

Pacific Northwest  
**CLASSIC YACHTING**

Fall, 2019

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



*Photo by Jim Paynton*

Greg Gilbert, photo



## *From the Bridge of Faun*

By Commodore Laura Shifflette

We hope you have had as great a cruising summer as we have! *Faun* left her slip in Portage Bay in mid-June with a destination of Bell Street for the annual CYA events, and did not return to her slip until early September. We based outside the locks at Elliott Bay Marina for several weeks, and enjoyed the ability to enjoy short weekend cruises to mid-sound locations. While outside the locks, besides Bell Street, we attended rendezvous in Edmonds and Des Moines, which were both marvelous events, and took an entire week to circumnavigate Bainbridge Island. On August 2, we headed north, visited the LaConner show, then meandered through the San Juans and Gulf Islands and spent time in Brentwood Bay and Victoria. This year, our northernmost point was Ladysmith.

Each year, our goal is to try to visit some new places and expand our horizons beyond our standard repertoire of favorite stops. One new highlight for us this year was the small BC town of Chemainus, to see the famous murals. Along the way, we caught up with old friends, made new ones, and filled each day to the brim with fun and friends and activities.

We prefer to enjoy a leisurely pace, and don't have a strict itinerary.

Late summer is packed with wooden boat festivals! Vancouver, Victoria, Deer Harbor and Port Townsend. We attended the Victoria Classic Boat Festival over Labor Day weekend, and enjoyed visiting with friends new and old, viewing all the beautiful boats, and taking in all that the Victoria Inner Harbour has to offer. What an amazing location, gazing up at the Empress Hotel and the Government Buildings. This is always a highlight of the summer.

Upon returning to Seattle, we attended the annual Wooden Boat Festival at the Center for Wooden Boats on September 28-29. This event, which in years past had been scheduled on July 4, has been rescheduled to late September for the past couple of years. The date change is proving to be a positive thing, and many wooden boat lovers attend. Over 70 vessels were on display, and there were activities such as the "Quick & Daring" boat building, live music, Maritime Oral History interviews, and paddleboard jousting to liven things up. What a fun weekend!

The festival coincides with the CYA PNW Annual Meeting of

the Membership, and has boosted attendance at that meeting. On September 28, we elected a new slate of officers and directors for 2019-2020, and reviewed all that we have accomplished this year. Our new bridge will be installed at our Change of Watch on October 26 at the Tacoma Yacht Club. I would strongly encourage you to attend this dinner meeting, which is always great fun, and is where our annual awards are given out. Come find out if you won an award this year!

On November 29, the Thanksgiving Cruise & Potluck will provide a way to get together with CYA friends on the day after Thanksgiving, and also give you the opportunity to benefit those less fortunate with your donation of canned food. Our Christmas Cruise in December has been rescheduled. Please make note of the new date of December 14. Our New Year's Eve event will be held at MOHAI/CWB on the North and West walls, and we have a lot of exciting plans for that event, not to mention fireworks at midnight. Check the website or watch your email for details on each of these upcoming events.

In January, it is the PNW Fleet's turn to host all five fleets for the CYA Change of Watch. This event will be held in Seattle on January 17-19 this year, and PNW director Diane Lander will be installed as commodore of all five fleets. Lots of planning goes into this event, and our committee has numerous exciting events planned in addition to the CYA Bridge meetings, which will be held, at the Wagner Center at Center for Wooden Boats. We have rooms reserved and will hold our banquet at the Courtyard Marriott just across the street. Most of our events will occur in close proximity to CWB, which will make



From the Bridge of Faun, continued

getting around easier. Watch for the invitation, and make sure to RSVP for this event early. Space is limited! This opportunity to attend the all-fleet event and meet CYA members from other fleets so close to home only happens every five years, so we hope you will join us. All members are welcome!

I'll be stepping down as your PNW commodore in October. It has been an honor and a pleasure to serve. It has been a wonderful year, and Mike and I have thoroughly enjoyed the journey. We look forward to seeing you at an upcoming CYA event, visiting with you, and hearing all about your experiences with wooden boats. Meanwhile, we wish you continued joy in your role as caretaker of this historic treasure.

Cheers!

Continued from last issue:

## Grandy Boat Company

by John Lebens, #1272 and Steve & Lisa Vanek, #1483

Located on Seattle's Lake Union 1922 to 1967, Grandy was among the best builders in Seattle, competing with Blanchard for top honors. During the 1930's, Ed Monk Sr's naval architecture office was located in the Grandy boatyard. For many years, small skiffs and dories were the bulk of the yard's business. The 8' lapstrake model became a favorite lifeboat for the Seattle Parks Department. In the late 1930's the yard began building larger boats, many of Ed Monk's design. During WWII, the Grandy Yard turned out a number of boats under 40 ft. for the U.S. Navy, which gave them the experience and tooling to step up production in the years following the war. Brothers Earl and Bill Grandy took great pride in the quality of craftsmanship and materials that went into their boats.

By the mid-1950's, Grandy was building semi-production "stock cruisers." A sign of the times, these vessels were a practical departure from the custom built, displacement hull boats of the 1930's. These Grandy boats, ranging from 27' to 32', became immensely popular in the Pacific NW because they looked good and were fast and comfortable. They were competing with other lighter weight and speedy boats from Chris-Craft, Lyman, Owens, Huckins and others during that period. They can attain speeds approaching 30 mph with the right power plant. Interiors are surprisingly spacious for vessels of under 30 ft.

This series of cruisers were built right up until the Grandy shops burned on August 25, 1967.

It's difficult to know, given the loss of records in the fire, but current owners speculate that 30 to 50 of the 27 - 28ft cruisers left the Grandy yard. As of a few years ago, 15 were listed on the Grandy website.

One of these vessels is *Jonta* currently

owned by Todd and Julie Powell of Federal Way, WA. *Jonta* was originally purchased for \$9800.00 at the Seattle Boat Show by John and Rita Wolf. The Wolfs combined their first names to create the name *Jonta* and they brought her to an Everett boathouse. There she remained through a second owner until the Powell's purchased her in 2003 and brought her to Des Moines, WA. While owned by the Powell's she has received all new tanks, a sanitation system, new engine and running gear, upgraded 110v and 12v systems, canvas cabin tops were replaced with Dynel cloth set in epoxy and lots of varnish and paint. But at the same time, the galley is still original down to the Magic Chef oven. Water is still via a foot button and the decks are still bright under their original fiberglass coating. And while *Jonta* gets lots of loving maintenance, she does not languish at the dock. She cruises along at 12-13 knots burning about 8 GPH and just returned from a meandering three-week cruise up through the San Juan and Gulf Islands, across the Strait of Georgia to Chatterbox Falls and back.

Another is *Pearly Shell* a 27ft, 1959 Grandy Express Cruiser owned by Jan Scheutzow. In 1994, Jan re-powered his Grandy with a 260 hp Chevy Crusader 350. His vessel will hit 28 knots at 4250 rpm with all four barrels pumping fuel. More sensible and affordable is a 12-14 knot cruise at just under 3000 rpm. Jane has modernized most of his mechanical and electrical systems, including new fuel tanks, head and holding tanks, gauges and other components. Jan pointed out an important transition between 1959 and later versions. His boat still has the curved window frames and aft deck elements. The next year Grandy built these boats with more "modern" squared off lines. Jan has owned *Pearly Shell* for almost 30 years.

### Pacific Northwest CLASSIC YACHTING

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

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Bill Foulk.....Vice Commodore  
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**Next Newsletter Submission  
Deadline December 15**





# COMRADE

90 YEARS OF STORIES AND LAUGHTER

by Bill Shain and Kathy Weber, #1481

The June 2019 Classic Yacht Association gathering at Bell Harbor Marina, Seattle, included the *Comrade* and represented her first public event since returning to the family who originally custom ordered her from Franck and McCrary on Lake Union, Seattle. On Saturday afternoon all three families who have shared and cruised the *Comrade* these last 90 years celebrated her history under the Seattle sun, accompanied by hours of stories and laughter.

Mary Lou Harris of Kirkland is the granddaughter of Herbert William Davis, Jr who lived for four decades in West Seattle. Not long after the death of his parents and his wife, Mr Davis had the *Comrade* designed to his specifications, including his desire for views from the galley and adequate headroom for his tall stature. It was launched in 1930. He was a serial entrepreneur and an investment broker. Mary Lou's partner Vincent Seymour joined her.







▲ Living history: Comrade's former caretakers share stories and laughter aboard.

Nancy Miller is the daughter of the second owner Carl Bolin. Carl is responsible for attaining the lifetime membership to the Nanaimo Yacht Club for winning the predicted log race. Nancy spent many hours on the *Comrade* as a young child and through her teenage years with her parents and her sister. Her daughter Marie Miller and son-in-law Roguer Crouse accompanied her, as well as her long time friend Dick Clarke.

Bob and Karen Birdseye represent two generations of Birdseye family who cruised and tended to the *Comrade* from 1950-2017. When Bob's Dad bought her from Nancy's Mom, newly widowed, Bob was barely old enough to be responsible for her, but he learned! Kathy Weber, the great granddaughter of Mr Davis, and her husband Bill Shain, are the *Comrade's* current caretakers. This was their first Bell Harbor event, and they listened intently to the advice which flowed freely. Kathy is grateful Bill had so much experience with diesel engines on the tractors from the farming chapter of his life. Kathy's Mom, Mary Lou, instigated the idea of Kathy and Bill bringing the *Comrade* back into the family of it's original owner.

The current owners listened intently to stories of the past as they look forward to creating memories of their own. Given that all the generations of *Comrade* owners were present, practical advice had to be documented, and it was. Of course, all this advice was gleaned from the learnings that only come from actual real life experience.

From Bob Birdseye who spent the most hours on the *Comrade* of anyone present: Don't fall in.

From Karen Birdseye: Bumpers down before you dock.

From Nancy Miller, learned while crossing the Straits of Georgia: Make sure everyone is on board, including the dog. (Their cocker spaniel was rescued after a long solo swim.)

From the others, a variety of practical advice. Don't moor where there is not enough water at low tide. Measure the gas before taking off. Pay attention to the weather. When the steaks slip off the boat, don't go after them.

After hours of laughter and stories, everyone decided to meet again next year. Same time, same place. So when the *Comrade* is closed Saturday at 3:30pm of this Classic Yacht event next year, you will now understand why! We will also be celebrating her 90th birthday party!



▲ Comrade's current caretakers Bill Shain and Kathy Weber.



# Celebrating 40 Years Since the PNW Fleet's First Commodore

by Margie Paynton, #427

As the 50th anniversary of the Classic Yacht Association approaches in 2020, it seems appropriate to also recognize a little more than 40 years of the Pacific Northwest Fleet's history. Although there are a number of us 'old timers' who have heard the story of our fleet's founding, it bears repeating so that we all can be part of this communal story. Fortunately, this story is recorded for posterity in the CYA archives, and I quote from the book *CYA: The First Thousand Members*, compiled by Bruce Dobson in 2002.



▲ Herb and Virginia Cleaver aboard Marian II

*The story of the actual formation of the Pacific Northwest Fleet begins with Sally Laura of the Seattle Yacht Club. SYC is the perennial organizer of Opening Day in Seattle, the parade and ceremonies that mark the opening of the boating season on the first Saturday of every May. In an effort to dress up the 1976 Opening Day parade, Sally decided to get some classic motor yachts involved. She asked another SYC member, Norm Blanchard, where some of the finer yachts were kept. With Norm's list in hand, Sally trudged from marina to marina to personally inspect each boat, selecting only the best-looking boats for her parade. For those that passed Sally's inspection, information was left aboard, promising dock space at the SYC for Opening Day, plus a special classic yacht burgee of her design. She got 32 enthusiastic responses and Sally hand-sewed a commemorative burgee for each of those 32 boats.*

*A year later, Sally had a telephone call from Herb Cleaver, a long-time friend and member of the Queen City Yacht Club in Seattle. Herb asked if Sally still had her list of the 32 classic boats from the 1976 Opening Day, and she did. After seeing an article of Lake Union Dream Boats, Warner Holcombe had contacted Herb regarding potential members for the Classic Yacht Association in the Seattle area. From Sally's list 20 new members from the Pacific Northwest were granted membership in 1978, the Pacific Northwest Fleet was chartered that same year, and Herb Cleaver served as the first Commodore in 1979*

It didn't take much searching to find out who those 20 initial PNW members were, and to discover that, 40 years later, nine of these vessels are currently members of CYA. They are: *Marian II*, *Davy Bill* (now called *Rumrunner*), *Vagabond*, *Cle Illihee*, *Miss Lakewood*, *Mitlite*, *Sandpiper II* (now called *Hanna*), *Savona*, and *Comrade*. What is more astonishing is that three of these vessels have had continuous CYA membership since 1979, and one of these vessels has even had the same owner! We hope to recognize these vessels and their owners in January when we convene for the 2020 Board of Director meetings and Change of Watch in Seattle.

A sidebar to this CYA story is another tale worthy of communal knowledge. Herb and Virginia Cleaver bought *Marian II* in 1953 and continued a tradition they began in 1951 of attending home football games of the University of Washington by boat. Herb had been a member of the UW Rowing Crew during the 1930's (he knew the members of the UW Olympic Rowing Team in 1936) and had kept in touch with the manager of the UW Crew House and had obtained permission from him to nudge his boat into the soft reeds and mud, find a way to secure it, and attend the football game. When Herb submitted his application to join the CYA in late 1977, he wrote, "We have

*First Commodore, continued*

attended the home games by boat since 1951 and the *Marian II* has a continuous record of attendance at games since 1953," a record that continued for years, if not decades. The tradition of attending UW home football games by boat was born by the Cleavers and continues to attract national attention each fall!

The PNW Fleet is blessed to have had and continue to have dedicated folks who share their stories, resources and knowledge, and keep us all focused on the maintenance, restoration and preservation of a bygone era of pleasure boating. We hope to continue to tell their stories for the next 40 years!

## **Save the Date**

*by Bill Shain and Kathy Weber, #1481*

**P**ort Townsend and Port Hadlock, Feb 28-29, 2020. Arrivals noon Friday. Stay through dinner Saturday. This Friday-Saturday land based adventure includes a private tour of the Northwest School for Wooden Boat Building, hearing from both students and faculty. We will have the chance to meet and interact with some of the students, who may be the workers of the future on all our classic yachts! Shared restaurant dinner! Saturday morning educational talks at the campus! Saturday afternoon private tour of the *Western Flyer*, a 100% restoration of a 1937 northwest traditional fishing boat, made famous by the writing of John Steinbeck in his landmark book *The Log from the Sea of Cortez*. Group dinner in town. Let us know if you will plan to attend so we can complete appropriate arrangements for our group!

For more information and to RSVP: Kathy Weber and Bill Shain—[webershain@gmail.com](mailto:webershain@gmail.com)

## **The Best Summer Ever**

*by Larry Benson, #931*

**O**n June 3, Tina had an exit interview from her job at Holland America Line at 11 AM. By 1 PM we had cleared the Ballard locks and were headed North. Ninety-four days and 1200+ nautical miles later we returned to Seattle after an amazing summer aboard *Thelonius*.

Our first weekend was spent at Burrard Yacht Club for their Classic Car and Yacht show. After that, a flotilla of CYA boats headed for Princess Louisa Inlet, just one of the magical places we visited over the summer. From there we cruised further North to the Broughton Archipelago, where we spent a month exploring, relaxing, marveling at the majesty and beauty, mostly anchored in serene coves, often entirely by ourselves.

Other than at Pierre's Echo Bay, where we encountered *Olmaha*, *Deer Leap* and *Madera*, we saw no other classics in the Broughton's, and very few in Desolation Sound. In this world of plastic boats, *Thelonis* was, as Tina remarked, like a puppy dog that attracted lots of attention from other boaters to stop by to chat. As a result, we met, and made friends with, many delightful people.

After nearly a month in the Broughton's, we headed South to Desolation Sound. In one of our many special moments, we were headed west from Toba Inlet toward Octopus Islands when we got a radio call from Rick Etsell aboard *Malibu*. They were behind and overtaking us. During our chat I mentioned that Tina had

not yet seen whales. *Malibu* soon passed us and as she entered Calm Channel, she stopped for an amazing humpback show in full swing. We caught up, stopped and watched a 20-minute show of breaching, slapping, cavorting - almost passing under *Thelonius*. Afterward, Tina got on the radio and thanked Rick for conjuring up this great spectacle.

In early August we left *Thelonius* at the dock of Hedda and Wolfgang Duntz (*Wanderer*) for a 12-day cruise to Alaska aboard *Seabourn Sojourn* - a cruise within a cruise, so to speak. A truly wonderful and elegant counterpoint to a wonderful summer aboard *Thelonius*. Then on to the Vancouver and Victoria boat festivals where we spent many joyful days with other CYA members before finally returning to Seattle on September 5th.

Tina at one point said 'next year lets leave earlier and stay later!' Magical indeed.



# WELCOME TO THE NEWEST MEMBERS OF THE PNW FLEET!



Phil Lacerte  
*PASPATOO*  
66' 9" 1942 Blanchard Boat Co.  
Friday Harbor, WA  
Kit Pingree, sponsor  
Vintage



Henning Heinemann  
*ELMORE*  
76' 1890 Unknown  
(possibly Astoria Marine)  
Bainbridge Island, WA  
Peter Brachvogel, sponsor  
Classic



Bob and Jill Cofer  
*SEAFARER*  
56' 1926 Lake Washington Boatyard  
Bellingham, WA  
Jim Paynton, sponsor  
Classic

Mike and Mary Porter  
Lacey, WA  
Member



## Pacific Northwest Fleet UPCOMING EVENTS

**Pumpkin Cruise**  
**CANCELLED**

**Fleet Change of Watch Banquet**  
October 26

**Thanksgiving Cruise**  
November 29

**Christmas Cruise**  
December 14

**New Years Eve at Center for Wooden Boats**  
December 31