

Pacific Northwest
CLASSIC YACHTING

Spring, 2016

A QUARTERLY NEWSLETTER PRODUCED BY AND FOR THE PACIFIC NORTHWEST FLEET OF THE CLASSIC YACHT ASSOCIATION



Opening Day, 2016
Photo by Doug Weeks



From the Bridge of RIPTIDE

By Peter Riess, Commodore

Well, Boating Season is finally upon us. A quick shout-out to our friends at Seattle Yacht Club for once again hosting Opening Day. I hope everyone is going to this great event and welcoming in another season of great adventures on the Salish Sea.

We have many great events coming up this year, and I hope to attend as many as I can. Please check the calendar on our website periodically for updates and revisions to the already packed schedule. This year, Bell Street will honor vessels built in the Seattle area. What a great way to acknowledge the great maritime craftsmen of Seattle and surrounding areas!

As you will have heard by now, the Classic Yacht Association has extended the years of qualification for Vintage members to 12/31/1964. We have already received applications from several affiliates who now are able to change to Vintage membership! This is a really positive move that opens up Vintage memberships to a lot of new folks. I want to personally welcome each of the new Vintage members and encourage anyone who qualifies to apply. Let's get out there, find more

folks that meet the new qualification years and get them to join.

Finally, I want to thank all of you who reached out to Dennis and me after the tragic fire at the Port Orchard Yacht Club. We were very fortunate that the fire was literally stopped at the boathouse right next to ours. We have a singed skylight, but no other damage. Five other vessels were a total loss, including *GAVIA*, the last wooden Tolleycraft. Truly a loss for these folks. With that said, please make sure you review your insurance policy carefully to verify that you are fully covered for salvage costs and environmental mitigation. Better to know before you find out that you don't have adequate coverage for these important items.

Fair winds and smooth seas my friends! See you on the water.

Yours in Classic Yachting,
Commodore Peter E. Riess

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*Official Newsletter
of the
Pacific Northwest Fleet,
Classic Yacht Association*

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Jennie Dahlby.....*Vice Commodore*
Christian Dahl...*Rear Commodore*
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The FO'C'S'LE

By Matt Paynton, Newsletter Editor

With the impending 20th annual Bell Harbor Classic Rendezvous fast approaching, I can't help but think back to what my life was like in June, 1997. I had just graduated from high school, and I had been gainfully employed at Bell Harbor Marina for about a month. Every day I arrived to work, I'd fill my lungs with the glorious smell of salt sea air, gaze out on Elliott Bay and be filled with such a feeling of blessing. *This* was my day job! Working at a marina in downtown Seattle? Talk about an ideal first job!

I had actually been hired on at Bell Harbor Marina as the indirect result of the initial talks of an annual classic boat and car show that would become the Bell Harbor Classic Rendezvous that we know today, with these conversations starting as early as the Seattle Boat Show that year. Bell Harbor Marina and



Pier 66 was a sparkling new facility in 1996. The staff was picked from other Port of Seattle properties, and cruise ships wouldn't be a regular sight on the pier for several years yet. I was so fortunate to be working right in the middle of a new and exciting enterprise, revitalizing the Seattle waterfront.

Throughout that summer, as I was preparing to enter my college career at the University of Washington, I was assigned odd jobs around the facility, ranging from checking in

moorage customers, sweeping up the docks and pier plaza, and collecting and dumping the trash from the marina as well as the neighboring Anthony's Restaurant.

At the first Bell Harbor Classic Rendezvous, I had the unique opportunity to wake up on board *Maranee* and head up the gangway to check in to work for the day. I went about my usual tasks, including picking up the marina trash, assuming that my fellow CYAers knew that I was employed by the marina. I had assumed wrong however, when Dorin Robinson approached me as I was dragging the tote full of trash up the gangway and insisted that I didn't need to do that- I had to inform him that I was happy to, as well as the fact I was being paid to!

Nineteen years have passed since those days, seemingly in the wink of an eye, but I look back with such fondness to my first job where I could look up at Seattle's skyline, or out at Elliott Bay and be so glad to be alive!

Bell Harbor Rendezvous Celebrates Milestone

By Matt Paynton, Newsletter Editor

Where were you in the summer of 1997? If you were at the first annual Bell Harbor Marina Classic Rendezvous, then you can attest to the world-class event it has become since then. As the rendezvous heads into its 20th annual event, it has become recognized as one of the best and largest gatherings of wooden power pleasure boats virtually anywhere, and with many of the yachts being open for tours, one of the best displays of the bygone era of wooden boat building. This year promises to be another fantastic event, and you're cordially invited!



Malibu at 90 Years Young!

By Rick Etsell, #844

One of Ted Geary's iconic fantail motoryachts, *Malibu*, had cause for celebrations recently. The 100-footer was built by Blanchard Boat Company and launched on Seattle's Lake Union on May 28, 1926, which means she is now 90 years old! But she also just emerged from the boatyard following a 6-month long major repair and refit overhaul that was finished just in time for her birthday, underscoring the fact that that she is not ready for the rest home yet!

The refit, done at Haven Boatworks in Port Townsend, included new horn timbers, numerous frame replacements and 61 new planks. At the same time, some major deck repairs were done, many systems were upgraded, and the hull was completely repainted!

1926 was a very good year, and yachts were being built at a rapid pace. Next to *Malibu* in the Blanchard yard was the Blanchard 36-foot Stock Cruiser *Faun*, while *Kiyi* was building at the Edison Tech facility at the foot of Stone Way, and *Martinac* in Tacoma was busy with *Corsair II* and *Olmaha*. All of these are still going strong today!



◀ *Malibu's original launch and launch party photos. Designer Ted Geary is on the right.*

▶ *Malibu is relaunched via travel lift after her extensive six-month refit. More information about her refit project will be in the forthcoming International CYA newsletter.*



Tacoma Yacht Club Daffodil Festival

By Ann Hay, #1015

On Sunday, April 17, 2016, the first and second place winners for best decorated theme boats in the 2016 Tacoma Yacht Club Daffodil Marine Festival & Parade were two CYA boats.

First place went to *Vagabond*, 1929 Lake Union Dry Dock, owned by Donald Jensen & Kathleen Victor, Edmonds, WA.

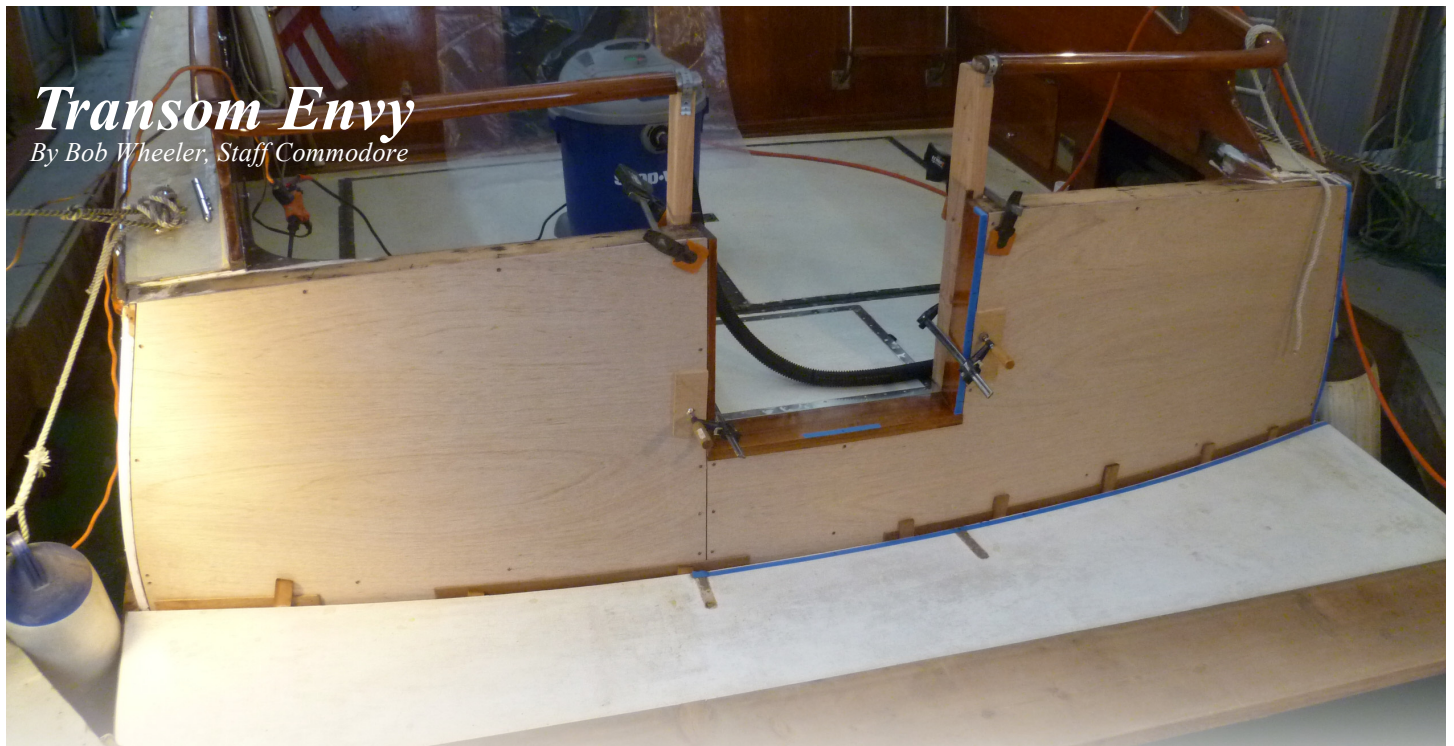
Second place went to *Naida*, 1935 Grebe, owned by Michael & Dianna Fife and Dennis & Toni Backstrom, Olympia, WA.

The Tacoma Yacht Club Daffodil Marine Festival & Parade is held annually and is almost always blessed with sunshine and a tease of summer weather. Dozens of other yacht clubs and vessels participate in the boat parade starting at the TYC clubhouse and marina near the Point Defiance Ferry Terminal and just down the hill from Point Defiance Park and Zoo. The marine parade continues along the waterfront parkway and into the Thea Foss Waterway right into downtown Tacoma. There are hundreds of places on land along the route to enjoy a close view of the parade. You can also take your boat out to view the parade along four miles of the parade route as it navigates along the edge of Commencement Bay towards downtown Tacoma and then back to TYC. It's a very fun day.

Congratulations to CYA vessels *Vagabond* and *Naida*!

Transom Envy

By Bob Wheeler, Staff Commodore



April Ann (formerly *Carousel*) is a 42' Ed Monk Sr. design built in Tacoma at the Cummings Boat Co. in 1953. She is the sister ship to *Honey Bee* (formerly *Nancy K* built for Ed Reinell in 1951 to a plan dated 1949). I know all of this because Adolph Cummings' daughter, Pat contacted me as a result of Internet research. She was a watershed of information, documents and pictures.

So we have owned the boat for 24 years and part of caretaking these old beauties is fixing stuff. A few years ago I had noticed with concern that the transom was looking pretty poor so I did some cosmetic work and a year later it looked like it had been shot by a scatter gun. Yuk. What to do?

It was time to suck it up and replace the transom planking which turned out to be half inch plywood (original construction). Close inspection showed that the bad looking plywood transom ended on a 1 inch step that was 3/4" below the top of the swimstep and was contained all around by a

combination of the side planking, two top covering boards and the transom gate surround. This meant I could do this job in the water without removing the swim step. So we backed her into the boat shed, tied her off, put a plank across the back and went to work. So study the pictures and follow along. Firstly, temporary supports were installed for the aft rail so the chrome pipe supports could be removed. This gave access to the two covering boards. The corner

fairing pieces and decorative oak trim pieces were made more accessible too. Lastly, there were two vertical "handles", one on each side of the transom gate. These had to be removed and salvaged. So I popped the bungs and would you believe all 8 of the # 10, 2 1/2" brass screws holding them in place backed out after all these years! Amazing. They were set aside for referb. The top covering boards and corner fairing pieces were destructively

continued next page



Transom Envy, continued

removed as they too needed replacement. In doing so, the curved, oak fairing pieces literally fell off on the deck. Inspection showed that these laminated pieces would have to be replaced also.

I set to work cutting down each side of the nail lines on the transom pieces (one port extending to the stbd. side of the transom gate and then one stbd.) using a multi tool and semi round cutting blade. I quickly discovered that there was a 1/4" plywood inner piece that had been glued in places to the outer 1/2". So I limited my depth of cut and using a wonder bar and hammer peeled off the outer pieces and once out of the way, pried off the strips with nails in them. All nails were ground flush, surfaces cleaned up and two coats of Clear Penetrating Epoxy Sealer (CPES) applied.

The inner surfaces were another story. Rot had developed under the curved fairing pieces but not affecting the basic 3/8" plywood decking that formed the foundation for the corner. All was excavated, CPESed and new pieces fitted, bedded in 5200 and screwed.

I now made batten patterns for both transom sides, traced them on to my mahogany veneered Hydrotek, marine grade plywood and cut them out. These were groomed a bit to fit, carefully marked to avoid existing nails with new screws, bedded in 5200 and screwed down. Things were looking up.

Now the covering boards, laminated fairing pieces and the corner pieces. I would have to install the covering boards and laminated fairing pieces first and then carefully fit in the corner pieces so it would all look good. The covering boards were

straight forward. Make matt board patterns and mill to fit. (I had a nice piece of Honduras from years ago, fortunately). These were groomed to fit, bedded in 5200 and screwed down. Now the hard part; the laminated fairing pieces that were so poorly attached that they fell on the deck when pried just a little. They were made from 1/4" thick by 3" wide, oak stock, steam bent and glued together. So I milled some stock from Meranti (red Philippine mahogany) and put them in the steam box. I took the old piece and set it up to be used as a pattern. Then the steamed pieces were quickly clamped to it and allowed to cool and set overnight. This was done twice so that I had 4 pieces (2 each side) from which to make new, laminated fairing pieces. Again using the old fairing piece as a pattern, I epoxied them together and clamped them down to cure. I did this twice.

These were then taken to the boat and groomed to fit. All bedded surfaces were given 2 coats of CPES, bedded in 5200 and screwed down. It was now actually a structural member.

Lastly we have two pockets left; one port and one stbd for the corner fairing pieces. Matt board patterns were made, pieces milled, groomed to fit, CPESed, bedded in 5200 and screwed down. All screws were bunged with matching wood and all surfaces sanded, stained and varnished. The restored handles each side of the transom door were bedded in Boat Life (to allow future removal) and reinstalled with big # 10 SS screws and bunged to match. The new name (actually it's original name) *April Ann* was added and it all looks pretty good.

The transom door was refinished to remove part of the old name but still needs some work to be done at a later date.



Around the Sound...



▲ Peter Leenhouts receives the 2015 Dry Rot Award at the home of Staff Commodore Bob Wheeler.



▲ Naida and Vagabond on their way to winning their respective trophies at the Tacoma Yacht Club Daffodil Parade.



◀ A hallmark of CYA events, there's plenty of food to be had at the 2016 Opening Day festivities.

Photos by Doug Weeks



◀ CYA International Commodore Ken Meyer (PNW # 855) soaks up the Spring Sunshine prior to the Opening Day parade through Montlake Cut.

Photo by Doug Weeks

WELCOME TO THE NEWEST MEMBERS OF THE PNW FLEET!



Mel Flavel
CAPELLA
60' 1961 Vic Franck Boat Co.
Seattle, WA

Michael Schultz and Steven Sanford
LUXURIA
60' 1962 Chris-Craft
Seattle, WA



Dale and Susie Roberts
MISS SUSIE
45' 1959 Chris-Craft
Seattle, WA

Pacific Northwest Fleet **UPCOMING EVENTS**

Edmonds Waterfront Festival

03 Jun 2016
Edmonds, WA

Cowichan Bay Wooden Boat Festival

25 Jun 2016
Cowichan Bay, BC

Tacoma Maritime Fest

16 Jul 2016 10:00 AM
Foss Waterway Seaport, Tacoma, WA

Gig Harbor Maritime Festival

04 Jun 2016
Gig Harbor, WA

Fourth of July

04 Jul 2016
Center for Wooden Boats, Seattle, WA

Des Moines Wooden Boat Show

22 Jul 2016
Des Moines, WA

Bell Harbor Classic Rendezvous

17 Jun 2016 1:00 PM
Pier 66, Seattle

South Sound Cruise

15 Jul 2016
Des Moines, WA

La Conner Classic Yacht Show

06 Aug 2016
La Conner, WA