



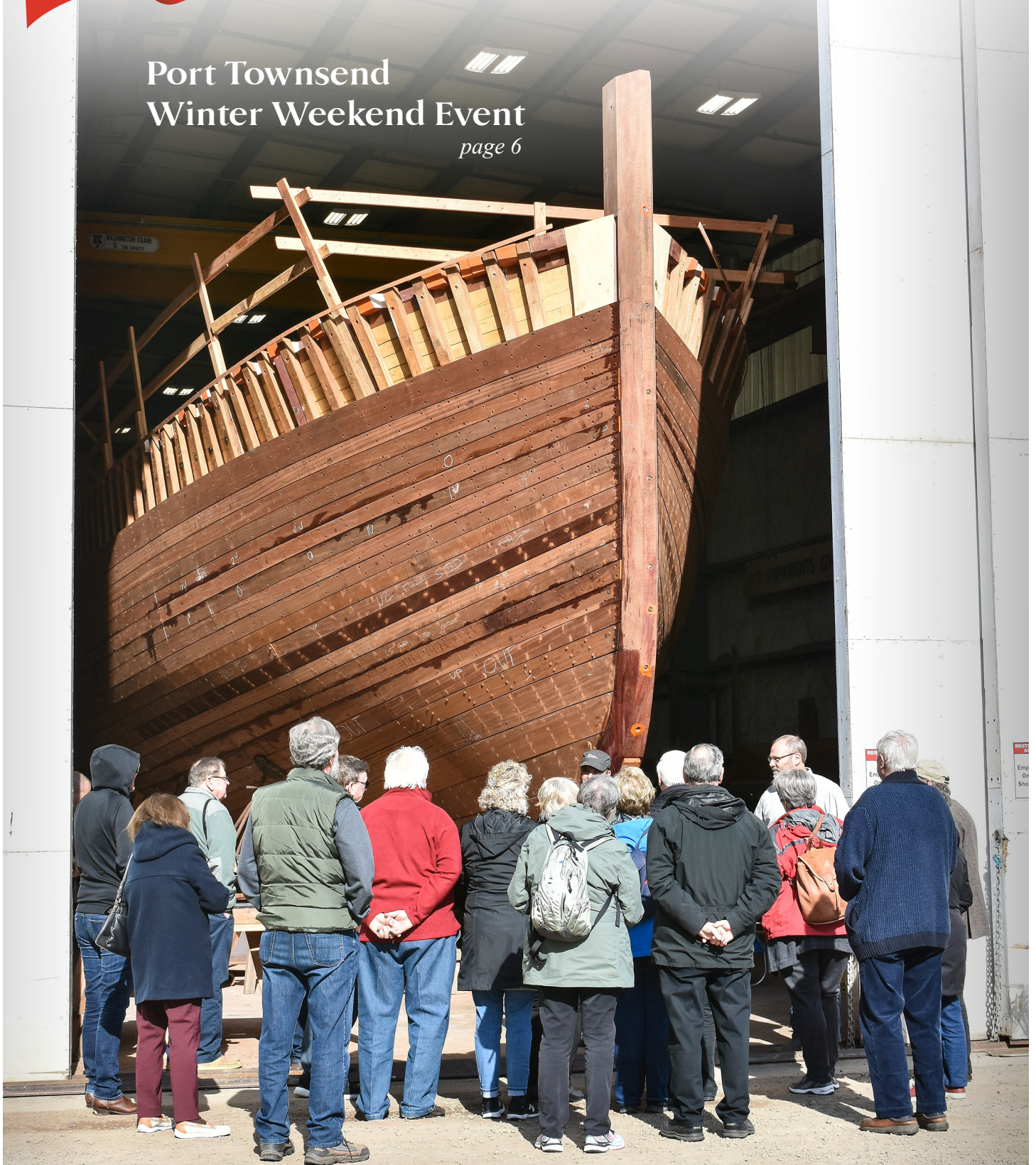
Pacific Northwest

Spring, 2020

# CLASSIC YACHTING

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

Port Townsend  
Winter Weekend Event  
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*Photo by Elizabeth Becker*



## *From the Bridge of Endeavor*

*By Commodore Bill Foulk*

**G**reetings everyone, I hope that you are all well and safe during this time of uncertainty and concern. Because of the current situation, not only in our local area, but across many locations on the globe, we are in a period of extreme shutdown. Social distancing, avoiding contact with other people, no large gatherings has become our temporary and necessary norm. As a result, many of our PNW Fleet and other events have been canceled. It is sad but necessary. Hopefully all things are resolved reasonably quickly and we will return to normal. I certainly hope that happens before June, I would hate to see Bell Street be canceled. The remainder of the calendar will remain as it is until it becomes necessary to make changes as we move forward.

I am reasonably certain everyone in the fleet knows someone that is affected by this Covid-19 pandemic. I hope none of our members or family and friends ever becomes infected with this virus. Please keep in your thoughts and prayers those who are out there every day making a difference.

All of the medical personnel who still go to work every day. All of the first responders who are there for our safety and security. Those individuals involved in criminal enterprise or drug dealing cartels did not get the memo to stay at home and slow the spread. These individuals are very much still engaged in their criminal enterprises and trying to take advantage of our current situation. Fortunately, there are great men and women who put their lives on the line to shut this down. I would like to thank everyone who is doing something to make a difference during these difficult times.

Thank you all!

Bill Foulk  
Commodore, PNW Fleet

## *Boatyards and Boating Businesses Helping with COVID-19*

*By Diane Lander, #926*

**I**n these scary corona virus times, we have a little good news. Many of our boatyards and boat related businesses are still carefully operating and have been assisting our medical community with donations.

For example, long term CYA supporter Fisheries Supply owner Alex Sutter reports that Fisheries Supply donated 3,000 N95 masks to Swedish Hospital. They report that they are still open for business, with few employees working and the public not allowed inside the store. Order with will call and they will bring your order out.

The boatyards CSR and Seaview West continue to operate very carefully with shut down offices. Since I live right above Seaview West seeing the boats being lifted and launched every day is such great entertainment and hope for me that better days are ahead. Both CSR and Seaview West have also donated masks to local hospitals.

Support your local boatyards and boat businesses! Here's to hope that cruising is ahead soon.

# What I Learned in Two Hours at an Electric Shock Drowning Short Course

By Kathy Weber, #1481

What did I learn about our boats' electrical safety? I am not an electrician. What did I learn from Northwest School of Wooden Boat Building's Kevin Ritz in the short course he gave for 48 members of the CYA NW Fleet attending the Port Townsend- Port Hadlock Winter Weekend on Land in February? In my own words, here's what I learned. As I said, I am not an electrician. The first documented case of electric shock drowning occurred in 1999 because a boat leaked electric current into the water around the marina. Before this time, no one had ever documented a death in the water due to being electrocuted. Sadly, this was the son of our instructor, who has made it a personal mission to upgrade people's knowledge and the electric equipment in marinas so this doesn't happen again. But it has. We are talking about AC current here, which for a boat, simply means the electric current that comes from shore power pedestal plug-ins. The other kind of current is DC current which comes from batteries. an AC electric current leak into the water around a boat or marina dock? Because AC electric current flows in a closed loop, from its source, such as a shore power stand's supply, through the boat, and back to the shore power's source on the dock. If a wire is cut or frayed, or not properly grounded, there is risk of electricity going wild--going where it is not supposed to go. For example, in the water near

the boat, where people might think of swimming. I learned it doesn't take much leakage to cause physical sensations, from tingling through death. The physical experience of 1-3 milliamps is "not much" and 100 or more milliamps is lethal. I saw an experiment where there was enough electricity in the water to power on a hair dryer. Yikes! I learned that there are safety standards to meet. Standards have to be met dockside and boat side. Some Puget Sound area marinas have upgraded their shore power systems to meet higher safety standards including ground fault protection on all outlets among other things. Some have not. There's no published list of the marinas or docks who have upgraded their electrical systems. The following are potentially dangerous: frayed or nicked wires, installations that don't meet

current codes. The following are additions that will add to our safe AC electrical use on board: ELCI switches and our newly installed isolation transformer. Kevin helps train the next generation of marine systems workers as students at the Boat School and helped us all learn how to improve the safety of our boats! Thanks, Kevin. If the first documented case of electric shock drowning was in 1999, and if all of our boats are at least decades older than that, we have things to think about. Electric current is silent and does not smell. It stands to reason, therefore, that there's wisdom hiring a marine electrician trained in the most current (no pun intended) standards to help us each understand and safeguard further our own boat's electrical safety. And don't go swimming in marinas!



▲ Northwest School of Wooden Boat Building's Kevin Ritz leads an Electric Shock Drowning short course for CYA members in Port Angeles on February 28, 2020.

# 50th Anniversary Change of Watch in Seattle

By Diane E. Lander, CYA International Commodore

The PNW fleet was pleased to host the association Change of Watch in Seattle this year on January 16-19. Laura Shifflette and I already wrote an extensive article on the event for the association newsletter, but Matt Paynton, the PNW Editor thought that another article for the PNW Newsletter would be interesting as well. Who would have thought as some 80+ of our members from all five fleets gathered in Seattle just two months ago that our lives would have changed so much due to the pandemic of COVID-19 and the fact that we are now required to “Shelter in Place.” Now I look back on the Change of Watch event with even more fondness and remember fondly how great it was to see everyone in person as it may be some time before we can all gather in person again.

This year, our association is celebrating its 50th year, having been founded in 1970. I hope that many of you have obtained a copy of the beautiful 50th Anniversary Calendar prepared by our hard-working historian, Margie Paynton. If you don't have your copy, contact Margie Paynton at [maranee1940@comcast.net](mailto:maranee1940@comcast.net).

While my other article contains many of the details about the meeting, here I thought I would concentrate on the story of our very successful paperless meeting. During the COW 2019 in



Sacramento, now Staff Commodore Garth McBride and I discussed the possibility of a paperless meeting. We knew that it may be a difficult process to conduct a CYA Annual Meeting without those usual meeting notebooks that had, at that time, been used for over 45+ years. There had to be a way. Enter PNW Staff Commodore Laura Shifflette and new CYA Canadian fleet

member Crystal Toupin, owner of the 1909 *Atlas* tug. Crystal works for a company that makes the event app Cvent available. The app permitted us to download the schedule of our events, all the meeting agendas, prior year's minutes and literally every document that used to be in our notebooks. Better yet, we could download every piece of information about the weekend, from necessary information about the Marriott hotel where we were staying such as restroom codes for the lobby restrooms, Happy Hour menus, etc. Each of our many events from the Thursday tour to the Space Needle and Chihuly Glass Museum, to the Friday tour of the Old UW Shell house home to “Boys in the Boat” rowing shell and lunch after, to the Friday wine and heavy appetizer party, to the details of the Continental Breakfasts and the meetings at



the Wagner Education Center for Saturday and Sunday. Literally everything that an attendee of the meeting needed to know was at their fingertips, on their phone or tablet, thanks to hundreds of hours of time expended by Laura Shifflette and Crystal Toupin and our hard working CYA webmaster, Rick Etsell. At one point Laura told me how many things we were keeping track of using the app and I was absolutely mystified.

Next year's Change of Watch will take place in Canada, and hopefully will also be a paperless meeting.

Put the dates on your calendar now - January 14-17, 2021. The Canadian fleet will be our host, and for information or better yet to volunteer to help, contact Cecilia Rosell, [celia.rosell@hotmail.com](mailto:celia.rosell@hotmail.com).

Thanks again to my co-chair Laura Shifflette, Rick Etsell, webmaster, Crystal Toupin, and all the other PNW fleet volunteers too numerous to mention.

Here's to hoping we will all be able to get together in person SOON. For your viewing pleasure I have included some photos taken by our professional photographer, Jordon Pipkin, who's services were donated to us by the late Judie Romeo, long term volunteer at the Center for Wooden Boats who died shortly after the conclusion of our event.



# A Thoroughly Enjoyable Educational Endeavor on the Olympic Peninsula

Article and Photos by Elizabeth T. Becker, #1159

The inaugural land-based winter educational event held the last weekend of February in Port Townsend was by all accounts a smashing success. With 48 CYA members in attendance, the gathering kicked off on Friday afternoon at the Northwest School of Wooden Boatbuilding in Port Hadlock with an introduction by Chief Instructor Sean Koomen followed by a tour of the campus. The school is located at the south end of Port Townsend Bay and is housed in several historic buildings as well as two large shops “up the hill.” Several dozen students, ranging in age from 18 to 68, are spending twelve months learning the craft of boatbuilding, from lofting a set a plans to building and launching vessels up to 30 feet in length. Students choose a focus of Traditional or Contemporary Wooden Boatbuilding. The school also offers week-long and six-month programs in Marine Systems. After getting a look at the many projects



under construction, our group returned to the classroom for an Alumni Panel with five graduates who are all working in the marine trades in Port Townsend. They shared remarkable stories of what brought them to the school and how their training has contributed to success in their careers.

An easy walk across the street brought us to the historic Ajax Café for beverages and a lively dinner. Just down the road was the host hotel—the Old Alcohol

Plant Inn. Originally built in 1910 to convert wood chips into industrial alcohol, the building has connections to the family of Ansel Adams and now supports a nonprofit that assists people with transitional housing services.

We started Saturday back at the Boat School for a powerful and emotional presentation by Kevin Ritz, the Lead Instructor of the school’s Marine Systems program. After the loss of his 8-year-old son in 1999, Kevin set out to educate people about the dangers of Electric Shock Drowning and the need for properly designed and well-maintained electrical systems on our vessels and on our docks. We hope to help Kevin spread awareness of this important issue.

The afternoon took us into Port Townsend (about 10 miles north of the school) for tours of two of the preeminent businesses keeping classic wooden boats afloat. Currently hauled out at Haven Boatworks are two stunning Gentry fantail yachts, *Blue Peter* and *Malibu*. Haven owner Stephen



# Bringing Our Newsletter Distribution into the 21st Century

By Diane Lander, #926

As you know, we have decided to make our newsletters available electronic to reduce costs and to also be more environmentally friendly. The default method of newsletter distribution is still printing and mailing, which, by the way is extremely expensive and oh so wasteful at least in my humble opinion.

If you wish to receive your newsletter electronically, it is EASY.

Go to [www.cya.wildapricot.org](http://www.cya.wildapricot.org). Click on your profile at the upper right of the home page (Rick Etsell had to tell me – it is the icon with the “person”). Once you have clicked on that Icon, you will be taken to your profile. Note you must be logged in to do this. Up at the top of your profile, click “Edit.” Then check to be sure that all your information is correct. Then, go down to the bottom and make a selection for your newsletter distribution including the Association and the PNW fleet newsletters.

When the newsletter is mailed, with any luck, your new selection will be followed. As the newsletter is printed and mailed a link will be posted on the website so that you know that there is a new newsletter for you to read.

Happy Newsletter reading to all!



Gale and Lead Shipwright Blaise Holly, along with CYA member and *Malibu* Captain Rick Estell, gave us the history of the vessels and explained the work that is being done on them this winter. Next door at the Port Townsend Shipwrights Co-op, we got a closeup look at the restoration of the *Western Flyer*, a fishing vessel made famous through the writing of John Steinbeck in his book, *The Log from the Sea of Cortez*. *Western Flyer* Project Lead Chris Chase, Restoration Lead Shipwright Tim Lee, and other Co-op members showed us around their facilities and some of their other projects.

The afternoon was capped off by a visit to the Schooner *Adventuress* dockside at Point Hudson Marina. *Adventuress* crew and volunteers were busy in winter maintenance mode getting ready to start their sailing season this month with environmental education programs throughout Puget Sound.

Returning to the Old Alcohol Plant, a delicious dinner, along with a talk by Haven owner Stephen Gale (who graciously helped sponsor the event) and a maritime trivia contest, proved

to be the perfect finale for a fun and educational two days. There was unanimous consensus that a repeat event next winter should definitely be on the calendar.

Thanks to organizers Kathy Weber and Bill Shain (*Comrade*), Elizabeth and Jack Becker (*Emmeline*), and Betsy Davis (*Glory Be* and Executive Director of the Boat School). Thanks as well to alumni panelists Jeff Gale, Brad Seamans, Damian Hill, Dana Linwood, and David Green. And to the Northwest School of Wooden Boatbuilding, Port Townsend Shipwrights Co-op, Haven Boatworks, Sound Experience aboard the Schooner *Adventuress*, the Ajax Café, and the Old Alcohol Plant Inn.



▲ *The historic Ajax Café*

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 Seattle, WA 98107

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

Peter and Jacqueline Lenmark  
*WET PAINT*  
 28'9" Jack Crain Boat Shop  
 Everett, WA

Clay Gustaves  
*SEA FEVER*  
 51' 1956 Vic Franck  
 Seattle, WA

Ben and Martha Gonzales  
*DENALI*  
 85' 1926 Luders  
 Portland, OR

**Reinstatement**  
 Mike and Judy Keane  
*REBELLION*



Jeff Galey  
*ISSWAT*  
 34' 1948 Johnson  
 Seattle, WA  
 Ken Meyer, sponsor  
 Vintage

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Classic Yacht Association**

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Tina Stotz.....Vice Commodore  
Todd Powell.....Rear Commodore  
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**Next Newsletter Submission  
Deadline June 21**