

Pacific Northwest  
**CLASSIC YACHTING**

Summer, 2016

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



20th Annual  
**CLASSIC WEEKEND**  
BELL STREET PIER 66  
JUNE 17-19, 2016

*Photo by Stephen Wilen*



## ***From the Bridge of RIPTIDE***

*By Peter Riess, Commodore*

**G**reetings from the Victoria Wooden Boat Festival. I am writing this from the beautiful salon aboard MV *Deerleap*. It's been a great trip, started in the Broughton's, where the fishing wasn't so good, but the prawning and the crabbing were excellent. We attended the Vancouver Wooden Boat Festival, which is always a great show, and then went to Secret Island, Kurt and Marsha Erickson's incredible summer home. Many fleet members were there, and a great time was had by all. I've really grown to love boating in British Columbia, a beautiful place filled with the friendliest people. It's great to attend the festivals here, surrounded by folks from both the Canadian and PNW fleets. Hoping to do this aboard *Riptide* in the near future.

Plans are complete for Brownsville Appreciation Day (B.A.D.), to be held the weekend of September 24th. We will once again have the "Looney Auction" to underwrite the cost of the weekend. Bring your donation treasures to the auction. Last time we not only raised the cost of the dockage and the food, we put money into the treasury! Some have

inquired as to ferry information from Seattle. Brownsville is very close to the Bremerton Ferry, and if you need a ride to or from the ferry docks, let me know! And remember, BAD is GOOD!

I want to close this column with a special thanks to all of you how volunteer your time in support of our fleet. Event coordinators, newsletter editor and contributors, appointed officers and all of the rest, our club would not be the success it is without your support. THANK YOU!!!

Yours in classic yachting,

Captain Peter E. Riess,  
Commodore  
Pacific Northwest Fleet

Pacific Northwest  
**CLASSIC YACHTING**

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

Peter Riess.....Commodore  
Jennie Dahlby.....Vice Commodore  
Christian Dahl...Rear Commodore  
Bob Wheeler.....Staff Commodore  
John Lebens.....Oregon Staff  
Commodore  
Ellen Murphey.....Secretary  
Chip Kochel.....Treasurer  
Matt Paynton.....Newsletter Editor  
*m.paynton@comcast.net*

# The FO'C'S'LE

By Matt Paynton, Newsletter Editor

I had the pleasure of getting out on the water for a few days this summer aboard *Maranee*, hitting some of my favorite South Puget Sound destinations in the process. And we got the whole package: the weather was beautiful, the sun shone (without being oppressively hot), the seas were flat calm, and I slept like a rock. I'm certain I'm not the only one to say so: sleeping on the boat gets me caught up on my Z's like nothing else. Four days on the boat can feel like four weeks. But, it doesn't make it any easier to disembark with your bags and pillows in hand, saying goodbye to your home on the water as she heads out for further adventures. We spent two glorious nights at Jarrell Cove State Park, and were even kind of spoiled on the first night- we had the entire park dock to ourselves! If we had been anywhere in the San Juans, there'd be weekender-daytrippers fighting for space at the dock. The

weather was perfect, the weekend was fast approaching. We were alone in a beautiful setting, listening to the calls of the resident birds and gulls echo through the bay and the water lap at the boat's hull.

I got out in the tender and explored the head of the bay. It's changed a lot over the years, with new home construction popping up all over the harbor, with the large clearings to go along with it. I couldn't fault the new home owners at all though. It's an idyllic setting and I could get used to looking out my

window and seeing Jarrell Cove every morning when I got up.

One thing that isn't different at all is the state park itself. By the time the weekend hit, the campgrounds were bustling with families making their fair share of summer memories together and several more boats had occupied the dock. I had to stop, close my eyes and pinch myself, being so thankful I could experience such a place. I'll be happy to reflect on my visit there when the cold, harsh reality of winter is upon us all too soon.



## A Wakeup Call

By Bill High, #1366

It has never ceased to amaze me that we boaters will tie up to a public dock and spend the night, doors unlocked, windows open, feeling safe. If we lived on the nearby shore, we would never dream of doing that in our home.

I have been boating for well over forty years and never had a problem. But I must admit, there have been times I did lock the doors and close the windows. For some reason, the Winslow public dock has always given me the willies. Earlier I always chose to drop anchor in that harbor. Now I use the QCYC docks and I must admit that watching the goings on at the Winslow dock next door has been enlightening to say the least. Not staying there, in retrospect, seems to have been a good idea.

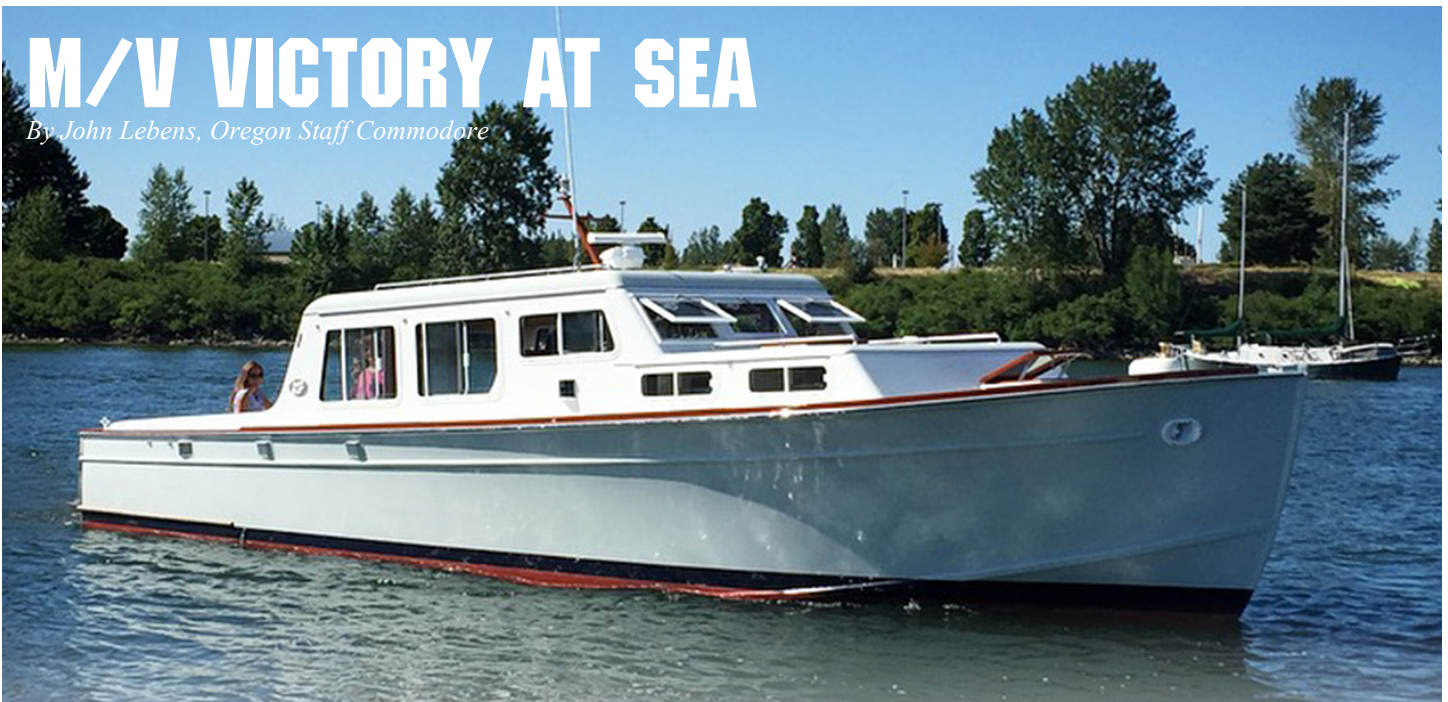
Strangely enough, I have used the Gig Harbor public dock numerous times and always felt safe there. I still do and we were quite comfortable and secure this spring at our last stay. Dockton also seems to feel safe for some reason as does Fisherman's Terminal in downtown Vancouver, BC. Why this is so I have absolutely no idea.

This year we made our annual Spring trek south and wound up staying at Percival's Landing in Olympia. These are nicely refurbished docks but somehow they don't convey that feeling of safety. Nothing happened but the temperature hit 93 and the windows stayed open. It was a Friday & Saturday night stay and the action on shore was loud and wild both nights until well after closing hour. I could only hope the dog took his guard duties seriously.

Unfortunately, the world is changing. It's time we all gave a little more thought to our personal safety when we moor at an unsecured dock in an urban environment. It's too bad that has to happen but maybe what happened to *Willobee G* at Winslow should be a wakeup call to all of us.

# M/V VICTORY AT SEA

By John Lebens, Oregon Staff Commodore



Tracing its lineage to the then high-tech design of WWII PT boats, this classic Huckins cruiser recalls the United States' naval victories during the war. Launched in 1950, in Jacksonville Florida, *Victory at Sea* has the same hull form and general construction as the Huckins PT boats of the 1940's, but in a smaller package.

Al and Sharon Thompson acquired this gem in the Fall of 2015 and have polished and tuned it to a high-luster, high performance yacht. Considering she's 66 years old, she looks almost new. She was purchased her from Bruce Zelk, who had her stored under-cover on the hard on Camano Island for about 15 years. She had been damaged by a nearby fire, but except for that prior owners had kept her in excellent condition.

Of course *Victory at Sea* was designed for comfortable recreational cruising, not lethal, high-speed military missions. *Victory at Sea* uses double-layer diagonal planking for the hull. The decks and house are built of plywood with a modern fiberglass layer. She's 40'9" in length, with a

beam of 12' and a displacement of 15,000 lbs. Compared with typical carvel planked vessels of the era, this Huckins was an innovative, high-tech wonder.

Huckins Yacht Corporation, Jacksonville, Florida, is the oldest family owned yacht builder in the country, still producing fine cruising boats. Since the first "Fairform Flyer" hull was launched in 1928, Huckins has been known for their light-weight, planing hulls. Hull #1 was a 42 ft express cruiser sold to

David Goodrich of the BF Goodrich Rubber Company. Huckins built 18 PT boats for service during WWII, including PT 102, piloted by John F. Kennedy while an instructor at the Motor Torpedo Boat Squadrons training Center in Melville, Rhode Island.

*Victory at Sea* was trucked to a airplane hanger at the historic Pearson Air Park in Vancouver, Washington, in September, 2015. Through the cold, wet Fall and Winter of 2015/16, Al, Sharon and Al's son Cody

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◀ Victory at Sea's well-appointed galley.

*M/V Victory at Sea, continued*

and epoxy sealed her bottom, brought her vintage twin Chrysler V-8's into operational condition, and stripped old and failed fiberglass cladding off the house and decks. Then, the long slog of prep and paint carried them into February.

These aren't ordinary do-it-yourselfers. Cody has been a professional boat refinisher for several years. He's our local go-to guy when we need a perfectly varnished or painted finish. Al was a chief engineer on Tidewater Barge Company tow boats for several years. He's spent most of his adult life maintaining and restoring old cars and boats, including production of a series of twelve "Aristocraft" replicas. Al held a 100 ton captain's license for many years and has made many a vessel delivery up and down the West coast. Sharon, raised on a farm near Pasco, Washington, is an accountant and a hands on participant in this project. She was responsible for removing old, failed finishes, curtains and general first mate duties - especially the budget.

In February, *Victory at Sea* was launched and powered to her boathouse at the Portland Yacht Club.

The late winter and Spring months were occupied with deck and house refinishing. By late summer, fittings were re-bedded, curtains were hung and she was ready to cruise.

This vessel is clearly not like one of our sedate, full displacement, slow-poke cruisers. Originally powered

Originally powered by twin V-Drive Chrysler Royal 8's, *Victory at Sea* now sports circa 1954 Chrysler M-45 hemi V-8's.



by twin Chrysler Royal 8's using V-drives, today, she sports more "modern" Chrysler M-45 hemi V-8's vintage about 1954. These 331 cubic inch engines produce about 200 hp at 3800 rpm. At 3500 rpm, this 40 ft vessel hits about 27 knots. But, Al thinks *Victory at Sea* could use a little more power. So he is planning to install four barrel carburetors and eliminate the redundant muffler system. Al may be the very definition of a "motor-head."

Are you wondering how much fuel she uses? I thought so. At 3500 rpm, flow scan shows 15 gallons per engine, per hour. Yes, that's 30 gallons per hour. Consumption falls to 10 gph (both engines) at 2000 rpm and 17 knots. At 8 knots she probably sips no more than our much slower vessels.

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*M/V Victory at Sea, continued*

Al has an interesting connection with the Classic Yacht Association. He grew up on the Columbia River just about a mile upstream from where Robert Ekos, Classic Yacht Association founder, grew up. He knew some of the same kids and played around with boats on some of the same backwaters.

He's not new to Huckins restoration projects. For about 30 years, he was the captain and he also maintained *Vorlage*. *Vorlage* was built in 1970 for Earnest G. Swigert, the founder and chairman of Hyster, corp. The boat has been at the Portland Yacht Club ever since.

Al also did a full restoration of *Subito* (Italian for hurry up!) a 1966 vintage, 56 footer now located in Southern California.

Having worked on and around the river most of his life, Al and family plan to use *Victory at Sea* as a second home - a mobile river cabin. None of the other CYA member on the river will be able to keep up with *Victory* at her cruising speed, but we look forward to seeing her at our local moorages.



## Passages

By Mike Oswald, #744

This August two of our members, who were friends and shipmates sailed west. Both sailed away while I was out cruising and I could not say goodbye.

I am at a loss of just what to write here, but there must be something put down because both of them in their most inimitable way gave face, voice, and direction to the CYA. They strengthened the organization, gave us direction in how to conduct ourselves and how to keep our boats going. In doing so they gained the respect, admiration, appreciation and deep regard by those that that were lucky to know them.

**Shirley Holmes.** Shirley was the quiet Holmes. Well, except when she played the accordion, but then who has ever known of a quiet accordion player? In the 25 years we knew her this pretty, cultured and gracious lady made an instant impression when she came into the room. She and Monty made quite a pair as they seemed in many ways complete opposites. Monty the old pro football player, standing firm, with a smile and friendly hand shake ready to regale you with his latest joke. Shirley on his arm, quiet and appreciative of the conversation but keeping an eye on Monty- just a bit. Their personalities seemed to fit well, In Chinese Taoism there is a phrase for it, Yin and Yang. It is said that two opposites that attract and complement each other, yet neither is superior to the other and a balance finally exists that achieves harmony. If anything was true it was that when you met Shirley you would feel the

harmony. Monty often recites a goofy poem about a Scandinavian fellow that knew he was being loved because his girl “put a clam in my pocket”. When he would finish the recitation I often noticed he would glance toward Shirley and smile. He had good reason. God bless you and keep you close Shirley.

**Malcom H. Munsey.** “Well sir, ahh am here to take off your rose colored glasses”, he said. It was 1990 and we were at a marina in Olympia. So out of this white jeep comes this fella pulling on his overalls and he has decided to take off my glasses? I had hired him on someone’s recommendation, but on the phone he spoke with a weird east coast accent. You know, “paaak your caaa in the gayyraage” sort of way. Was I going to need an interpreter to understand him? That is how I met Malcom.

Indeed he did pull off my rose colored glasses as he proved that the boat of my dreams was in truth a nightmare. Ever since then I learned that Malcom’s friendship and knowledge was a treasure. Spare of frame and speech he did not waste words. When he talked, you knew you should listen. His advice was spot on about boat maintenance and such. Yet, there were those times that I cursed him under my breath to high heaven for the amount skin I’d lost, drops of blood left in the bilge and bruises that reminded me at night that boat work is not easy work, yet *Freya* was better for it. Malcom had graduated from the Maine Maritime Academy and went into the United States Navy

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*Passages, continued*

choosing submarines. It was a career of service and honor rising to command the last of the diesel boats the “Blueback” along with other unique duties for our nation. He understood command, and carried that understanding into the projects and associations he held or directed. His work within the CYA, the guidance and friendship freely given to us over the years clearly illuminated the man and his stature. All said and done, anyone that could not only live aboard but actively steam the ancient and belligerent *Lawana* up the Johnstone Passage in the middle of a blow while standing in that little “conning” tower amidships directing wife Connie at the wheel to “Staaay the course, now dear”, was one hell of a guy, and he was our friend.

A memorial service will be held for Malcom aboard *Virginia V* on Saturday October 1st from 1 to 3. Following the service, the *Virginia V* Foundation has volunteered a short lake cruise in Malcom’s honor. Space is limited for the lake cruise, so please call Connie Munsey at 360-770-6581 to RSVP if you wish to come on the cruise. *Virginia V* is moored at the Seattle Historic Ship’s Wharf at South Lake Union, 860 Terry Avenue N.

*Editor’s note:*

We received word about the passing of former long-time member Elizabeth (Betsy) Gunther (#755) on September 6th. She was 83 and had lived for many years with Alzheimer’s Disease. Her obituary appeared in the Friday Harbor newspaper with no mention of a memorial service.

We extend our heartfelt sympathies to all of these families.

## **WELCOME TO THE NEWEST MEMBERS OF THE PNW FLEET!**

Roger and Janice  
Palmer  
**ENCORE**  
45’ 7” 1961  
Chris-Craft  
Seattle, WA  
Jim Paynton, sponsor  
*Affiliate to Vintage  
Transfer*



Michael Merta and  
Sherry Toy  
**KING GUSTAF**  
36’ 1952 Jensen  
Motorboat  
Seattle, WA  
Dorin Robinson,  
sponsor

Christopher Finks  
and Shirley Shen  
**LOUIE**  
36’ 1960 Chris-Craft  
Portland, OR  
Michael Keane,  
sponsor



Alan and Sharon  
Thompson  
**VICTORY AT SEA**  
40’ 9” 1950 Huckins  
Portland, OR  
Michael Keane and  
John Lebens,  
sponsors

# WELCOME TO THE NEWEST MEMBERS OF THE PNW FLEET!

*continued*



Kirk Knapp  
**CARLU**  
39' 1946 Chambers  
Port Madison, Bainbridge  
Island  
Ron Walken, sponsor

Chris and Gwen Haynes  
**ARGONAUT II**  
73' 1922 Menchions Shipyard  
Seattle, WA  
Dorin Robinson, sponsor



Kathleen Pingree  
**TEAL**  
78' 1927 Kruse & Banks  
Friday Harbor, WA  
Diane Lander, sponsor  
*Affiliate to Classic Transfer*

## Pacific Northwest Fleet UPCOMING EVENTS

***PNW Annual General Meeting***  
October 8 2016 4:00 PM  
Meydenbauer Yacht Club  
Bellevue, WA

***Pumpkin Cruise***  
October 22  
Harbour Village Marina  
Kenmore, WA

***Thanksgiving Cruise***  
November 25  
Husky Dock  
Seattle, WA