

# Attention On Deck

January 2014





# GLORYBE: PHOENIX RISING

BY BESTY DAVIS



- **Owner: Betsy Davis**
- **Boat Name: GLORYBE**
- **Date of construction; 1914**
- **Name of the yard or builder; Taylor-Grandy**
- **Naval architect or designer: Unknown**
- **Length: / Beam: / Draft: 36' / 9.5' / 4'**
- **Power, type of engine(s): single Isuzu Diesel**

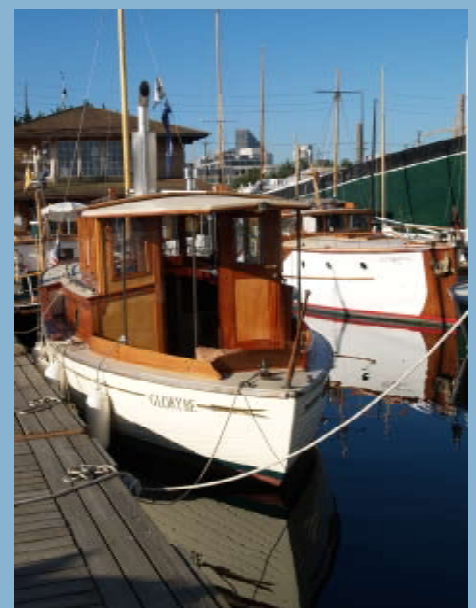
Dates of any re-power, Originally powered with an 18hp Eastern Standard motor from Chandler Dunlop company, she was repowered In the 1950s with an automobile Chrysler gas engine with a massive Pallmer reverse gear, then in the late 1950s with a 34 hp Redwing 4 cylinder gasoline engine. In the 1960s a Buda DA 25 hp diesel engine was installed that weighted about 950 pounds to produce 25 hp. In the mid 1990s she was repowered with the current 4-cylinder Isuzu Diesel.

• Special historical significance: GLORYBE has survived a century of adventures. Her first was reported in Pacific Motor Boat in 1917. "Pounding on the beach several hours in the January storm in which several Tacoma boats were damaged or destroyed, "Glory B" suffered seriously. Six planks were pounded through, the skeg was torn off, the rudder and propeller twisted, and the companion door was carried away. Two tugs towed her five miles with only the funnel and flag pole showing. But now she doesn't show a scratch and the damage is only a memory." Later that same year Pacific Motor Boat reported "The pleasure yacht "Glory B", owned by R. A. Paterson, a Spokane capitalist, which broke from her moorings near the Orcas Island summer home of the owner, has been found and returned to her berth. When the "Glory B" turned up missing, it was believed that she had been stolen, but the watchman of a fishtrap near Point Roberts spied her adrift and recovered the craft...She was found unharmed and was returned to her moorings

Above: Cruising the Lake for 100 years, shows off her unique lines and her varied sized port lights.

Below: GLORYBE graces the docks at the Center fo Wooden Boats with CUT-TERHEAD, a Blanchard Stock 36 Raised Deck Cruiser.

Photos this page: Dave Ellis







under her own power.” GLORYBE was nearly lost once again in a tragic marina fire at Seattle Yacht Club in 2002 where she burned and sank. She was rebuilt by students in the Marine Carpentry program at Seattle Central Community College where the owner was enrolled. GLORYBE was relaunched in June

2005 with great celebration including over 100 students who had worked on her, many previous owners, and a flotilla of the region’s classic yachts. (GLORYBE’s restoration story was published in Wooden Boat Magazine issue 187.)

Above: The results of a terrible fire at Seattle Yacht Club and GLORYBE being lifted out by the Foss Steam Crane.

Below: GLORYBE is launched at the Jensen facility after her complete rebuilding by the SCCC Marine Carpentry program.

Photos this page: Courtesy Betsy Davis



History of ownership:

- 1914-1917 Built for J.A. Jacox (Tacoma)
- 1917-1924 Paterson (Orcas Island)
- 1924-1927 Vorhees
- 1927-1929 Graybill
- 1929-1944 Conrad (Queen City Yacht Club)
- 1944-1950 Sherman
- 1950-1951 Haley
- 1951-1955 Woods and Peters
- 1955-1960 Woods and Coyle
- 1960-1962 Woods
- 1962-1968 Erickson
- 1968-1982 Coughlan (Anacortes)
- 1982-1986 Hohman (Schwartz Bay, BC; lived aboard with 3 children)
- 1982-1986 Norton (lived aboard, Anacortes and Whidbey)
- 1990-1995 Slocum (Ballard)
- 1995-1997 Parsons (Seattle Yacht Club)
- 1997- Davis (Seattle Yacht Club)





# NEW YEARS AT THE NEEDLE

By: Dorin Robinson "The Ancient Mariner"



Photos by Dorin Ellis

The first time I ever laid eyes on The Space Needle was at the Worlds Fair held in Seattle - my foggy memory tells me it was somewhere around 1964. If my math is correct that would have been 50 years ago which to me seems unreal due to the fact I would have been 50 years younger at the time. It really sounds like a long time ago when you hear some folks mention that the Needle has now reached the half century mark. That will help you to understand why I cannot remember when they started the huge fireworks display in conjunction with the celebration of New Years - - Perhaps there are those who will know the exact year the fireworks extravaganza was started - if this is the case feel free to enlighten this writer who can honestly say "I do not know".

Prior to that time someone said that the celebration of New Years in Seattle was some crazy person shooting a Roman Candle from the balcony of the Smith Tower - not sure I believe that but who knows? It could be true. This year the fireworks show at The Needle was billed as the absolute largest show of its kind ever to grace the iconic structure which has become the symbol of Seattle to people from all over the Planet - - ie

when you think of Seattle - the Space Needle immediately comes to mind.

We as Classic Boater's have often over the years taken our finely restored Classic vessels to the South end of Lake Union - - either anchored - tied up - or just floated around and watched this special show - - I like to refer to it as the ultimate implosion of our beloved Space Needle.

This year was no exception - - we were out there some with their Christmas Lights ablaze - and as usual we draw attention wherever we go This spectacle I have heard called by some as "Opening Day in the Dark" due to the large number of boats milling around in Lake Union which at night

presents somewhat of navigation challenge - - you all know the old saying "A collision at sea can ruin your entire day"

Enjoying the somewhat foggy but larger fireworks show this year were - VIRGINIA V - EL MISTICO - GRAND SLAM - STURDY GAL - MITLITE - THELONIOUS - ESTELLE (FORMERLY KNOWN AS DOUBLE J) CLE ILLAHEE AND ORBA.

Since it was dark - - and since I have established the fact that 50 years have gone by - there very well could have been others - - however put it in your plan for next year - - take it from one who knows - - we all had way to much fun.





Above: Frank A. Anderline

Below: Frank & Florence  
Anderline's Cruiser "Pamabro"  
launched January 1933  
W J Schertzter Boat & Machine  
Works, Seattle, WA

# Shearwater

(formerly "Pamabro")

**Launched: January 1933**

**Builder: W.J. Schertzter Boat and Machine Works**

**Length: 45 ft.**

**Beam: 11 ft. 6 in.**

**Draft: 4 ft. 4 in.**

**Power: Original – Hall Scott Invader 250 H.P.**

**Current: John Deere 4045TFM Diesel 120 H.P.**

**Hull Construction: 1-1/8 in. Pt. Orford Cedar planks  
over steam bent white oak frames**

**Superstructure: Mahogany**

**Current Cruising Speed: 8 knots**



Photos: Pacific Motorboat Magazine 1933



"Pamabro", Owned by Frank Anderline of Seattle  
She is a 45-footer build by W. J. Schertzter of Seattle. A Hall-Scott  
Invader engine drives her 20 m.p.m.



Shearwater cruising Elliott Bay June 2009

Photo: Jim Paynton

Jan & Kathi  
Skillingstead,  
owners since 2002



& Bogey, too





# Shearwater

United Airlines pilot, **Frank W. Anderline and his wife, Florence**, launched their new forty-five foot bridge deck cruiser, **Pamabro** (*Pa, Ma, and Brownie the dog*) in January of 1933 at the W.J. Schertzer Boat and Machine Works on Lake Union, Seattle. They built her as a live aboard and moored at the Seattle Yacht Club.

In 1936 the Anderline's sold Pamabro to **Ray and Ruth Krueger**, who renamed her **Shearwater** the following year. Ray Krueger was Seattle Division Mgr. for National Lead (Dutch Boy Paint). The Krueger's sold **Shearwater** in 1943 to **L.G. Prendergast**, and then bought her back from Prendergast in 1949.

Her next owners were **Charles O. ("Chuck") and Alyce ("Granny") Carroll**. Charles O. Carroll held the politically powerful office of King County Prosecutor. The Carroll's owned **Shearwater** for eighteen years (1951–1969), with regular cruises north to the Gulf Islands and beyond each summer.

King County District Court Judge **Joel A.C. Rindal and his wife, Helen**, bought **Shearwater** from the Carroll's in 1969 in partnership with King County Republican Chairman, **Kenneth Rogstad and his wife, Doris**.

The **Rindal's** bought out the Rogstad's interest in **Shearwater** in 1977 and continued to cruise her for another twenty years. Joel, Commodore of Queen City Yacht Club 1978, was an avid Predicted Log Racer, winning numerous awards, including the prestigious North American Cruiser Assn. I.P.B.A - North Award in 1981.

In 1997 **Shearwater** was sold to **Ron and Kathy McClure** of Wenatchee, WA. McClure, the author of the popular books, "Classic Wooden Yachts of the Pacific North West" and "Classic Wooden Motor Yachts", moved **Shearwater** to Anacortes, the gateway to the San Juan Islands. That same year **Shearwater** suffered a near fatal calamity. The boat moored next to her exploded severely damaging **Shearwater** and other boats in the vicinity. The McClure's spent the next five years bringing her back from the brink.

**Jan and Kathi Skillingstead** became the owners/stewards of **Shearwater** in October of 2002 and returned her to Seattle where she resides in good company, among other boats of her vintage, at the Stimson Marina in Ballard.

The restoration continues . . . . .



**BOGEY (1999-2013)**





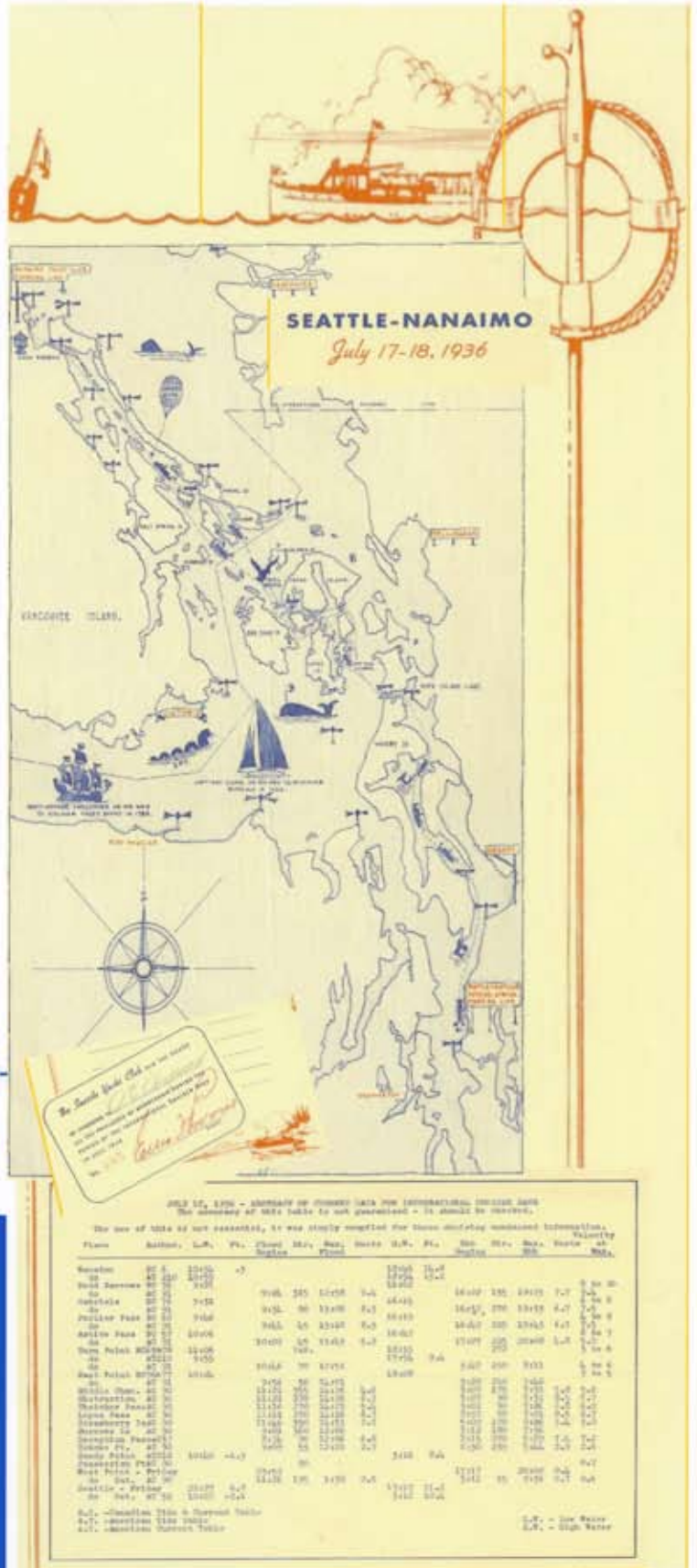


**Charles Carroll, Jr.  
aboard  
Shearwater,  
Fair Harbor Marina,  
September 2006.**

Charles recounted numerous stories growing up on Shearwater, including one crossing of the Georgia Straits when he and his sister were huddled under the table, lifejackets on, his father white knuckled at the wheel. When they finally made it to Nanaimo, they were cheered by a crowd waiting to see what manner of boat could survive the storm! Also told of how you could always tell when his Mom started the gas galley stove by the explosion!!



**Russell & Kathleen  
Knapp aboard Shearwater,  
Center for Wooden  
Boats, July 2006.**



**Detail from Queen City Yacht Club Seattle to Nanaimo Predicted Log Race Program July 1936 courtesy of Kathleen Chapman Knapp. Note O.E. Chapman signature on inset. Shearwater (then Pamabro), Skipper Ray Krueger, placed 8th in the Large Cruiser Class at a speed of 10 kts and Percent of Error of 3.299.**

... but you might get better luck with a magnifying glass. I do recall the craft was named Pamabro - as shown on the rear view picture - when Ray Krueger bought her. The former owners were Pa, Ma and Brownie, the dog!

My dad, Owen Chapman, Navy Bo at that time, worked for National Lead - Dutch Boy Paints - and Ray Krueger was Seattle division manager. He was uncertain of his own skills and took my Dad and mother along anytime he left his Washington. I was fortunate enough to go on many cruises, also. Such fun! You probably know the Shearwater was used in a surprising patrol during WWII. She was painted "low visibility blue". My dad was

**Excerpt of letter to Joel & Helen Rindal from Kathleen Chapman Knapp Sept 1983.**



# Caretakers:

**Frank & Florence Anderline**  
1933 to 1936



**Ray & Ruth Krueger**  
1936 to 1943 & 1949 to 1951

**Left:** Shearwater at Upper Queen's Reach tied to log boom, waiting to go into Princess Louisa.  
**Upper Left:** Inez & Owen Chapman seated on log, Ruth Krueger seated in Shearwater's cockpit with Kathleen Chapman on aft cabin roof.  
Photos taken Summer of 1939, courtesy of Kathleen Chapman Knapp.



**Right:** Ray & Ruth Krueger, Opening Day 1937.

**L.G. Prendergast**  
1943 to 1949

**Charles "Chuck" & Alyce "Granny" Carroll**  
1951 to 1969



**Above:** Kathy, Charles Jr. and Alyce Carroll.

**Left:** Chuck aboard



**Left:** Chuck & Granny at Hood Canal



King County Prosecutor, Charles O. Carroll

**Joel & Helen Rindal and Kenneth & Doris Rogstad**  
1969 to 1977

**Right:** Joel Rindal pictured at the helm of Shearwater featured in the article, "A Classic Beginning"

**Left:** Helen & Joel Rindal aboard Shearwater at Bell

Joel & Helen gifted Shearwater with dress flags and an oil lamp originally installed over the bridge table. Helen remarked that the unique wall paper she found



**Above:** Shearwater participating in one of many

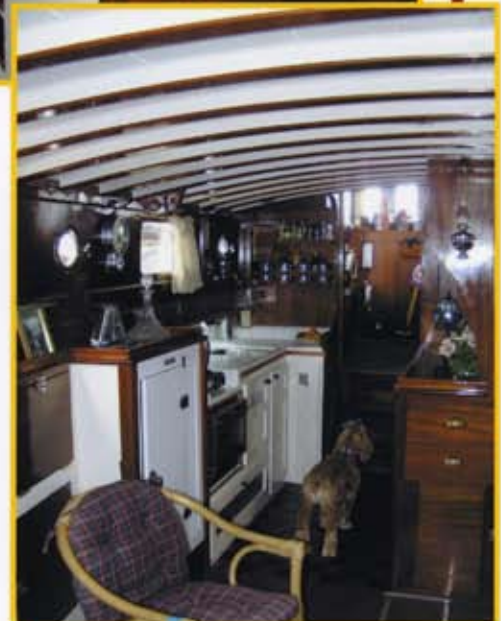


**Ron & Kathy McClure**  
1997 to 2002

Ron and Kathy McClure working on Shearwater after the explosion in Anacortes.



# Shearwater



## Awards:

**First Place**  
2009 Golden Potlach  
Award  
Opening Day  
Seattle Yacht Club

**Third Place**  
2008 Golden Potlach  
Award  
Opening Day  
Seattle Yacht Club

**Second Place**  
2012 Herb Cleaver Memorial  
Predicted Log Race  
Classic Yacht Assn.

**Second Place**  
2010 Herb Cleaver Memorial  
Predicted Log Race  
Classic Yacht Assn.

**First Place**  
2009 Herb Cleaver Memorial  
Predicted Log Race  
Classic Yacht Assn.



**“Green Douglas firs where the waters cut through.  
Down her wild mountains and canyons she flew.  
Canadian Northwest to the ocean so blue,  
Roll on, Columbia, roll on!”**

*- - Roll on Columbia - Woodie Guthrie*

Our intrepid CYA flotilla arrived safely at their destination on the John Day River just outside of Astoria. Passing through the open swing-arm railroad bridge, we threaded our way along the shallow coastal river to a floating home neighborhood. George and Patty Beall were hosting us at their home, but with well over 100 feet in combined vessel lengths, we tied up to the neighbors' homes on either side as well. The first order of business after securing the boats was cocktails and dinner, of course. We had a pleasant evening swapping boating and other stories while tending the grill on the dock. We were looking forward to our days in the Astoria area.

Astoria was the first permanent white U.S. settlement west of the Rocky Mountains. In 1810, just a few short years after Lewis and Clark returned from their epic journey of exploration, John Jacob Astor's Pacific Fur Company sent an expedition to establish this fur trading outpost. Astor intended to use this settlement as a trans-shipment post for furs his employees would harvest west of the Rocky Mountains. It was a chess move intended to check the competition of British Hudson Bay Company and assert American claims on the Pacific Northwest - then known as The Oregon Territory.

Fort Astoria was constructed in 1811, but by 1813 Astor sold the settlement to the British as part of a concession in the war of 1812. Renamed Fort George, it remained in British hands until the end of the war in 1818. The British controlled the fur trade in the Pacific Northwest from Astoria and Vancouver, Washington into the 1840's, but the influx of US Citizens along the Oregon Trail strengthened the region as an American territory. (CONT. Pg.12)



# “Roll On Columbia, Roll On”

## ASTORIA

by John Lebens

Photos from Astoria Chamber of Commerce, Columbia River Maritime Museum & Dave Ellis





The British and Americans jockeyed for control and the current boundaries north of the San Juan's were established in 1846.

There is little left of the British commercial legacy in Astoria, but a fine local microbrewery called "Fort George" reminds us of this era.

For decades, Astoria was an important West Coast port thriving on fishing, canneries and lumber. It was also a major wood boat building center supplying fish boats used along the coast and in Alaska. Neither lumber nor fishing are what they used to be, but they still play a large role in the local economy, giving Astoria the economic diversity denied so many small towns. Today, the City of Astoria is rapidly growing as a tourist destination while maintaining and embracing its "blue collar" character. It also remains an active port city hosting more than 20 large cruise ships each year.

The local Coast Community Radio sponsors a daily ten minute briefing on ships transiting the Port and other maritime news. For the mariner, this little program is always interesting. You can listen to Joanne Rideout's melodious voice via the web at:

<http://www.shipreport.net>

The small city of Astoria has a strong link to the Classic Yacht Association.

CYA founder Robert Ekoos grew up and earned his sea legs near where we moored on the John Day River. As an adult, he helped found the Classic Yacht Association when he was a member of the Long Beach Yacht Club. He is Classic Yacht Association member #1 and served as the first commodore from 1971-1972. Our CYA newsletter published a short biography of Bob in November of 2000, then reprinted it after Bob died on June 3, 2008. In retirement, Bob wrote a biography he called "Clara's Boys." He was clearly proud of his role in founding the CYA.

Bob was raised by his aunt Lenore in their home above the John Day river. His younger cousin, Skip Houke, a lifetime Astoria resident and business owner, grew up with him. Skip said Bob had as full and interesting a life as anyone he has known. A river rat from a young age, he starting his working life with the Knappton Tow Boat Company. He hired on as a crew member on the 64 ft tug



"Defender." She was built in 1909 and powered by her original steam engine. Defender towed log rafts, sawdust barges and anything else that needed towing, according to Bob's biography. WWII was just beginning.

*Arriving at the Knappton Towboat Company docks that overlooked the "Defender" where she lay secured to her mooring below, I climbed down the steep ladder that led to her main deck near the engine room door. As I passed by on the way to the galley located near the stern, I breathed in the wonderful smells of the old steam engine and boiler cooling down after a day's work. Stepping into the galley, I noted a pot of coffee simmering on a cast iron stove, adding its aroma to the smoke curling up from a cigar lying in an overflowing ashtray on the table. It was magic, and I knew then, this is what I wanted!*

*from Chapter two of Bob Ekoos' biography "Clara's Boys"*

Even though he spent some time in

his 20's in a tuberculosis sanatorium, he became an active adult. He was a climber and a snow skier, sports he practiced well into his 70's. Skip says Bob once water skied all the way from San Pedro to Catalina Island - a distance of 26 miles. He lived for a time in Australia and traveled much of the world. He was an avid storyteller. Bob had two long marriages and his wife Cherry still lives near Nanaimo, B.C.

During the time Long Beach was his home, Ekoos was a banker at Wells Fargo and he was involved in financing classic yachts. There were a several at the Long Beach Yacht Club at the time. He and others agreed it would be worthwhile to start an organization to preserve these old beauties and we are all benefiting from their vision today.

He retired with Cherry to Nanoose Bay, near Naniamo on Vancouver Island, British Columbia. She's been a CYA member since 1971 - 42 years!

When Robert died in 2008, his family and friends returned his ashes to the the Columbia River. George and Patty Beall's "Merrimac" carried them all onto the river. Skip, his brother Bob and sister Gail was there along with





Bob's wife Cherry. His ashes were spread in the water near Tongue Point on the Columbia River he loved. Skip says the Bealls beautifully decorated the "Merrimac" with flowers. He says Bob would have fully approved and would have been so very proud that a CYA vessel was carrying him to his final resting place.

Merrimac is still a CYA member, now owned by John and Karen Fettig. She is moored in Portland, and was built in Astoria by the Astoria Marine Construction Company (AMCCO) in the late 1930's. Merrimac was then and still is one of the finest yachts on the river.

Phantom, another fine AMCCO vessel from the 1930's is owned by Chuck and Trish Kellogg and also moored at the Portland Yacht Club.

Originally called Astoria Shipbuilding, the company was formed in 1922 to build fishing vessels and yachts. The company participated in wartime boat construction during World War II and the Korean War. Incredibly, the company is still in operation today and was the subject of an entire recent issue of The Columbia River Maritime Museum's journal "The Quarterdeck." Many of the old buildings are still in use and the yard was just approved for listing on the National Register of Historic Places.

Tom Dyer, the son of AMCCO founder Joseph Dyer is a CYA member and owns Evening Star, a Joe Dyer Design built by AMCCO in the late 1930's. Tom's son Ben is also a CYA member.

Even our "Suellen" has a notable Astoria connection. About ten years after she was christened in Seattle,

she was purchased by Rolf Klep and moved to Astoria. She was then called "Kittiwake." At about the same time, Klep was busy founding the Columbia River Maritime Museum. Later Richard and Nancy Carruthers, also founding members of the museum, cruised the Columbia with their family on our vessel.

Of all the towns in Puget Sound, Astoria most resembles Port Townsend. Both are on sites with grand and strategic vistas. Both have seen a long history of wood boats and the commerce connected with them. Both are full of fine feathered Victorian-era homes. And both are making successful efforts to keep boating history and wooden boats alive.

Astoria's Columbia River Maritime Museum is a focal point. Under the leadership of a CYA member (Sam Johnson/Winikin) this maritime museum is recognized as one of the best in North America. Of course, its focus is the history of the Lower Columbia River. Exhibits include early explorations and cartography, Columbia Bar piloting, canneries and fishing, native Americans, steam boating on the Columbia and rotating exhibits. Sam recently presided over the opening of

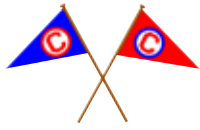
the restored Astoria train station as a museum annex. With wood boat building shops and meeting rooms, its major focus is to teach and demonstrate a wide range of boatbuilding crafts.

After our days of relaxing and exploring in Astoria, it is time to retrace our course back up the river. We are familiar with the narrow passages down the Little John Day and we motor quietly along the banks and past the decrepit bridge into the wider Columbia. We enter the big river's main channel on a flood tide and make surprisingly swift progress upstream. The river is creamy calm and the clear blue sky is set off by a few high wispy clouds.

Looking toward the Oregon side of the river we see a remarkable sight - a small flock of American White Pelicans dressed in crisp black and white plumage. They are graceful fliers, moving through the air with ease. And they are big. References say they measure up to 70 inches in length, including a 11 to 15 inch long beak. The wingspan can reach up to 120 inches, second only to the California Condor. Some of us had never seen these magnificent birds before. We watch them for a long while as we motor along, then turn our attention to our voyage back upstream.







# Unwanted Guests

By Dorin Robinson "The Ancient Mariner" Member 209

The very title of this article does in fact call for an explanation - - let me explain by first saying that these guests were not invited aboard my Classic Yacht - rather they just showed up, jumped on board and in some cases decided to stay way longer than I was comfortable with. These guests were not your normal type of guest in that I still get them occasionally and do everything with in my power to get rid of them. In most cases they were not the two legged variety (although there have been a few of those) rather these guest were of the four legged kind and in some cases there were some with more legs than I ever bothered to count.

Now I know that you are probably wondering what in the world am I talking about? Their identities are as follows - - and once I have named them I will make an attempt to discuss each one of them individually. They are in no particular order - Spiders, Otter's, Raccoons, Rat's, Carpenter Ants, and last but not least the elusive Nutria. I will start with Spiders only because this year it seemed that there were more of them than usual. They are capable of weaving exotic looking webs which I have found have a purpose in that these webs do in fact catch a variety of small flying insects which become food for the spider. If your Classic Yacht is in a Marina with an overhead roof - they often will build their webs (nests) right over the top of your boat. When that happens you will at times notice small spots on your boat which are not easy to clean off. These small spots are sometimes black & then there are some spots that are white - - it took me awhile to figure out why these spider droppings were different however

I have discovered that when the droppings hit a varnished place they are white - conversely when they hit a painted area they are black. My research tells me that the same spider will leave both black and white spots - - and the only way I can explain this is that there must be a chemical reaction which takes place depending on the type of target area the droppings fall on. If there is anyone reading this that can enlighten or correct me as to why the change in color - - I would welcome your input. Quite frankly I do not ascribe to killing anything however a can of spider spray will provide a welcome relief that rids your Classic of these pesky uninvited guests.

Perhaps not all Marina's have otters however there are some that have more than their fair share - - if they happen to get on or worse yet inside your boat - - they not only will leave their calling card but will also tear up the inside including upholstery, seat cushions. etc.

They may be cute and clever when you see them but the bottom line is they are very destructive - - - you do not want them aboard. I know that Raccoons have been around way longer than most - - and as such some folks think they are cute, funny, etc - - and believe it or not their are some who will take the time to feed them which is exactly what you do not want to do. They are constantly foraging for food and believe me they are amongst the cleverest four legged animals that you will ever have the misfortune to encounter. They are capable of getting inside your vessel and if they succeed they will literally tear up the entire inside of your boat looking for something to eat. If cornered they will put up one heck of a fight and seem not to be afraid of anything - - dogs and humans included. I saw one Classic Boat that they had been aboard and got into a sack of sugar - - needless to say it was a first class mess as there was sugar spread everywhere - - so do not leave them an opening as they will come right in uninvited which can cause a boat owner much trouble.

I am not sure if you have ever had a Rat aboard your Classic - - It

so happens that I have over the years experienced two different Rats in two different places - - they like the inside of your boat where it is warm and they also have a penchant for foraging for something to eat.

They will get into a drawer - build a nest of whatever is available inside the drawer and settle in for the long haul. If you have access to a cat - - they will eventually get the rat however they do not kill them right away - rather they will pounce on them and play with them before the kill - - in my case it went on for days which was not even close to my liking. The other one I trapped with a good old fashion rat trap and a large amount of peanut butter - - heard the trap snap - looked inside the drawer - - took the trap along with the Rat and hastily put both in the large garbage can just outside of the Marina. They have been known to chew wiring which can cause all sorts of unimaginable problems - - Trust me when I say you do not want one on your boat.

This is the time of year for Carpenter Ants - - - they are usually seen most anywhere - - you can't miss one if you happen to observe one of these insects - - they look like an ant with wings - - once they shed their wings they look for wood to bore holes in or thru - - If there are many of them in one place you can actually hear them chewing the wood which can be any kind of wood - - they do not care - -

Now lastly we have a very unusual four legged creature known as the Nutria (Water Rat) which you can find just about anywhere at or very near the water. They have one recognizable feature which happens to be very large orange colored buck teeth and can chew thru almost anything.

I know of at least 7 boats that they have been responsible for sinking and here is how they do it. If your exhaust is very close to the water - they will swim right into the exhaust pipe - - and begin to haul material that they gather right into your exhaust. Of course they are intent on building a nest which gives them a place to stay - - they can and often will chew right thru a muffler making a hole large enough for water to hydraulic right into your boat - thus sinking the boat - - it is possible to tell if you have one in your exhaust and here is how you know for sure - - - when you first start your boat there will be a lot of what they have carried on board which will blow out the end of the exhaust pipe - were talking weeds - water born vegetation of any kind - chunks of wood - and if they have been in there long enough - often you may see chunks of your rubber muffler. There is only one sure way of preventing any of this from happening that I know of and that is to weld a screen right on the tip of your exhaust which will on a wet exhaust system keep them from gaining entrance into the exhaust pipe. I have also seen some boat owners find just the right size oblong fender and stuff that in the exhaust - - just remember to remove it before you start your boat. The reason that they are around is that back in the day - lets say the late 50's & early 60's they were raised in pens for their fur & it was very fashionable to have a nutria fur coat. When the bottom fell out of this market folks who were raising them for profit simply let them go - - they are capable of multiplying like rabbits - - so we have many of them - - - You do not want to have anything to do with them - - they are insidious and are capable of sinking your fine Classic if you have a wet exhaust system.

These creatures that I have talked about are based on my own personal experience. There may be other unwanted guests that I have failed to mention - - If thats the case perhaps you would like to enlighten our CYA readers about your experience - - we welcome your input.



# Annual Thanksgiving Cruise Big Turnout

by Jim Daynton MARANEE

Under partly sunny skies with calm cool weather, 10 PNW classics gathered at South Lake Union Park on November 29 for the yearly CYA Thanksgiving Cruise. This is one of our longest running events, typically held the day after Thanksgiving. This year's event was held at a new location, courtesy of our friends at the Center for Wooden Boats, who reserved the entire west wall of the park's mooring area for us. Lots of park visitors enjoyed the

lovely yachts, taking photos and asking questions. CYA crews donated two boxes of food for the less fortunate in our area.

We were delighted to welcome John and Jane Lebens of SUELLEN, who drove up for the event from Portland, and Ann Hay of PIED PIPER who crewed aboard the MARANEE for the day. The new owners of GUILLEMOT stopped by with their lovely new classic and picked up a CYA registration packet.

Participating CYA vessels included PATAMAR, SWIETENIA, THUNDERBIRD, ARGONAUT II, THELONIUS, SHEARWATER, BACCHUS, MARANEE and ASTELLE, formerly DOUBLE J, owned by new members Doug Weeks and Nina Altman.



## Christmas Cruise

After sending out at least three e-mails to all members - regarding the 2013 Christmas Cruise a new record was set for members attending. The weather was great - no rain and we watched somewhere around 30 decorated boats passing the Husky Dock actually going in both directions. Another fantastic potluck was enjoyed by all which capped off a most interesting evening out on the water.

This Cruise is one of our premier events having started back in 1978 at what was at that time Timmerman's Fuel Dock. As the years went by we moved out to the Husky dock so that many more Classic Vessels could in fact be accommodated.

If you are curious and would like to know the exact record number of boats who attended - - feel free to make an inquiry - - and if you missed it due to a conflicting schedule - - we look forward to seeing you next year.

Dorin Robinson (CLEILLAHEE) filling in for John Shrader (SAVONA)





# MITLITE

## The Original THEA FOSS

Launched in 1933, 58 foot long *MITLITE* is the original *THEA FOSS*. In late 1931, with a view of owner Henry Foss to hold Foss workmen on the job as much as possible during the depression, work was begun on the only yacht listed on the Foss History web site to be built by the Foss Tug and Launch Company works at Tacoma. When other work was a bit slack, work on *THEA* was resumed, thus assisting the owner in keeping the company's well organized crew employed. Her lines were drawn by G.E. Nyman of Tacoma and her construction was under the supervision of Linas Berg. Hollow Tobin bronze wing shaped rudder and stream-line designed air-driven winch as well as all outer gear were cast by Tacoma Brass Company and finished by Fred Dravis of Hicks and Bull Company, Tacoma. All are still with the boat and functioning well.

*MITLITE (THEA FOSS)* was originally powered with a 66hp Washington full Diesel and she was also equipped with an Atlas Imperial lighting outfit with a belt driven Westinghouse 32 volt generator on the main engine. She was later repowered with

a 4 cylinder Enterprise diesel of which pictures still exist (see attached), and finally repowered in 1964 with a WWII Navy surplus General Motors 6-71 Detroit diesel; still running like a fine watch. The Atlas lighting and Westinghouse generator system was replaced by a 7.5 diesel Onan generator. Her original paint was by Murphy Brothers and Fuller company materials were used to a great extent. In 1986 *MITLITE* was given a boot stripe of original Foss Green. (See attached article in Foss Maritime TWO BITTS, Oct. 1986.)

*MITLITE (THEA FOSS)* was built for Henry Foss and named in honor of his mother. During this time Henry was a member of the Viking Yacht Club and a Tacoma civic leader and the vessel became the official Tacoma Christmas Ship. Henry also occasionally pressed *MITLITE (THEA FOSS)* into commercial use. Brad Bradford met one of her former captains who piloted her during the construction of the Grays Harbor breakwater, "where the vessel was used as a tender for the Foss fleet working on the breakwater." Brad also

met another "very old gentleman claiming to have sailed on one of the last lumber schooners sailing from Tacoma and Puget Sound during the late 30's. He said each time they called for a Foss Tug to bring them in from the straits, the *THEA FOSS* would be sent to tow them into Tacoma." Brad also met another gentleman who was in command of her at the Bremerton Navy Yard During WWII.

During the Second World War *MITLITE (THEA FOSS)* was taken by the Navy for use as a barrage balloon tender with the designation J2036.

At War's end, J2036 was returned to Foss, but there were a lot of very fine vessels available as they came out of service and in 1948 Foss acquired the boat formerly known as *INFANTA*, originally built for John Barrymore. For the better part of two years there were two *THEA FOSS* vessels and when Henry was asked which he wanted readied for an outing he would refer to the original *THEA* as "My Little One" (As in the little *Thea Foss*) so that her name was eventually changed to *MITLITE*, which



which means “my little one” in Norwegian, and is the name she retains to this day. *MITLITE* is also a universal word in local tribal dialects meaning *GOOD FELLOWSHIP* and preferred by Brad Bradford. Her original prop and deck fittings still retain her original *THEA FOSS* markings.

Ownership transferred in 1950 to one of Henry Foss’s attorneys, Mr. Metzger, who officially changed the name to *MITLITE*. Metzger kept *MITLITE* moored in a boathouse in Gig Harbor until he passed away.

In 1958 Mr. Sid Tozier of Port Angeles purchased *MITLITE* and her boathouse, which he towed with *MITLITE* from Gig Harbor to Port Angeles in one day; in January. Brad said, “Obviously the boat house must have been as sturdily built as *MITLITE*.” Brad also reported that Tozier made annual trips to Southeastern Alaska, as well as numerous trips to the west coast of Vancouver Island.

Brad and Lena Bradford acquired *MITLITE* in 1972, after a three year search and became long time members of the Classic Yacht Association (Member 211 among the first PNW members). Brad said that, “It was LOVE at first sight,” for him. “For Lena, it took a little longer! In the end LOVE triumphed over all!” Brad wrote in his history, “On July 1, 1973 we moved aboard and have lived happily everafter.” The Viking Yacht club adopted *MITLITE* once again as their official Christmas Ship, a designation that lasted for another decade. Brad was instrumental in supporting the development of the oldest continuous rendezvous hosted by the PNW fleet of the CYA, the Pumpkin Cruise. In the 1980s, Blake Island was a great place to hold the event but one had to get there early and grab a lot of space. Brad would bring *MITLITE* in early and tie her up across as much territory of dock as possible. He would also bring all the wood for the fire pit and make sure there was plenty of Hot Buttered Rum available for all. Brad and Lena lived aboard *MITLITE* on the Foss Waterway directly in front of the old Train Station for many of their years of ownership.

William (Bill) Schlink acquired *MITLITE* in July of 1995 from Brad Bradford and for several years used her as a form of transportation between Anacortes and their position taking care of Vendovi Island, living aboard her when ever the family that owned Vendovi came to visit the island. When Vendovi Island was sold to the Island Trust, Bill was delighted to accept the head

job at Blakeley Island and *MITLITE* was actually undercover for a couple of years. Not needing the *MITLITE* any more, neither as a part time home nor as transportation to paradise (they were already there) they decided to pass on the care of *MITLITE* to another.

Dorin Ellis, son of long time Classic Yacht Association members, David and Heather Ellis, stepped forward and accepted the challenge. No stranger to classic yachting, Dorin had grown up cruising on *PATAMAR*, *SPINDRIFT*, and *FOREVERMORE*. On Saturday June 22, 2013 Dorin, along with parents David and Heather were delivered to Blakeley Island by John and Ellen Murphey via *TENDER TO STURDY GAL*. Bill narrated *MITLITE*’S systems for Dorin then both joined Bills wife, Susan, David and Heather to ready the classic for departure on Sunday late afternoon, June 23, 2013. Heather returned to the mainland via *TENDER TO STURDY GAL* while Dorin and his dad, David, cruised south by way of the LaConner slew to Oak Harbor where they spend Sunday evening. Departing early Monday morning, June 24, 2013, in a fog that necessitated *MITLITE*’S dependable radar, the cruise south to Seattle was smooth and beautiful once the fog had lifted. Shortly after noon, Dorin had navigated his first locking under the watchful welcoming eyes of Gary and Cheryl Madsen (*BIG DIPPER*) making landfall at the Ballard Docks where they were greeted by Steve Moen (*ORBA*), Jim Paynton (*MARANEE*), and David Walker (*SCAUP*). After a fine Ballard lunch in

town, Dorin’s first voyage aboard *MITLITE* continued through the ship canal and into Lake Washington, then north up the lake toward Kenmore and Harbor Village Marina where *MITLITE* was again greeted by Gary and Cheryl Madsen, this time speeding around *MITLITE* in a Chris Craft Runabout they have enjoyed for forty years but never named.

*MITLITE* was hauled a few weeks later on the elevator lift at Larrson’s Marine where the hull was tapped and determined to be in fine condition. Larrson’s Gordy repaired some minor stem damage, replaced a piece of the anchor palate that was missing, cleaned and painted the bottom, and replaced the zincs. Steve Moen (*ORBA*), Dorin Robinson (*CLE ILLAHEE*; also Dorin Ellis’s namesake) and David Ellis (*FOREVERMORE* and dad) joined Dorin Ellis for the return cruise to Kenmore’s Harbor Village Marina where Dorin is Harbormaster. *MITLITE* is currently moored between the Fremont Bridge Marina in a covered slip where Wilson’s once was.

There is some discussion as to changing her name back to the original, or perhaps *THEA FOSS I*. As it stands; however, we simply enjoy telling the story.

One of our new member’s, (kind of) Dorin has already taken *MITLITE* to the Pumpkin Cruise and was present to greet the Classic Fleet at New Years.

History updated from many sources by  
Dorin Ellis. ~ Photos by Dad





# Commodore Freeman's Fleet Report



2013 was another busy year for the PNW Fleet. With over 20 events on the cruising calendar I won't provide a detailed summary of each. Instead, I'll call out a few of the many highlights of the year.

- We kicked off the year with a large contingent attending the 2013 CYA Board meeting in Long Beach. The Southern California Fleet set a high bar by hosting a delightful weekend with great weather, productive meetings, and fun-filled events. At the meeting we voted to make the Pacific Northwest Propulsion Museum a lifetime member, and honor its founder Mike Wolleston with a plaque commemorating his efforts.
- The PNW Fleet then officially kicked off our local calendar with the PNW Change of Watch on Feb 16 at Ray's Boathouse. John Shrader did a magnificent job of organizing the evening affair enjoyed by over 80 in attendance. Diane Van Ornam gave a moving invocation, local awards were presented, flags were passed along to the new bridge and late night revelry ensued. Award winners and honorees included:
  - Predicted Log Race: Swietenia – Mark & Ginger Garff
  - Best Attendance: Scandalon – Joel & Diane Van Ornam
  - Up the Creek without a Paddle: Orba – Steve Moen
  - Best Classic Motor Preservation: Double Eagle – Randall & Josephine Olafson
  - Galley Wizard: Carousel – Jytte Wheeler
  - Dry Rot Award: Suellen – John & Jane Lebens
  - Herb and Virginia Cleaver Award: Sunshine – Rick Etsell
  - Commodore's Inspiration Award: Carousel – Bob Wheeler
  - Honorary Membership: Pacific Northwest Propulsion Museum – Mike Wolleston



- There were a few bleary heads early the next morning for the annual Commodore's Cruise to "Open the Gates" for the 2013 cruising season. Despite the gloomy weather, we had 12 boats parade around Lake Union and gather on the Husky dock for a drizzly but delicious pot luck.
- May 4 marked the official "Opening Day" of the Seattle boating season. We enjoyed some of the nicest opening day weather in decades. More than 15 CYA member boats joined the festivities adorned in all manner of decorations in keeping with the "Hawaiian Magic" theme. The hula dancers aboard Olympus especially appreciated the mid-70s temperatures.
- One of the more laid-back events of the summer season was the Past Commodore's Cruise, held each year over Memorial Day weekend. Dan Allen and his dock in Manzanita Bay once again proved consummate hosts for the dozen or so in attendance.
- The largest event of every year is Bell Street, held over Father's Day weekend. This year showcased Richardsons as the featured class with Sea Otter, Peaceful, Jubilee and Adagio docked front and center. Chip and Kristin Kochel planned yet another perfect weekend with the Bell Street Marina virtually overflowing with more than 50 classics on display.
- The Southern Salish Sea Grand Tour proved to be just that, more than living up to its name. Meticulously planned by Dorin Robinson, the ten-day adventure included more than seven ports of call with 17 different classic yachts participating. Festivities included multiple boat shows (some with antique cars), museums galore (Working Waterfront Museum, Glass Museum, LeMay Car Museum), a tour of the State Capitol, and a plethora of potlucks and BBQs. A fantastic time was had by all.
- August brought three big events, all on back to back weekends: The LaConner Classic Yacht & Boat Show Aug 10-11 hosted by Ann Hay; the Bremerton Rendezvous, hosted by Bob & Jytte Wheeler; and the Secret Island Feast hosted by Curt & Marsha Erickson. More than 12 CYA members made the voyage up to beautiful LaConner and navigated the tricky currents getting into the marina there with no problems. Then 17 boats challenged the much vaunted Bremerton currents the following weekend without mishap. A big thank you to Bob & Jytte for organizing yet another fun-filled weekend. The following weekend, 19 boats made their way north to Secret Island. The "finest summer weather in two generations" (according to The Seattle Times), bountiful feasts of crab and prime rib, and fabulous fellowship were enjoyed by both those traveling by sea and islanders alike.
- The fantastic summer weather unfortunately did not continue thru late September and very nearly drowned those who braved the small craft advisory to attend the BAD (Brownsville Appreciation Days) Rendezvous. Fear not, the fleet looks forward to next year.
- More than 40 people attended the annual PNW General Membership Meeting on Oct 12, once again graciously hosted by David Huchthausen at his magnificent loft. In addition to general business, the afternoon included a history book update by David, as well as Peter Mann and Nancy Everds regaling all with tales of their ambitious and inspiring renovation of Gyrfalcon.
- The holiday season officially kicked off with the Pumpkin Cruise hosted by David and Heather Ellis the weekend of Oct 19. The holiday cruising schedule continued with the annual Thanksgiving Cruise the Friday after turkey day. A football game forced the relocation of our event to Lake Union, but a fine time was had by all nonetheless. Last, but certainly not least, the annual Christmas Cruise took place on Dec 14. A big thank you to Dorin Robinson for jumping in to host when John Shrader was taken down by a horrific case of viral meningitis. But after his long convalesce, we're glad to report that John is feeling much better.

From a membership perspective, the PNW Fleet continues to maintain and even grow our ranks. We started 2013 with 181 members and closed out the year with 184. A huge debt of gratitude goes to Ann Hay and Dorin Robinson, who collectively leave no stone unturned when it comes to recruiting and retaining members. To aid in the onboarding and retention of new members, the bridge instituted the practice of distributing New Member Boat Streamers. These thin, blue streaming flags will be given out to every new member, who will be encouraged to fly the burgee for their first year of membership. Any boat flying the New Member Burgee will be made to feel especially welcome at any CYA event they attend. Thank you Dorin for advocating the idea, and Chip Kochel for securing the burgees.

Sadly, the year was not without loss. Two active and influential members passed away. Bill Woodward who served as PNW Rear Commodore in 2011 and organized the Gig Harbor Maritime Days weekend for many years, lost his battle with cancer. And we just learned of the passing of Thelma Cutler. Both Thelma and her husband Newt were CYA Life Members having originally helped charter the Alaska Fleet in 1980. After that fleet dissolved more than 10 years ago, the Cutlers became members of the PNW Fleet. Both Bill's and Thelma's collective contributions will be remembered with reverence and appreciation.

Finally, a huge THANK YOU to the dedication, commitment and partnership of the 2013 PNW Bridge: Genevieve Carlson (Staff Commodore), John Shrader (Vice Commodore), Dorin Robinson (Rear Commodore), Chip Kochel (Treasurer), Ginger Garff (Secretary), as well as Ann Hay, Bob Birdseye and Ken Meyer (Directors). It truly takes a village to keep the PNW Fleet going strong. A sincere thank you to each of you for everything.



# ATTENTION ON DECK

The Official Newsletter of  
the Pacific Northwest Fleet

Classic Yacht Association

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John Shrader, Vice Commodore

Dorin Robinson, Rear Commodore & Editor

Genevieve Carlson, Staff Commodore

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PNW Classic Yacht Association

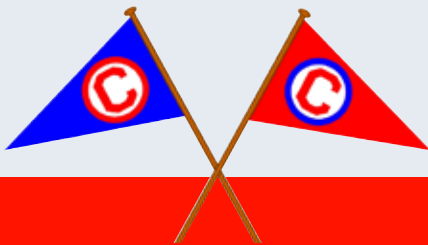
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Your comments, stories and photos are welcome anytime!

Please send to:

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# COMING EVENTS

## International Board of Directors

Jan 17 - 19 Northern California Hosts  
Fisherman's Warf ~ San Francisco

## PNW C.O.W. Banquet

Saturday Evening  
February 22nd @ Ray's Boathouse  
Rear Commodore Dorin Robinson Host

## "Open the Gates"

## Commodore's Salute Cruise

Sunday ~ February 23rd on Lake Union  
Next Commodore John Shrader Host  
SAVONA



## Additional Sources of Information

Check out the revamped web site for many links.

Join the PNW CYA Facebook Page

A. Search Facebook for "Classic Yacht Association"

B. Click on "Like" for the page to see CYA posts.

C. Check out the growing photo collection on FB.

For other photos check out:

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

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

## Credits and Thanks

To our authors: especially, Dorin Robinson, Dorin Ellis,  
John Lebens, Jim Paynton, Jessica Freeman, and Jan Skill-  
ingstead

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seum, and Center for Wooden Boats Betsy Davis.



## Save This Date

### February 22, 2014

Pacific Northwest Fleet, CYA  
Change of Watch Banquet

PRICE REDUCED 22% FROM LAST YEAR'S \$85 TO \$65 PER PERSON