

Pacific Northwest CLASSIC YACHTING

Winter, 2016

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



The 2016 Bridge, Left to Right - Oregon Staff Commodore John Lebens, Fleet Treasurer Chip Kochel, Fleet Secretary Ellen Murphey, Rear Commodore Christian Dahl, Vice Commodore Jennie Dahlby, Commodore Peter Riess, Staff Commodore Bob Wheeler.

2015 Fleet Annual Report

By Bob Wheeler, Staff Commodore

At the end of every year, each Fleet Commodore is asked to submit an "Annual Report" to the International Board of Directors. This is that submittal for the PNW Fleet presented herewith for your information:

The Pacific Northwest Fleet of the CYA encompasses an area that includes all of Washington State including the Columbia River, the Greater Portland Area of Oregon including the Willamette and Columbia Rivers and Alaska. By far the largest concentration of members lies in the Greater Seattle Area with a good spread of folks all around Puget Sound and the San Juan Islands from Olympia to Friday Harbor. **Activities:** Events, Meetings and Cruises: We have a very full Calendar of Cruises, Events

and Meetings totaling 26 and includes at least 3 Canadian events due to proximity. Of the 26, 15 are Cruises, 8 are Events (eg: Port Townsend Wooden Boat Festival (PTWBF)), and 3 are Meetings. This is a "living" document and is updated as required. In this case 5 Events and Cruises were cancelled (weather or lack of participation) and one Cruise added. All in all the Cruises and Events were a success and the Meetings were a mix in that the Annual CYA BOD meeting in Tacoma last year was well attended but our own Annual

General Meeting was not. As the meeting was held in downtown Seattle at the Center for Wooden Boats, attendance (about 25) was disappointing. The 2015 Change of Watch banquet held at the Seattle Yacht Club last Feb. is considered a success with 66 in attendance.

We had two notable Events worth sharing. First was the presentation of our "Classic Seminar" at the PTWBF where we try to separate truth from fiction on owning a Classic. We played to a packed house both days of the Festival the past two years. Secondly, our Oregon Staff Commodore, John Lebens put together at delightful trip to Portland that included a banquet at the Portland Yacht Club and boat rides on the Columbia River. It was a success with about

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From the Bridge of RIPTIDE

By Peter Riess, Commodore

Greetings members of the Pacific Northwest Fleet! It's such a great honor to serve as your Commodore for 2016. It's been five and a half years since Dennis and I arrived on the shores of the Salish Sea, and never, not for one second, have we regretted our decision to move here, and to bring *Riptide* with us. We have found the members of this fleet to be the warmest, most welcoming and inclusive group.

We have a great calendar of events scheduled for 2016. I want to start the year off with a note of thanks to all of you who take on the job of Event Coordinator. The amount of time that planning and executing events takes is staggering, and so many of you take on this responsibility without as much as a second thought. The greatest reward for these efforts is the sense of satisfaction you get when it's all done, and everyone has had a great time.

During the International Board Meeting in Vancouver, the Board decided, at the request of the Canadian Fleet, to explore the extension of the qualification years for Vintage membership from 1959 to 1965. I fully support this change

in the qualification year, and hope that all of you will join me in this. Our membership is shrinking as more and more qualifying vessels under the current qualification years are disappearing. There was resistance when the Vintage class discussion first came up years ago, and as we all know, opening up the organization brought us many new members who had not qualified in the past. These members have become active participants in our events and have taken on a lion's share of the tasks that need to be done to keep this organization alive and well. The final vote on this will be done by the International Board in March, after soliciting feedback from Fleet membership. I urge you to consider this and discuss it with the International Board Directors.

I am so looking forward to spring, and getting *Riptide* out of her boathouse and going to events throughout the area. Hoping to see all of you there with us.

Fair winds and following seas my friends.

Commodore Peter E. Riess

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*
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The FO'C'S'LE

By Matt Paynton, Newsletter Editor

Seer of Seers, Sage of Sages, Prognosticator of Prognosticators, and Weather Prophet Extraordinaire, groundhog Punxsutawney Phil has declared that Spring is on its way. The days are incrementally growing longer, the sun is making some welcome appearances, and we boaters are envisioning heading out on the water, with the breeze in our face and sunlight in our eyes.

But wait just a minute! Eager Pacific Northwest boaters know all too well that the promise of Spring that is already in the air doesn't necessarily mean that it will be clear and smooth sailing until then!

Two cruises come to mind for me when I think of Spring boat trips. Years ago, we were tied up in our 1941 30 foot Chris-Craft *Terry-Deb* at Blake Island preparing to head out for an invigorating hike and before we knew it, we were



engulfed in a ice pellet storm of near-Biblical proportions! The temperature dropped, little balls of ice bounced off the deck and collected in every exterior nook and cranny there was. The windows steamed up and our plans for the afternoon were seemingly dashed- until minutes later, the sun came out, clouds passed and we were out on the wet dock ready to explore what the State Park had to offer. We northwesterners know full well that if you don't like the weather, just wait five minutes.

The next time Mother Nature pulled the rug of Spring sunshine out from under us was a few years later. Between my parents, sister and me,

we were lucky enough to all have the same Spring Break from school more often than not. Not wanting to waste a moment, we headed to the waiting *Maranee* and headed for our first Spring Cruise destination, the town of Poulsbo. We could already taste the Maple Man donuts from Sluy's Bakery- little did we know that Poulsbo would be our only stop that trip, as the winds picked up and roared through Liberty Bay the rest of the week. Falling rain, whitecaps on the bay and lines straining to keep our vessel secure in our slip would be the memories we would take away from that voyage. Seeing a break in the worst of the weather, we limped home four days later to head back to school and look forward to better cruising in the summer!

So, when you see the sun shining down on placid waters, think twice before taking the old gal out- Be prepared to put on the foulweather gear, batton down the hatches and sip on some hot cocoa! Summer's right around the corner, I promise!

Ship's Store

Jytte Wheeler, Ship's Storekeeper

Well, we have had some of the usual start up issues with our "product line" and pricing and I thought that was behind us. But now it appears we will have a new CYA Logo. Until this issue is firmed up and we get it digitized, we cannot offer the new logo. What we can offer is the old logo and the prices we had. I will send out an email blast when things settle out on the new logo.

Currently, we have three "products: a men's T shirt with pocket and short sleeves; a ladies collared polo shirt with short sleeves and a "sandwich" hat. All have the logo, the words "Classic Yacht Association" and your boat's name in script. Price breakdown for the old logo is as follows and includes the tax:

- Men's T (through XL) (various colors; see below) = \$19.00
- Men's T (2X and 3X) (various colors; see below) = \$23.00
- Ladies Collared Polo (through XL) (white only) = \$24.00
- "Sandwich" Hat (adjustable: one size fits all) (Tan only) = \$17.00

We or someone will try to be at each cruise with samples for sizing so you can have confidence in your order or you can contact me directly and we'll figure it out.

40 folks attending. The train ride to Portland is fun.

Membership: Members; Renewals; New Members: 2015 Roster shows 180 memberships of all kinds with the vast majority being either Classic or Vintage. The rest are Life, Affiliate or Honorary. Renewals so far this year are running 15 to 20 below normal but a concerted effort is being made to bring these back in to the fold. There appears to be the usual number of non renewals for good reason such as selling the boat. Our Membership Chair (P/C Ann Hay) working with the CYA Historian (Margie Paynton) makes a substantial effort to keep track of boats even if they don't renew. New members are a little lower than usual running at about 9.

Communication: Since this is a Cruising club with no facilities and members all over the place, our Website, Email Blasts and Newsletter constitute our virtual clubhouse and how we communicate. Of these three, the Email Blasts stand head and shoulders above the others. It is prompt, detailed and gets to everyone. There is a chair person for each and they have done well. Using the Website is unfamiliar ground for me yet IT folks think it's a breeze. I disagree. If the average person is expected to use it, we need to take a closer look at how to do this. Some written detail or tutorial is needed!

Finances: We are in the Black so to speak budget wise although all the votes are not in yet. We have about \$25K in savings and about \$13K in checking.

By Laws: At the advice of our Directors, we have changed the name of our former By Laws to

"Regulations and Procedures". This to accommodate an eventual change to the CYA becoming a 501(c)(3) organization.

Proposals to the Board: Earlier this year, in anticipation of the CYA BOD meeting in Vancouver, the PNW Fleet submitted requests for Honorary Membership and By Law changes. These are a matter of record and are not repeated here.

Summary: The Organization (PNW Fleet) is in good shape I would say. Membership renewal is the only area of concern and that is being worked diligently. Two areas of need

remain. Previously mentioned is a need for help in using the Website as a tool for Fleet communication. The second is internal documentation of how PNW Fleet gets things done and what the expectations are. There used to be a notebook of information which cannot be found. To solve this problem, P/C Ann Hay and I have decided to develop a document that is kept on the Website and will not be lost.

Respectfully Submitted,
Bob Wheeler
Staff Commadore, PNW Fleet

Thanksgiving Cruise

By Jim Paynton, #427

Along with the Christmas Lights Cruise, the longest running continuous yearly event of the Pacific Northwest Fleet undoubtedly is the annual CYA Thanksgiving Cruise. The Paynton family had a tradition of taking a short Lake Union cruise the day after Thanksgiving each year, so when Jim and Margie joined the Classic Yacht Association in 1983 and shortly thereafter started going through the officer chairs, the Thanksgiving Cruise quickly became an official event on the CYA calendar.

The typical Thanksgiving Cruise features a low-key gathering of Seattle classics somewhere on the lakes, often at the Husky Stadium floats. (Did you know that if you are a member of a participating yacht club, you may have official reciprocal privileges at Husky Stadium, courtesy of the


Washington Yacht Club?)

This year's event was held November 27th at South Lake Union Park, given that the Apple Cup football game was taking place at the same time at Husky Stadium. A lovely and sunny autumn day provided the backdrop for five CYA classics tied up on the wall next to the grassy fields of the park, close to the Museum of History and Industry. Three boxes of food for the less fortunate were collected from the crews of the participating boats, and were donated to a local food bank.

Enjoying the beautiful day and the wonderful CYA potluck were *Maranee*, *Mitlite*, *Marian II*, *Encore*, and *Josephine*. Joining us by land were John and Jane Lebens, and Nancy Everds and Peter Mann. Thanks to everyone who participated, helping to extend this long-running celebration's record!

Spreading the Word

By Rick Randall, #1217



The main purpose of the Classic Yacht Association, as noted in our Bylaws, is “To promote and encourage an interest in the preservation, restoration, and maintenance of fine old power-driven pleasure crafts.” Most CYA members are familiar with the preservation, restoration, and maintenance part. Sometimes too familiar! We spend significant time and resources to keep these beauties afloat. But here I want to talk about the promotion part. What does the CYA do, and what do we individual members do, to promote interest in classic yachting? What more can we do?

The most obvious CYA promotional activities are the various classic and wooden boat shows we attend. The Pacific Northwest fleet hosts the annual Bell Street Classic Rendezvous, one of the largest showings of classic cruisers on the West Coast, as well as other smaller events. Other fleets hold their own

local events. We take great pride in the history of our vessels and the craftsmen who created them, and we readily open our boats to visitors at these shows and rendezvous. I believe these events, expensive and time-consuming as they are to organize and stage, are essential to the future of classic boating -- they are the primary way we introduce prospective new owners to the joys of ownership. I encourage all of you to participate in these shows. They are not just social or public-service events – they are essential to the future of classic yachting.

CYA also helps to promote interest in these vessels through our international and fleet newsletters. These showcase our boats and the joys of owning them. I’m constantly impressed by the quality and content of these publications; they truly do a great job of describing what classic yachting is all about. I only wish they reached a broader audience. Because they are distributed

primarily to current CYA members, we are to a great degree “preaching to the choir”. I wonder how we might distribute them to a wider audience, thereby reaching out to prospective new owners.

In spite of these efforts by CYA, I’m concerned that we see little increase in interest in classic-yacht ownership. Yes, whenever we have our boats open to the public we get lots of attention and questions, but I see little to indicate that ownership is becoming more popular. Certainly no increase in interest is reflected in the current market for classic boats; many languish on the market for years before selling, too often at remarkably low prices. Why does interest in owning classic yachts remain low when interest in other vintage stuff, such as cars, antique furniture, and houses, seems ever on the rise? The answer is complex, but I think we know some of the reasons.

First, most potential boat owners

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Spreading the Word, continued

are wary of wooden boats. An entire generation has grown up knowing only fiberglass boats, with their promise of maintenance-free enjoyment. We've all heard the comments, even from experienced boaters: "Wooden boats are prohibitively expensive to maintain; They require too much time; The bright work must be redone constantly; Insurance is not available; Boat yards don't work on wooden boats anymore because all the craftsmen have died or retired; etc." (I've actually heard all off of these from members of my yacht club). In short, most boaters appreciate these beautiful classics, but can't imagine themselves as owners – it's simply too mysterious.

So what can we do to break through some of these misperceptions and reach out to prospective new owners? How do we dispel the myths and show that owning an old wooden boat is something normal people do?

I believe one answer is education. To that end, PNW Past Commodore Bob Wheeler and I put together an hour-long seminar on classic yacht ownership that we presented, with the help of several other PNW Fleet members, at the Port Townsend Wooden Boat Festival in 2014 and 2015. The focus of the seminar is on the financial and time commitments associated with classic-yacht ownership. Bob and I believe these are the big hurdles to overcome with prospective owners, and are the subjects most often misunderstood. The key messages we hoped to convey are: 1) When considered over the whole time of ownership, the costs of owning a classic wooden boat and a new

fiberglass cruiser are not necessarily very different; and 2) With covered moorage the time required for routine upkeep is not overwhelming, and not very different from what people commonly spend on other hobbies.

The first of these points came as a surprise to me. With thousands of dollars going out periodically for repair bills, it's easy to assume that classics must be more expensive than modern boats. But if one considers other factors, including depreciation and taxes on new vessels, taken over a 10-year ownership span, the total out-of-pocket costs for classics and modern boats can be comparable. We don't have the space here to present the details, but in a future article I hope to take you through the numbers.

Judging solely by the number of attendees, the seminar has been successful --we played to packed rooms each time at Port Townsend. Clearly there is interest in learning more about classic yacht ownership, be we have not heard of anyone actually buying a boat after attending the seminar. Thus we don't know what affect we are having on prospective owners, but surely we are doing no harm. We plan to continue with the seminar at Port Townsend and perhaps try it at other events.

On a personal level I have done two more things to help get the word out. First I put together a web site for *Compadre*. The site features a short history, pictures of the interior and exterior, and links to related websites including the CYA. We've had lots of compliments on the site, and I believe it's an effective way of explaining the boat and its background. It's at www.mvcompadre.com if you care to have a look.

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Spreading the Word, continued

While web sites are great for packing lots of information in a small space, they have their limitations. They are best for conveying “static” information, such as history, construction details, and interior layout. They are not as good for information that changes often or for describing events as they happen. For these tasks a blog is the better tool.

So last month I started a blog called Classic *COMPADRE*. It’s at www.compadreclassic.blogspot.com, and I encourage you to pay a visit. The purpose is to help “demystify” classic yacht ownership and to show that it is within reach of many “normal” folks. I hope to do that by documenting our own ownership experiences. Over time I plan to capture most of the highlights and lowlights of our classic-yacht adventure. We’ll talk about plans and expectations, trips to the yard for repairs and restoration, maintenance projects, stewardship, and the joys of cruising in the Northwest. If you visit the blog and have feedback, I’d love to hear from you.

One of the challenges of starting a new blog, apart from the act of writing, is reaching potential readers. This is where you can help. If you know someone who might be interested in classic yachts, regardless of whether they are boat owners, please forward a link to them and encourage them to pass it along to other folks. The wider we cast this net, the more likely we are to reach the next new classic yacht owner.

In closing, I would like to ask each of you to think about how we can do more to spread the word about classic yachts. Please send your suggestions to your local CYA fleet officers. Your participation and ideas are the future of classic yachting.

Around the Sound...



◀ *The fleet is well represented at the 2015 Thanksgiving Cruise, with five classics including Marian II, Mitlite and Maranee soaking up the November sun at South Lake Union Park.*

▶ *Commodore Bob Wheeler and Rick Randall receiving special recognition for the Port Townsend seminar at the PNW Fleet Change of Watch.*



◀ *Commodore Wheeler and new Rear Commodore Christian Dahl present James Poirson with the “Best Attendance” award.*



▲ *Commodore Wheeler and new Rear Commodore Christian Dahl present Bob Irving with the “Engine Preservation” award.*



◀ *Curt and Marsha Erickson receive the “Herb and Virginia Cleaver Inspirational” award.*



WELCOME TO THE NEWEST MEMBERS OF THE CYA!



Ben Swanson
DISCOVERY
87' 1931 Harbor Boat Works (Callis)
Seattle, WA

Peter and Helen Leenhouts
(second vessel)
RIPTIDE
47' 1927 Schertzer
Bainbridge Island, WA



Curt and Marsha Erickson
HOKEY POKEY
24' 1948 Hacker Craft
Eatonville, WA



Pacific Northwest Fleet **UPCOMING EVENTS**

***CYA Opening Day/
Commodore's Cruise***
01 Apr 2016
Seattle, WA

Opening Day of Boating
07 May 2016
Seattle, WA

Olympia Wooden Boat Festival
07 May 2016
Olympia, WA

***Tides Tavern Classic
Fish 'N' Ships Festival***
14 May 2016
Gig Harbor, WA

Edmonds Waterfront Festival
03 Jun 2016
Edmonds, WA

***Bell Street Pier
Classic Rendezvous***
17 Jun 2016
Seattle, WA