

Pacific Northwest

# CLASSIC YACHTING

Fall, 2017

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

DESTINATION:

# Princess Louisa

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## *From the Bridge of FRIENDSHIP II*

*By Commodore Jennie Dahlby*

**G**reetings from outside the deck of the *Friendship II*. As I write this, we just drove home from Seattle after hauling out. It's time for her insurance survey, but we decided the weather is too warm to keep her out for any amount of time for maintenance. The yards run specials at the Seattle Boat Show that we will take advantage of in the cooler weather of the Spring. Our annual membership meeting went well. It was held Saturday, September 30th at 5:00 p.m. followed by a potluck on the *Virginia V* at the Seattle Museum of History and Industry (MOHI). We elected the next PNW Bridge.

*Our annual membership meeting was held Saturday, September 30th on board Virginia V*

The nominees, announced in August, are as follows:

Christian Dahl - Commodore  
 Peter Leenhouts - Vice Commodore  
 Laura Stone Shiflette - Rear Commodore  
 Jennie Dahlby - Staff Commodore  
 Secretary - Nina Altman  
 Treasurer - Chip Kochel  
 International Director/International Rear Commodore - Diane Lander  
 The following International

Directors continue in the second year of their 2-year terms, which does not require a vote:

Rick Etsell  
 John Lebens

The PNW Fleet Change of Watch will be held at the Tacoma Yacht Club on Saturday, November 4th. Invitations were mailed. If you didn't receive yours, make sure your address is correct on the CYA website. Then contact me and I'll send you an invitation.

The next club cruise is the Pumpkin Cruise hosted by Dave and Heather Ellis. It will be held at Harbour Village Marina in Kenmore October 13th to 15th. There are no moorage fees...Just fun!



# The FO'C'S'LE

By Matt Paynton, Newsletter Editor

The celebrated practice of marking the Opening Day of Boating Season goes back a long time in Seattle, with an annual parade, the Windemere Cup races, log booms, marching bands, and all the regality of traditional yachting attire, complete with the Admiralty of the Seattle Club on hand to salute the crew members of the parade participants.

What goes completely unnoticed however, is the official *Closing* of Boating Season. I tried looking it up on Google to no avail. Opening Day appears to be mainly a Seattle phenomenon, with little in the way of other search results from anywhere else in the country. But it got me thinking, if Boating Season has an opening, it must have an official closing as well, right?

The practice of even having an official boating season seems to come from the Great Lakes, where mariners literally only have so many months to do all their cruising, before

hauling their boats back out of the water before the ugly winter storms and freezing waters make the lakes unnavigable.

I always assumed that there was a set date that boaters had to have their boats out of the water by, but if I am to trust my Google



The author.

search results, it appears that there isn't.

Just as well, because we here in the Great Pacific Northwest enjoy boating year 'round, and our own fleet

calendar can attest to that. We have a Halloween Cruise, a Thanksgiving Cruise, a Christmas Cruise and even a New Year's Eve Cruise. Can you imagine boaters on the Great Lakes having any of those? I'm sure there are hearty sailors in that region who dress ship for these holidays, but only here do we head out with sweaters and hot cocoa in hand and revel in each other's company, huddled around the heaters inside our beloved classic yachts.

We've had a fantastic summer cruising season this year, with long stretches of calm, sunny days, only spoiled by the unfortunate and devastating wild fires swallowing up timber from British Columbia to Oregon and just about everywhere in between. We'll look back on these voyages of relaxation and discovery as we embark on our winter cruises and share the tales of our seafaring adventures around galley stoves, while we prepare the next round of hot cocoa. Then before you know it, it will be dawn of Spring and the official Opening Day of Boating will be upon us again.

## Thanksgiving Cruise Update

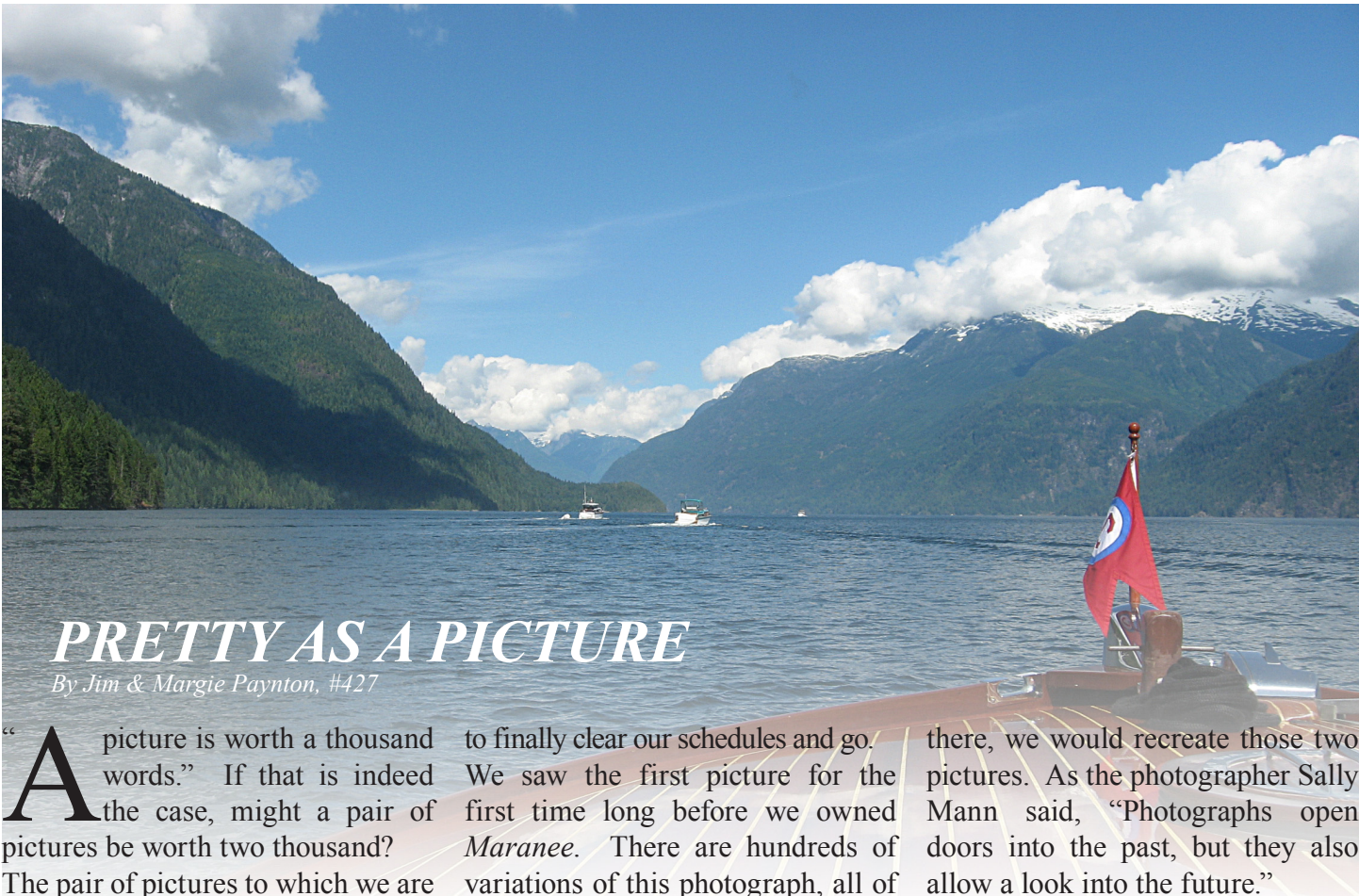
The location of the annual Thanksgiving Cruise has been moved from the Husky Stadium docks to South Lake Union Park, as the hometown Huskies will be playing the visiting Washington State Cougars at the stadium that day in the Apple Cup. The cruise will be like those of years past however, as we share leftovers from our own Thanksgiving Day celebrations on a progressive potluck from each of the attending boats. Attendees are also encouraged to bring non-perishable food items to be donated after the event to those in great need this holiday season. Thank you!

### Save the Date!

*The Classic Yacht Association  
Pacific Northwest Fleet  
Change of Watch*

*Saturday, November 4th, 2017  
Tacoma Yacht Club  
Cocktails 5:30 p.m.  
Seattle Yacht Club Trio Opening  
Day Presentation 6:30 p.m.  
Dinner 6:45 p.m.  
Program Following Dinner*





## PRETTY AS A PICTURE

By Jim & Margie Paynton, #427

“A picture is worth a thousand words.” If that is indeed the case, might a pair of pictures be worth two thousand?

The pair of pictures to which we are referring have served as goals and beacons, targets and aspirations, for the two of us for many years. The first picture is one which perhaps all of us have seen in cruising guides or nautical calendars. The second one is just an old snapshot. The two of them together have weaved their spell on us over time, and finally worked enough magic upon us to cause us to plan and execute in 2017 what for us was the ultimate cruising trip – a voyage to Princess Louisa Inlet.

Now we know that many of our fellow CYA members have already visited this magical place, and we do not presume to suggest that we can add much, if any, interesting information about taking such a popular trip. But we would like to share with you how two pictures helped shape our plans and inspired us

to finally clear our schedules and go.

We saw the first picture for the first time long before we owned *Maranee*. There are hundreds of variations of this photograph, all of which shows someone’s vessel proudly pausing in front of Chatterbox Falls at the head of Princess Louisa. The longstanding tradition of taking a boat photo in front of the falls has been an almost mandatory part of visiting the park for generations.

We came into possession of the second picture about 15 years ago. The son of the previous owner of our boat sent it to us, after seeing *Maranee* motor past on Lake Union one night. Seeing his father’s old boat brought back so many wonderful memories for him that he felt he had to share a few with us. One of these was a treasured photo showing *Maranee* snugly tied on the outside of the float at Princess Louisa during the 1960’s, with Chatterbox Falls behind her.

We knew that Princess Louisa was in our future, and that when we got

there, we would recreate those two pictures. As the photographer Sally Mann said, “Photographs open doors into the past, but they also allow a look into the future.”

Following our retirement in 2015, we got serious about making this voyage. Joel and Diane VanOrnum (PNW#1221) aboard *Scandalon* signed on for 2017. Roger and Janice Palmer (PNW#1213) and their *Sonata* were also long-time partners in the planning. Since all three of the boats are Chris-Crafts, the outline of the trip started to become clear as we contemplated combining our cruise north with participating in both of the Chris-Craft Rendezvous that occur each summer, one in Port Orchard, and one in Telegraph Harbour, BC a week later. We would take a week to get from Puget Sound up in to the Gulf Islands for the Canadian Chris-Craft Rendezvous, and then head for Nanaimo, wait for decent conditions, and cross the Strait of Georgia.



We held a few meetings together, sharing suggestions, cruising tips, maintenance lists, and provisioning advice. Before we knew it, departure day was upon us, and we headed across Puget Sound for Port Orchard and the Chris-Craft Rendezvous.

We began our long trek north the Monday following the show by running all the way to Anacortes. After a night in beautiful Reid Harbor on Stuart Island, we crossed the border and stayed at Port Browning Marina (which is being enhanced under new ownership). A nice cruise up Navy Channel brought us to Ganges, and then the next day another delightful run up Trincomali Channel brought us to Telegraph Harbour, and the Canadian Chris-Craft Rendezvous. What a wonderful event that was! The hospitality was outstanding, the events were well organized, and the participants were friendly. It is of some interest to note that the oldest skipper there celebrated his 91st birthday during the Rendezvous. In attendance were CYA members Cecilia Rosell and Maurizio Hublitz (CAN#1450) aboard *Bianca*, and David and Jackie Peebles (CAN#1434) with their *Gladson II*.

As the weekend drew to a close, we discovered that David and Jackie had been planning to cross the Strait as well, and with very little convincing, agreed to join us on our voyage to Princess Louisa. This turned out to be a boon for us, in that David and Jackie are experienced BC cruisers, and brought ample local knowledge to our flotilla. On top of that, they are enchanting cruising companions.

Leaving Telegraph, we waited out in Nanaimo for two nights, *Maranee* and *Sonata* at the Port Authority

floats, and *Scandalon* and *Gladson II* enjoying the buoys at Newcastle Island. Had we all stayed at Newcastle, we would have avoided the fellow who walked right down the dock to *Maranee* and said in all sincerity, “Is this the boat that was in Gilligan’s Island?” We assured him it was not. Then he said, “Are you sure?”

David showed us an app that does a very nice job of forecasting wind tendencies, called “Predict Wind.” It features colored graphics with hourly display changes overlaid on a chart – take a look at it if you are not already familiar with it. Armed with this knowledge, plus the information broadcast on Environment Canada, and taking into account when the tide would change, David suggested a departure time of early afternoon for us to cross the Strait, given the southeasterly winds expected. We pulled out from behind the protection of Newcastle Island and were rolled around for a short time, but when we turned north and got those seas on our starboard stern

quarter, we surfed our way across without incident.

David had a treat in store for us, as he led us into the protected waters inside of Jedediah Island. He set up a classic B.C. raftup for us in tiny Boho Bay, where the four boats and crews reveled in the scenery, the quiet and the pitch dark night. After dinghying over to Jedediah itself the next morning and hiking some of its extensive trail network, we continued on to Pender Harbour.

A lovely cruise up Agamemnon Channel brought us to Egmont, where with some agile dock rearranging and mooring help from Joel, we were able to all raft up on to the government float. A couple of us fueled up in preparation for the 80 mile round trip to Princess Louisa, and later we marveled at the high mountains above the Skookumchuck as we hiked the famous trail to the Sechelt Rapids.

The cruising guides all say that it is useless to try to describe the trip up Jervis Inlet and on into Princess Louisa – you run out of superlatives



▲ Raftup at Boho Bay





▲ *At the Government float in Egmont, ready for the final push.*

trying to describe the heights of the forested mountains above the blue waters, and soon are seeing snowfields and waterfalls so numerous you get tired of pointing. After several hours of following the zig zag pattern of the four reaches that make up Jervis, a final turn brought us around Patrick Point, and we could start to make out the distant form of the famous Malibu Lodge. A number of boats were all approaching Malibu Rapids together now, given that entry needed to be made at slack water. With “Securite” announcements getting closer and closer together on channel 16, our little convoy lined up, rounded the small island that guards the mouth of the rapids, and motored on through. A large contingent of youth in attendance at Malibu lined the rails of the camp and cheered and waved as we passed by – such irony, to be greeted at the entrance to one of the most secluded marine destinations on the coast by hundreds of exuberant teenagers!

Being the middle of July and height of cruising season, we were not surprised that the small float near Chatterbox Falls was full. While Joel and Diane anchored near the falls and stern-tied to shore, we were actually delighted to spend our first night in the inlet tied to one of the park buoys near McDonald Island. The next morning’s slack caused some vacancies at the float, and we moved over to that prime location.

Once again, words are not adequate to describe the vista that opens up as you approach the head of the inlet. Steep cliffs rising thousands of feet above the calm water, dozens of waterfalls, glaciers visible all around; perhaps the most memorable view is to the northeast, where your eyes scan from sea level up past the timberline and on to a massive glacier in one sweep.

Staying at the float was magical, with the muffled roar of the waterfall our constant companion. There are a few trails near the falls, and one two mile long steep hiking trail for the adventurous, which Joel and David tackled and conquered on our second day. We dinghied all around the head of the inlet, and buzzed down to Malibu for a tour of that amazing facility. We had dinner together outside on the dock every night, and met some wonderful folks. This summer’s scourge of wildfire smoke began to fill the inlet basin on our second day, eventually limiting visibility to about half a mile. But that did not detract from the magic of our stay there. We had found this remarkable place to be every bit as glorious as advertised.





With a copy of the precious snapshot of our boat taken at that very same float 50 years earlier, we lined up the angles to match as close as possible, and took a current photo. Folks on the dock and even the park ranger were fascinated and enjoyed looking at the two pictures side by side. Among the park rules are limits on hours for generator use, and a limit of three nights' stay at the float. Our three days were over before we knew it, and upon departing we all slowly motored past the waterfall for the mandatory Chatterbox photos. We took pictures of each other's boats and saluted our good fortune in being able to share an experience so breathtaking.



The journey home was lovely, and even though the air was so smoky that we had to shoot a compass course to cross the Strait, this time the water was flat calm. Stopping at a number of our favorite spots in the Gulf Islands on the way south, our armada slowly broke up as boats and crews headed their separate ways home. As magnificent as the scenery was, we found that the time we spent with our dear friends the Palmers, VanOrnums and Peebles was even more precious to us

than the panoramas, and we wish to thank them again for their camaraderie and companionship. Ambrose Bierce once said, "Photograph: a picture painted by the sun without instruction in art." The two photographs that inspired our voyage were certainly "painted by the sun" in our estimation. They inspired us to journey both forward and backward in time, and ended up granting us an opening into an experience we shall never forget.



▲ The very head of Princess Louisa Inlet is breathtakingly beautiful.

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of the  
Pacific Northwest Fleet,  
Classic Yacht Association*

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



Christopher and Emily Russell  
***SAVONA***  
39' 1942 Grandy/Forder  
Bremerton, WA  
Dorin Robinson, sponsor

Chris Phillips  
***MISS BUZZ***  
22' 1934 Croswell Brothers  
Gig Harbor, WA  
Jim Paynton, sponsor



## Pacific Northwest Fleet **UPCOMING EVENTS**

### **Pumpkin Cruise**

Oct 13  
Lake Union (TBD)

### **PNW Fleet Change of Watch**

Nov 4 6:00 PM  
Tacoma Yacht Club

### **Thanksgiving Cruise**

Nov 24  
South Lake Union Park, Seattle

### **Christmas Cruise**

Dec 13  
Husky Dock, Seattle

### **New Year's Eve**

Dec 31  
South Lake Union Park, Seattle