 in repairs and upgrades before finally selling her to Kitsap Transit in 2008.



Des Moines Classic July 20 Car & Boat Show

Kicks off the

Southern Salish Sea Cruise

by: Todd Powell

The Des Moines Classic Car and Boat Show has developed into one of the premier events South of the city. It is a one day (Saturday) event that includes not only the cars and boats, but live music, and the weekly Farmers market. There is a lot to do and see! The marina has capacity for 35 classic boats and we can squeeze in 40 if we stern tie a few. Boats typically arrive on Friday and we will have an informal BBQ going on the dock that evening. Saturday the show runs from 9am-4pm. Saturday evening the Marina treats all the volunteers as well as the boaters to a catered BBQ feast! Sunday it is time to depart to the next event planned for the South Salish Sea Cruise. The weekend moorage and Saturday night BBQ is all covered by our \$30.00 entrance fee. Hope to see you there! If you have questions please contact me at 206-423-2256 or toddp@powell-homes.com

Southern Salish Sea Cruise

July 19 - 28

Des Moines

Quartermaster YC

Tacoma Working Waterfront

Olympia Capitol Tour

Jarrell Cove

Longbranch BBQ

CRUISING WITH GREEN ONIONS

W. DORIN ROBINSON (THE ANCIENT MARINER)

Over the many years of taking extended cruises aboard my Classic Yacht, there was and still is a challenge that is related to having the right ingredients for the purposes of cooking while out enjoying the beautiful pristine waters that we are blessed with. May I also say that those of you who know me well also know that I am not a very good cook - as matter of fact I very seldom cook however the few things that I am able to do in the galley often require the presence of something green like the tops of green onions. I will sometimes wish that I had them readily available to garnish a baked potato or to mix in with one of my not so famous scrambled egg omelet's. As many of you probably know the further afield you go cruising = the availability of a well stocked grocery store can be and most often is simply not available - so you improvise which very often means that you do without.

The secret that I am about to share is one that a very good friend of mine told me about and also one that I still have a hard time believing, however it is true and for the fact that it was shared with me I am compelled to pass it on. My friend one day asked me the following and I quote "when you are a million miles away from civilization what do you do when you run out of one of the necessities of life as it relates to cooking"? My reply was as you would expect from a cooking genius like myself - - I simply said "its not a problem - if I run out of anything I just wait until I reach a destination where



I can restock whatever I am out of. My friend then asked 'how do you get along without green onions? Green onions my friend explained are something a good cook should never be without. Then my friend knowing that I left much to be desired when it comes to logically answering any questions regarding the culinary arts said " you know that you can grow them right here on your Classic Yacht no matter where you are". I said "sure - no problem as all I have to do is put a planter box full of dirt on the back deck and i can grow anything I want! I went on to say that a planter box on my rear deck was not going to happen and that was when my friend stopped me from saying anything else - she gave me a look that can only be described as questionable - and said - - "you listen to me as I am only going to tell you once - then I want you to give it a try and let me know what happens. Again in total disbelief I listened - - and here is how it works; You buy at a grocery store a bunch of green onions (many times they are wrapped with a rubber band) you take the rubber band off the bunch of onions and then cut the tops of the onions off leaving

about 3 to four inches of the bottom part of the onion where the white bulb of the onion is - - you go ahead and chop the green tops up - put them into whatever your cooking - then you get a small glass - fill it with water and place the white bulbous part into the glass of water - then you patiently wait (change the water in the glass each day} within several days you will start to notice that the green tops are in fact starting to grow back and within about six days you will have enough of the new fresh green tops to make another cutting - -i have experimented with this and so far have obtained at least four cuttings off of the same bunch of onions that i started with. Best results are obtained if there is light from the sun - place them by a window & watch them grow!!

The bottom line for me is that I still am not quite sure how all of this happens but let me also say that who am I to question such a simple procedure that so far has been field tested by yours truly - - by now you are probably saying to yourself - - this writer has totally lost the few marbles that he has - - which is probably true - - all I can say in closing - - give it try & i guarantee you that you will never go cruising without green onions again. Also be assured that in all probability this will be the only article that I will ever attempt to write that remotely has anything to do with cooking - - even though I am still searching for my area of expertise - - you & I both know that the fine art of preparing any food for human consumption - is not one of them. I am ending this article with a disclaimer which I want anyone reading this article to fully understand - I am not now - nor have I ever been the gimbaled gourmet!!



Tides Tavern Fish & Ships Festival

Hosted by Randy Muller May 18 & 19

The Tides has put in new docks, and the Classics are invited to help them cristen them in the first ever: Tides Tavern Fish & Ship Festival to be held Saturday and Sunday, May 18 & 19 in Gig Harbor. Friday arrivals are welcome, but moorage at the new docks will be on based on the first skippers to sign up with Randy Muller (STARLIGHT EXPRESS) 253-858-2120 or 253-514-3906 (cell) matt42mtq@comcast.net. Open to land lubbers, the docks will be open to the public from 10 - 6 on Saturday, and 10 - 4 on Sunday. Don't miss out. Call Randy Now!



OPENING DAY HAWAIIAN MAGIC

By: Diane L VanDerbeek



Get out your sandpaper and varnish and prepare your beautiful classic boat to participate in Seattle Yacht Club's Opening Day of Boating – the biggest and best free boating party in the whole world – to be held this year on Saturday, May 4, 2013. Sponsored annually by the Seattle Yacht Club, Opening Day can trace its roots to a Fourth of July celebration on Seattle's waterfront in 1895. In 1920, shortly after the Lake Washington Ship Canal was completed, linking Seattle's inland lakes with Puget Sound, the celebration moved to the fresh waters of the ship canal, Portage Bay and the Montlake Cut. Many of our local classic boats have participated in the

Opening Day Parade for decades, and this year will be no exception.

Advance registration for the parade and for free moorage on Dock Zero is required. You must register for the parade by April 25, 2013 and for moorage on Dock Zero by April 16, 2013. Registration is on-line only. To register, visit the Seattle Yacht Club website at www.seattleyachtclub.org and follow the Opening Day links.

Moorage on Dock Zero is fun and festive. Each year, as more and more people realize how fun it is to be moored in the center of the action at the yacht club on Dock Zero, more and more boats register for moorage, placing increasing pressure on the limited

space. Our classic yachts have always had a premium location, but this year our number of feet on the dock is endangered due to the popularity of the moorage. So get your boat registered for moorage and get to the dock by Wednesday or Thursday at the very latest.

When registering for the Parade, you will see that there are two categories for our boats, Classic Power 40' and Over and Classic Power 40' and Under. Be sure that your boat is registered in the appropriate category.

One fun activity on Friday afternoon, May 3, is the Antique and Classic Boat Society free boat rides between 2 and 4 between Docks 3 and 4. Support our friends and ACBS and go over to the dock and enjoy a ride on a beautifully restored classic speedboat. It is really wonderful to go up and down the Log Boom on one of these classic beauties.

Our annual CYA Opening Day Party will be held aboard John Berg's Boat, Emily K, moored at SYC on Friday, May 3 at 6 pm. Bring your beverage, and an appetizer to share with the crowd.

See you at Opening Day. If you have any questions contact Diane VanDerbeek, 206-919-5099 or Diane.VanDerbeek@yachtolympus.com

HERB CLEAVER PREDICTED LOG RACE CYA Course and Compass Navigational Contest

This year the contest will be held on the waters of Lake Washington this a good way to sharpen your skills and have a good time all at once no pressure just a good time. The date is Saturday May 18th Contest Packets will be forwarded to members that would like to participate so please let me know who you are. The packet will contain a Course Description, Calculation sheet and a Chart of the course, and will also include an example of how to fill out the Contest log the contest log can be filled out the morning of the event there will be some of the regulars there to help answer question that might come up and I am always available for any questions that you may have.

All you need to know is your boat speed at a certain RPM that you like to cruise at and look at your compass if your compass is not real accurate no problem you will be given targets to aim for like the East opening of I-90 Bridge or Paul Allen's Helicopter Barge, so a not so accurate compass is no excuse.

We meet up at the Husky Dock around 11:00 am and usually start the contest around 12:30 to 1:00 the contest will be between 12 and 16 miles and after return to the Husky Dock for telling stories Great CYA Potluck and Awards. Those of you that have never done this might be surprised at just how good of a time you might accidently have.

MY CONTACT INFO

John Murphey 206 255 3190 cell
e-mail john@jnlenterprises.com



425 488 0160 home
otmx300@mindspring.com

OLYMPIA WOODEN BOAT FESTIVAL

Held, usually, every Mothersday weekend, this year the week after Opening Day, registration forms are available on the WEB now. Last year, two CYA boats received awards, Phantom, Favorite Power And Miracle, Best Period Piece. There have been extensive modifications around the boardwalk. Ed Docherty is our host.



NEW PNW INT'L DIRECTOR BOB BIRDSEYE



The first entry of me, in my Dad's boating log was when I was two years old and sea sick. The boat, the Dauntless, was a 24 foot converted lifeboat. This was the start of my boating life. At the age of ten or eleven my Dad suggested that my sisters (one and half years older) and I each get a boat of our choice so we could learn how to use, care for, and be responsible for them. I chose a rowboat/skiff with an outboard motor and Betty and Barbara chose a sailboat and canoe. Over the next couple of years I covered the south end of Lake

Washington many times with my skiff, also learning how to sail and canoe. Sanding, caulking, painting, docking, anchoring and many other tasks that go along with boating were learned. When I was fifteen my Dad bought the Comrade. We took delivery at Lake Union Shipyards and immediately went out to Lake Washington to learn how it functioned, controls etc. We were planning to leave the boat at anchor and both take the skiff to shore for the night, but as evening came, Dad asked me to drop him off at a neighbors dock and said "go out and anchor the boat and pick me up in the morning." Within a couple of years I was taking the boat with a couple of friends on two week trips to the San Juan Islands.

Living on the water most of my life, I have had many boats throughout the years: runabouts, hydroplanes, pontoon, sailboats, wind surfers, jet skis. I designed and built a pontoon boat twenty-seven years ago and it's still in use. We decorate it every

year for Christmas. I've been in sales most of my working years and one of the owners of Maltby Tank and Barge, serving as president for 21 years. We designed and manufactured large water tanks and barges.

Karen and I took over the custodianship of the Comrade in 1990 and do our own mechanical and wood maintenance, with the exception of hiring a shipwright in 1997 to replace twenty-two planks and re-fasten 5000 screws and plugs. Being a life member of the Seattle Yacht Club, I have served on the Friday Harbor Outstation, Opening Day, and House committees. Planning and running of the Edmonds Waterfront Festival for the Classic Yacht Association is one of my functions. I'm also Port Captain of the Port of Everett.

I'm looking forward to working with the Classic Yacht Association's International Board this coming year.

NEW PNW INT'L DIRECTOR ANN HAY



Thank you for electing me to the CYA Board of Directors. I will do my best to represent the PNW Fleet. I was born in Seattle and have lived in the area most of my life, with the exception of five childhood years in the Philippines with my parents and brother. Today my home is in Burien and I keep my Pied Piper in the Des Moines Marina, a very convenient 15-minute drive from home. I'm retired from being a Paralegal, a senior gas/diesel truck mechanic for FedEx, and the IT Mgr/Tech for the Washington Talking Book & Braille Library (not just for blind people .. check it out). These days, I enjoy my boat, my friends and relatives, my dog, photography, volunteering at church to keep the 100+ year old building still standing, volunteering for various CYA projects and events, a very occasional round of golf, and almost never again waking to an alarm clock! My

current project is cleaning out my garage .. wow, who saved all this junk?! I've taken two full carloads of good stuff to a donation agency; taken three more very full carloads of junk to the dump, recycle, hazmat; taken several boxes of good boat stuff to Second Wave to be sold; have sold a bunch of stuff myself on Ebay; and I've found some really great things that I had forgotten I owned. And, best of all, I have empty space on the garage shelves and I'm not done yet! More room for more boat stuff, eh? With Ken Meyer and Bob Birdseye, we three PNW Fleet Directors join 13 other Board members from the other four CYA fleets (for a total of 16 Directors and Appointed Officers from all five fleets). Please keep in touch with all three of us about your CYA thoughts, concerns, questions, and wishes. We represent you!

NEW REAR COMMODORE DORIN ROBINSON

Having been recently given the honor of being elected to the office of Rear Commodore PNW Fleet - first let me say thank you & then let me say I am looking forward to serving in any capacity where I can be both a help and involved in what we do as one of the finest organizations on this planet. Some of you will remember (back in the day) when indeed I was a member of the PNW Bridge = however many of you will not remember due to the fact that either I am too old or better yet - you were

too young. Going thru the chairs again gives me an opportunity to give back to this group which in fact has given so much to me both in the sense of being around many beautiful Classic Yachts but even more importantly being involved with many good friends.

One of the more interesting challenges is that I am now the PNW Newsletter Editor - as such my goal, intent, and commitment is to have a series of timely Newsletters. Our PNW Newsletter is the single most important communication tool - catalyst

(glue) that involves, inspires, & informs, information as to what we are all about. There are times that I will be requesting your assistance in writing an article - when that happens please believe me when I say - I need your help and truly appreciate your cooperation. I believe that this year will be a fun year for all of us who choose to avail themselves of what we have to offer - - We are in fact special and believe me when I say - - I am extremely proud to be just a very small part of it.

ATTENTION ON DECK

The Official Newsletter of
the Pacific Northwest Fleet

Classic Yacht Association

Jessica Freeman, Commodore

John Shrader, Vice Commodore

Dorin Robinson, Rear Commodore & Editor

Genevieve Carlson, Staff Commodore

David Ellis, Layout Production

PNW Classic Yacht Association

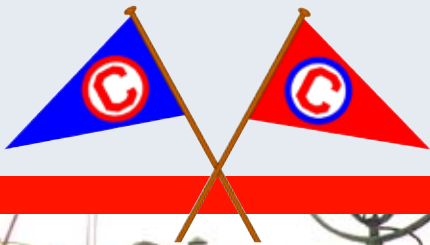
5267 Shilshole Avenue NW

Seattle, Washington 98107

Your comments, stories and photos are welcome anytime!

Please send to:

dellis803@msn.com &/or cleillahee@w-link.net



COMING EVENTS

Opening Day

Saturday, May 4 ~ Seattle YC ~ Diane VanDerbeek

Olympia Wooden Boat Festival

Sat.- Sun., May 11-12 ~ Ed & Suzie Docherty

Predicted Log Race

Saturday, May 18 ~ Lk. Washington ~ John Murphey

Tides Tavern Fish & Ships

Sat. - Sun., May 18-19 ~ Gig Harbor

Tides Tavern New Docks ~ Randy Mueller

Past Commodores Cruise

Memorial Day Weekend, May 25-27

Manzanita ~ Genevieve Carlson

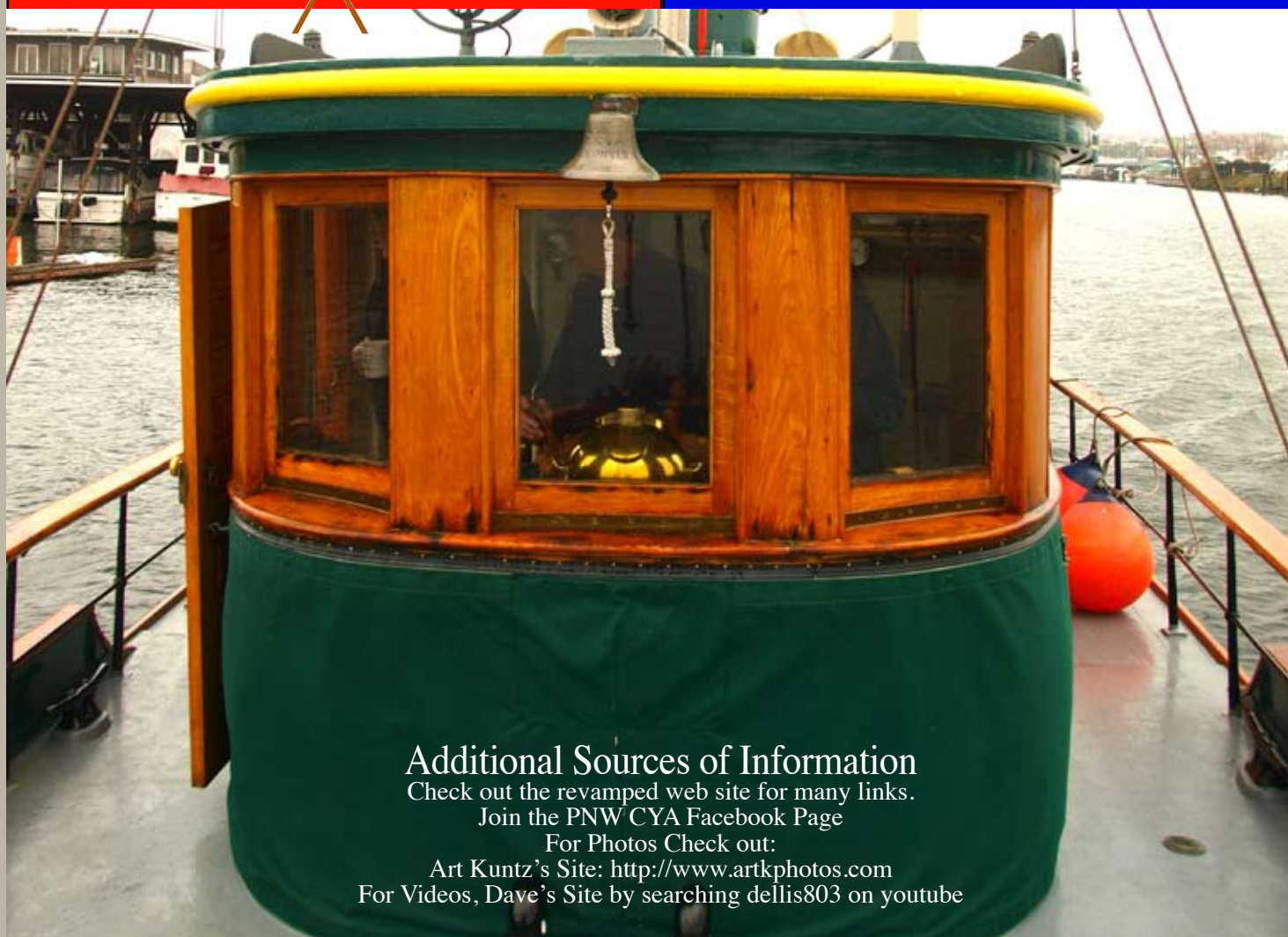
Edmonds Waterfront Festival

Sat. - Sun., June 1-2 ~ Bob Birdseye & Terrill Powell

Bell Street Rendezvous

Father's Day Weekend, June 14-16

Chip & Kristin Kochel



Additional Sources of Information

Check out the revamped web site for many links.

Join the PNW CYA Facebook Page

For Photos Check out:

Art Kuntz's Site: <http://www.artkphotos.com>

For Videos, Dave's Site by searching dellis803 on youtube