

# Pacific Northwest **CLASSIC YACHTING**

Summer, 2019

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



**CLASSIC WEEKEND**  
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Photo by Elizabeth Becker



Greg Gilbert, photo



## *From the Bridge of Faun*

By Commodore Laura Shifflette

**A**s we head into peak cruising season, hopefully you are finished putting the final touches on your varnish, hardware and paint. Now it's time to put down all the tools and go play on the water!

Our cruising plan aboard *Faun* each year consists of the opposite of hyper-planning. It generally reads as follows: Exit the Ballard Locks and turn right. Period. From there, we go where the mood strikes us, visiting anchorages, buoys and docks somewhere between the San Juan Islands and Desolation Sound, stay as long as we like in each location, meander to the next bay when we feel like it, and generally just relax. The lack of structure is the perfect antidote to the remainder of our busy life. We visit friends, eat well, read, hike, row, visit fantastic restaurants along the way, and generally maintain a slow pace. We keep long days underway to a minimum, and rarely have guests fly in, because, aside from space constraints on our vessel, it's so difficult to determine when you'll actually be there to meet them. We bump into friends both old and

new along the way, and spend time with those we run across. We'll punctuate this rigorous schedule with a few classic boat shows, and call it a good summer.

Each year, we try to visit our favorite cruising destinations, but we also try to make sure we visit a few entirely new places each year. We like to continue to expand our horizons and try something new. Stretching our boundaries is always worthwhile, and one of our favorite parts of boating is that there is a new adventure right around the next bend. We'd love to hear about your favorite cruising destinations! Drop us a line, or, better yet, post it to our new PNW CYA Facebook Group. Your PNW Fleet Bridge has been hard at work over the winter and spring, but will now take a break to go cruising. We hope to see you at one of our CYA PNW Events this summer. The schedule is chock full of great events, and there is something for everyone! We hope you will join the South Sound Cruise, or see us at rendezvous at Des Moines, LaConner, Decatur Island, Victoria or Vancouver. September follows with more

events, including the Annual General Membership Meeting, which will be held in conjunction with the Center for Wooden Boats' Wooden Boat Festival. The meeting is Saturday, September 28 at 9 AM at the Wagner Center at CWB, earlier due to meeting space constraints during the festival. Please make a note on your calendar!

We have a new PNW Fleet Facebook Page that is intended to represent our fleet to the public. As such, posts should consist mainly of photos and interesting tidbits about our vessels intended for general consumption. This page is similar to the existing CYA Facebook Page, but specific to our Fleet. This is the place to post upcoming events that are open to the public. We augment this page with a new CYA PNW Fleet Facebook Group. The latter is "closed", meaning that you must be a member to be able to view the posts. Membership is by invitation from an existing member of the group, or you can send a request to join. This is the place to share info and invitations intended for our PNW members, vs. the public, and more about our members, their vessels, and things they are up to. This augments our existing communications and is one more way for us to build community. If you are a Facebook user, please join us, and feel free to invite other PNW Fleet members that are not yet members of the group.

Mike and I wish you a glorious summer of cruising, fair winds and following seas!

# The FO'C'S'LE

By Matt Paynton, Newsletter Editor

Mark your calendars, the International Change of Watch will be in Seattle, January 17-20, 2020, celebrating our founding fifty years ago!

Depending on your perspective, fifty years may seem like a long time ago, or it might seem like yesterday.

Think of this: Classic Yacht Association shares its half-century milestone with these other notable events of 1970: The break-up of the Beatles, Apollo 13 and even the founding of the EPA all happened that auspicious year. The first Earth Day was celebrated, too.



Here's some different perspective if those events seemed like they happened yesterday. When the Association was formed, they originally decreed that the logical cutoff for qualifying vessels would be December 31, 1942, before

World War II would have its impact on technology, available materials and even who built these boats. It was also only 28 years prior - that's like forming an association today with the cutoff being December 31, 1992! Now *that* seems like yesterday.

So you are cordially invited to help kick off a year-long celebration of our fair Association at the meetings and banquet that will be the hub for members from far and wide, representing all the fleets of the CYA. If you're a new member, or even a new boat owner, or a seasoned old salt born and raised on the waters of Puget Sound, all are welcome at the table! Time to party like its 1970!

## Edmonds Scales Down for a Successful Event at the Port

by Janice Palmer, #1213

The Port of Edmonds invited PNW- CYA yachts to participate in their first Family Day at the Port event as the central attraction. A full contingent of 16 yachts participated in the event. People strolling on the walking path above the marina watched as our boats docked throughout day on Friday. A unique feature at Edmonds is that people look down on the boats at the marina and hold conversations with our members commenting on the beauty of the boats and asking questions. The welcome party on the dock between *Corsair* and *Sonata* on Friday evening was a great time to connect with old friends and make new ones while eating delicious appetizers and enjoying the wine and non-alcoholic beverages provided by Bob Bryan and Sally Cox. No one left hungry!

Saturday started with a little fog that soon turned into sunshine. Three dozen donuts were gobbled up in the morning to fortify us for



Greg Gilbert, photo

the coming visitors. Our boats were open from 11am to 3pm and families started boarding boats as soon as we opened. The thing that really impressed us was the diversity of the people who came aboard. Most of our visitors said they lived in the Edmonds area and represented many different languages and cultures. Their children had been told they were coming to see boats and were prepared for the experience,

which was great for us because we had over 400 people board *Sonata* during that time.

Thank you to *Saga*, *Holiday*, *Corsair*, *Bella Luna*, *Turning Point*, *Sonata*, *Maranee*, *Faun*, *Marian II*, *Fandango*, *Adagio*, *Patamar*, *Bolero*, *Freya*, *Winifred*, and *Scandalon* for sharing their boats and their history with the many people who attended the event. And a big thanks for the wonderful potluck on Saturday night.



# Gracie

A TRUE ORIGINAL

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



There's a hidden gem in Portland.

She's a classic sedan cruiser, vintage 1962, built by the Grandy Boat Company on Lake Union in Seattle. It's not certain, but we believe she was originally designed by Ed Monk Sr. She shows the balanced proportions and efficient use of interior space characteristic of Monk's designs. Lynn Senour is credited for design changes as this vessel evolved, especially changes to the interiors.

"Grandy Boat Company's 28 footer, which evolved from an earlier 27 ft design, dominated the local market in the late 1950's." (from Bet Oliver's Ed Monk and the Tradition of Classic Boats.)

Before the Vanek's, *Gracie* was a one-family boat. Bob Carstensen purchased her new in 1962 and kept her for 41 years. He gave her to his niece in 2003. She and her husband cruised her until it was time to pass her to a new owners. Lisa and Steve Vanek have owned Gracie since July,

2014. She's now kept in a boathouse at The Portland Yacht Club.

Carstensen knew the Grandy family personally and stopped often to have coffee at their boatyard. *Long Gone II* was her original name. The family took great pride in their ownership and during the 52 years they owned her, she was well cared for. Best of all, they resisted the temptation to modernize her. When she came to the Vanek's, she was mostly in original condition, including interior and exterior appointments, appliances, gauges, CO2 fire extinguisher, anchor, etc. She's full of nicely done, old school interior details. The big orange puffy life vests found on board were dated 1954, original to the boat. Under the shag carpet were original linoleum floors. The countertops, Icebox, Princess propane stove, compass (calibration document dated 1962) and other details were all original.





She was originally powered with a Grey Marine which must have been a V-8 because of the original dual exhaust ports. We think it was a 318 cubic inch, 175 hp engine. The second engine was a Ford 351 Windsor installed around 1968. In 1987, a third engine, also a 351 Ford Windsor, was installed and runs well today. She has a V-drive and cruises at 12-14 knots.

Of course, being a fifty year old wood boat, she did need a bit of work. After cruising her that first summer, the Vanek's trailered her from Olympia to a boatyard in Scappoose, Oregon. Steve, an electrician with a craftsman's sensibilities, had never done wood boat construction before. With guidance from Jeff Saylor, our ace local shipwright, he embarked on an 18 month project of hull repairs, building his skills along the way. The transom was rebuilt,

a dozen or so planks were replaced, the knee of the stem was replaced. She's carvel planked using yellow cedar with white oak frames. Steve used silicon bronze fasteners throughout. The hull was stripped, faired and painted. She has hard chines and is capable of planing with enough power.

The Vanek's agonized over renaming her - Steve is a traditionalist and believes a boat should keep its original name - but they decided to rename her *Gracie*. He says boats should have a feminine name, and *Gracie* just seems to fit this graceful little boat.

*Gracie* was relaunched in September



▲ Photos showed the vessel's decks were "bright" under a layer of fiberglass when new.

2016. In her PYC boathouse, the restoration continues. Steve has been meticulous about maintaining the original appearance. A local restorer assisted with replacing the canvas roof using original techniques for fairing the surfaces. Steve insisted on cotton canvas - as built in 1962.

Another Grandy owner, Todd Powell, has been especially helpful with information about the original appearance of this Grandy model. Photos Todd provided showed the vessel's decks were "bright" under a layer of fiberglass when new, so Steve stripped off the old deck paint and fiberglass, carefully faired the original mahogany plywood decks, re-glassed and has

started building the varnish coats. All the exterior metal parts have been polished or replaced. The original Grandy decal will be replicated. All that's needed to complete the exterior restoration is the decal and a few more coats of varnish. Then the interior refresh will begin.

► *Next issue: The History of Grandy Boat Company*



▲ The transom was rebuilt, a dozen or so planks were replaced, the knee of the stem was replaced.





# Bell Harbor Classic Weekend

by Diane Lander, #926

Jim Paynton, photo



The PNW's largest event, the Bell Harbor Rendezvous, was held on June 15 and 16th at Pier 66 in downtown Seattle. This year's marquee class was Lake Union Dry Dock built boats in honor of the 100th anniversary of the Lake Union Dry Dock Company.

We had delightful sunny weather, a marina full of 48 gorgeous classic boats, and fun events arranged by the hard-working Bell Harbor committee lead by Diane Lander with assistance from Jim and Margie Paynton, Roger and Janice Palmer and BJ Last and Julia Buck, in addition to many volunteers.

On Friday night, after a record-breaking number of boats participated in the parade organized by volunteer Bob Wheeler, there was a wine tasting with lovely wines donated by Structure Cellars. Boats docked easily with a superb docking plan prepared by Dockmaster Bob Irving. Saturday morning, we enjoyed a continental breakfast. In the shadow

of the giant *Norwegian Joy* cruise ship, we welcomed 986 visitors to the docks and to our boats. On Saturday evening we sat down to lovely tables with decorations provided by Pat Irving. We enjoyed a catered dinner provided by Choice Catering; then a raffle with many great prizes mostly procured by Diane Lander who does not take "no" for an answer when dealing with sponsors and donors. The winning raffle tickets were selected

by our guest of honor, Hobie Stebbins, one of the owners of Lake Union Dry Dock company. On Sunday, under the shadow of the giant *Norwegian Bliss* cruise ship, we welcomed about 1,000 visitors to the docks and our boats after enjoying a wonderful breakfast of made to order omelets. We sold many beautiful posters from prior years, and from this year. The posters were again created by member and artist David Huchthausen. At our



Jim Paynton, photo

▲ Fireboat Leschi was on hand for the traditional Rendezvous Sail-In.



Bell Harbor, continued

sales booth we also sold some CYA Logo Clothing and hats created by Athletic Awards.

Many members and participants do not realize the ever-increasing cost of this event. This year, the Port of Seattle raised our moorage to \$7,100 for the weekend. Even with this moorage cost, the Port of Seattle is a sponsor as the actual retail value of the moorage for the weekend is closer to \$9,000 for two evenings. Luckily, this amount was covered by our generous sponsors including Lake Union Dry Dock Company, Haven Boat Works, Fisheries Supply, CSR Marine, Captain's Nautical, Canvas Supply, and the Northwest School of Wooden Boat Building. Betsy Davis, CYA member and Executive Director of the NW School of Wooden Boat Building enjoyed visiting the event. Many additional boat related business donated the wonderful raffle items. I can use lots of help next year in continuing to recruit sponsors. This is our largest and most expensive event, and it is imperative that we



▲ A record-breaking number of boats participated in the annual Sail-In parade.

continue to work hard with our generous sponsors to support it. This large event is only possible because of volunteers. It is a requirement that if you come to the event, that you volunteer to help. Sadly a few failed to volunteer this year. Next year, volunteering will be mandatory, you will be unable to sign up without volunteering. We also intend to send out a survey to all who participated to get more suggestions about what you would like to see at the event.

The People's Choice Award went to the beautiful Chris-Craft *Unforgettable*, while Honorable Mentions went to the LUDD built *Blue Peter* and the Chris-Craft *Tahoe*.

Next year, we will celebrate the 50th anniversary of the founding of the Classic Yacht Association. Bell Harbor will be an epic celebration of this founding! If you want to volunteer on the 2020 Bell Harbor Committee contact me at [dianelander@outlook.com](mailto:dianelander@outlook.com) or 206-919-5099.

## Opening Day

by Diane Lander, #926

Opening Day 2019 was a once in a lifetime event, celebrating the 100th anniversary of the Lake Union Dry Dock Company. The Seattle Yacht Club embraced this iconic event by selecting the theme for 2019 as "Boating through the Decades." This theme proved to be great for the Classic Yacht Association, and our boats came out in force. We had nearly 35 boats registered in the parade categories of "Classic Power, 40' and Over," "Classic Power, 40' and Under," and a new parade category just for this year, "SYC Invitational, LUDD Centennial Vessels."

The weather was fantastic with sun, a light breeze and temperatures of around seventy degrees. The excitement built as the boats traveled down the Montlake Cut, all looking gorgeous.

Next year's Opening Day could be a challenge with the possible loss of the docks used for Dock Zero. Stay tuned for news and updates on 2020 Opening Day.

Classic Yacht Association boats being awarded the honor of a winning entry included:

Classic Power 40' and Over – The Golden Potlatch Trophy:

First Place: *Corsair II*

Second Place: *Honey Bee*

Classic Power 40' and Under – Founders Trophy

First Place: *Marilus*

Second Place – *Sue Ellen*

Third Place – *Bianca*

SYC Invitational – Lake Union Dry Dock Centennial Vessels

First Place – *Marian II*

Second Place – *Blue Peter*

Third Place – *Winifred*

# WELCOME TO THE NEWEST MEMBERS OF THE PNW FLEET!



Wendell Brunk  
*HOLIDAY III*  
37' 1957 Les Nelson/Hanson  
Seattle, WA  
Peter Riess, sponsor  
Vintage



Rick and Diane Strollo  
*FLYING EAGLE*  
33' 1963 Vinal Beal  
Deer Harbor, WA  
Diane Lander, sponsor  
Vintage



Jason and Tracy McLennan  
*VAGABOND*  
45' 1929 Lake Union Dry Dock  
Bainbridge Island, WA  
Diane Lander, sponsor  
Classic



David and Jamie De Maria  
*HOLIDAY IV*  
54' 1954 Chris-Craft  
Seattle, WA  
Alan Winningham, sponsor  
Vintage

Michael Effler and Erin Leader  
*VIVIENNE* and *ENCORE*  
Bainbridge Island, WA  
Reinstate

Lloyd and Theresa Shugart  
*FLYING CLOUD*  
Seattle, WA  
Reinstate

William Griffin  
*SHEARWATER*  
Seattle, WA  
Reinstate



## Pacific Northwest Fleet UPCOMING EVENTS

**Des Moines Classic Car &  
Boat Show 2019**  
July 19-21

**South Sound Cruise 2019**  
July 21-27

**La Conner Classic Boat &  
Car Show 2019**  
August 3

**Decatur Island Rendezvous**  
August 20-22

**Vancouver Wooden Boat Festival**  
August 23-25

**Victoria Classic Boat Festival**  
August 30- September 1

## Pacific Northwest **CLASSIC YACHTING**

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Pacific Northwest Fleet,  
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**Next Newsletter Submission  
Deadline September 15**