

CLASSIC YACHTING

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



Continuing the Celebration

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From the Bridge of Endeavor

By Commodore Bill Foulk

I hope everyone is doing well, staying healthy and safe. As we continue to move ahead in these very unusual and sometimes difficult times, this is turning into the event year that “wasn’t”.

With the cancellation of events, marinas with limited access and services and the Canadian Border closure, it is making cruising for individuals and groups quite a challenge.

The PNW South Sound Cruise which is scheduled to begin on July 17 is still scheduled but in limbo, if the counties don’t move into Phase 3.

In my opinion, much of the information that is being disseminated is misleading. Many of the restrictions being placed upon us are misguided.

I encourage you to do your own research, look at multiple sources of information and make the choices that you believe are right for you as an individual. There is not a one-size-fits-all solution.

Respectfully,

Bill Foulk
Commodore, PNW Fleet



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of the
Pacific Northwest Fleet,
Classic Yacht Association*

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**Next Newsletter Submission
Deadline September 21**

The FO'C'S'LE

By Matt Paynton, Newsletter Editor

Let me tell you the story of a qualifying classic. Modified, but not detrimental to the designer's original intent. Built from beautiful ribboned Philippine Mahogany, finished bright Chris-Craft red. Decked out in chrome hardware, with a patina of experience and not necessarily of age. Sensual curves where form and function meet somewhere in the middle.

Now while that description could be applied to any one of the beautiful yachts in our fleet, I'm actually referring to my guitar, a replica I built of a 1956 Gibson Les Paul Junior, featuring the same modifications as an instrument that John Lennon used in the early 1970s.

"That's nice, but what does this have to do with classic yachts?" Well, that's what I'm here to tell you.

One thing we've all had in common this year is that we've all been quarantined as a result of the Covid-19 pandemic. It's safe to say most of us usually have projects aboard our boats that we work on in the winter so they are completed by the time we get the ol' girls out of their long hibernation and head for any one of the events, shows and cruises that pop up in the spring. Now, admittedly, stay-at-home orders from the government may not directly apply to keeping us from heading down to the marina and working on some of these projects anyway, but with virtually all the events that usually populate every weekend of our calendars canceled, some of us have taken the opportunity to tackle some projects closer to home instead.

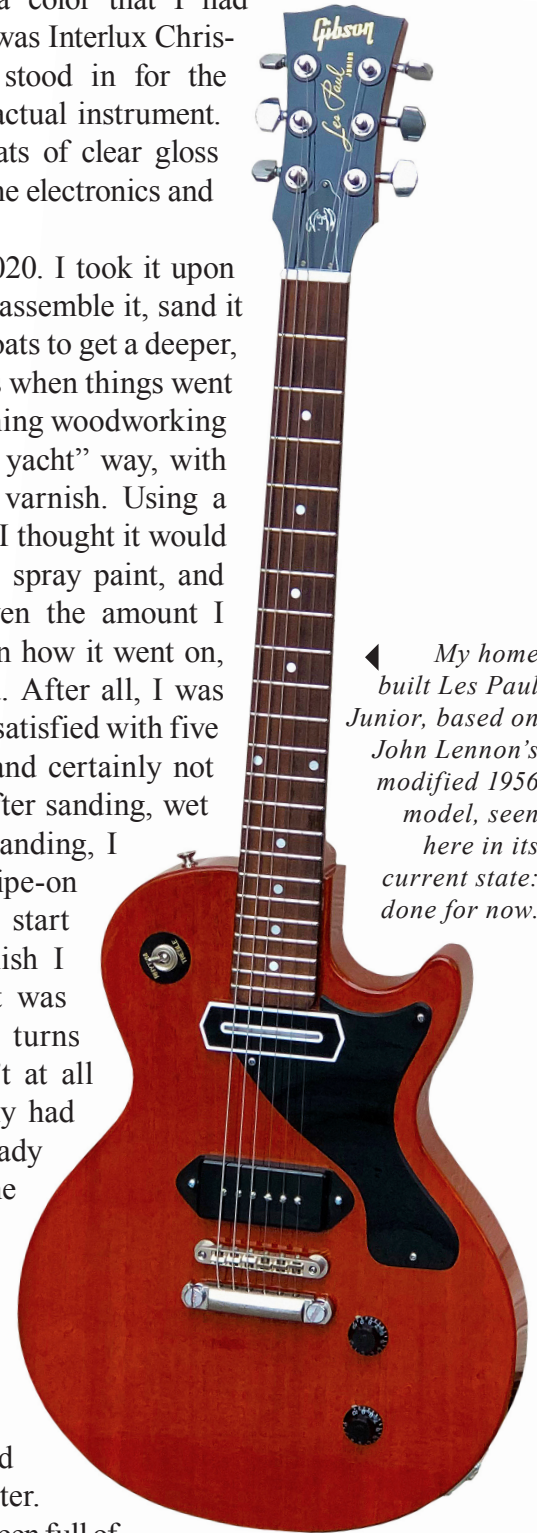
Mine came in the form of revisiting a project from five years ago. I was

never satisfied with the finish that in 2015 I convinced myself that I was okay with. Does this sound familiar to anyone? It had gotten to a point where I just wanted to get it to stage where I could consider it "done" - a word I already know all too well that doesn't exist in a wooden boater's vocabulary.

I had finished the guitar in a color that I had available, which unsurprisingly was Interlux Chris-Craft mahogany stain, which stood in for the heritage cherry color of John's actual instrument. It was sprayed with several coats of clear gloss polyurethane before I installed the electronics and called it "good enough."

Flash forward to quarantine, 2020. I took it upon myself to revisit the project, disassemble it, sand it smooth, and spray some more coats to get a deeper, richer gloss out of it. Well, that's when things went a little sideways. I grew up learning woodworking and woodfinishing the "classic yacht" way, with traditional stain and brush-on varnish. Using a spray polyurethane wasn't how I thought it would be. It doesn't quite behave like spray paint, and humidity, temperature, and even the amount I used all made big differences in how it went on, none of them particularly good. After all, I was trying to improve what I was unsatisfied with five years ago, not make it worse, and certainly not settle for mediocre again. So after sanding, wet sanding, polishing, and more sanding, I moved from the spray to a wipe-on poly, knowing that I couldn't start changing up what kind of finish I was using halfway through. It was a steep learning curve, and it turns out that finishing a guitar isn't at all like finishing a boat. I basically had to relearn what I thought I already knew. One thing was the same though. The phrase "they're all 'build coats'" stuck in my mind as I was trying to get the finish I wanted and not succeeding. But persistence paid off, and only four weeks later, I finally felt like I had achieved what I had set out to do: Make it a little better.

A small victory in a year that has been full of uncertainty. So, I guess the point of the story is this: we never really know as much as we think we do, we can always learn something new, and projects are truly never "done."



◀ My home built Les Paul Junior, based on John Lennon's modified 1956 model, seen here in its current state: done for now.

A gathering of PNW Fleet vessels in Oyster Bay, c. 1983. Left to right: Liberty, Kiyi, Cle Illahee, Mitlite, Odalisque, Miss Lakewood.

Continuing the Celebration Despite the Circumstances

By Margie Paynton, #427

Without CYA events to celebrate our Association's 50th anniversary, nevertheless we continue to acknowledge the milestones of our history. For the PNW Fleet, this means looking back to our group's founding in 1978. Following participation by local classics in Seattle Yacht Club's Opening Day parade in 1977, invitations to join CYA began in earnest in 1978. This inaugural class of vessels, twenty in all, includes many well-known names as well as some lesser known, and even a few mysterious ones. Following is a list, in order of their welcome into CYA:

	CYA #	VESSEL NAME	OWNER LAST NAME	LATER NAME
•	200	<i>MARIAN II</i>	Cleaver	
•	203	<i>DAVY BILL</i>	Hullin	<i>Rumrunner</i>
•	205	<i>VAGABOND</i>	Timmerman	
•	207	<i>LOTUS</i>	Footh	
•	208	<i>GLAYVA</i>	MacCay	
•	209	<i>CLE ILLAHEE</i>	Robinson	
•	210	<i>MISS LAKEWOOD</i>	Todd	
•	211	<i>MITLITE</i>	Bradford	
•	213	<i>SANDPIPER II</i>	French	<i>Hanna</i>
•	217	<i>SAVONA</i>	Niederhauser	
•	218	<i>LA-HER</i>	Rinn	
•	220	<i>OMARD</i>	Myers	
•	221	<i>MIONE</i>	Hansen	
•	224	<i>KOHALA II</i>	Iversen	
•	226	<i>COMRADE</i>	Birdseye	
•	227	<i>NIRVANA</i>	Alfieri	
•	228	<i>CAROLINA</i>	Brown	
•	231	<i>MITSEY BELL</i>	Bell	
•	232	<i>FLORIE ANN</i>	Wray	
•	237	<i>LAWANA</i>	Spargo	

Over 40 years later, it is heartening to see that a good number of these boats are still a part of CYA. For a few others, we know their whereabouts. But most exciting to me in my role as Association Historian is that three of these vessels have had continuous membership in CYA since 1978!

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◀ *MARIAN II*, a 1928, 42' Lake Union Dry Dock vessel, served as initial flagship of the PNW Fleet in 1979 with Commodore Herb Cleaver. There have been just three owners since the Cleavers: Ryan, Olson, and 2020 CYA Commodore Diane Lander.



▶ *CLE ILLAHEE*, a 1929, 44' Vic Franck Sr. built vessel, was the PNW flagship in 1980, with owner Dorin Robinson serving as Commodore. Yes, Dorin has the distinction of being not only a Charter Member of the PNW Fleet, but also the sole owner of *CLE ILLAHEE* in that time! It also carries its original name, Chinook jargon for 'home on the water.'



◀ *COMRADE*, a 1930, 38' vessel built by Franck and McCrary, has had continuous membership in CYA since 1978, including two generations of the Birdseye family – Judge Story and Lucille Birdseye, then Bob and Karen, and now owned by Kathy Weber and Bill Shain. Kathy is the great-granddaughter of *COMRADE*'s original owner!

Although our event calendar remains up in the air, we will definitely celebrate CYA's 50th anniversary, extending the festivities into 2021. Our members should be proud of the role they hold in keeping the history of pleasure boating alive through storytelling and sharing the history of a bygone era of boatbuilding. And we celebrate the longevity of our love affairs with our boats!

Opening Day raftup, c. 1983. Vessels, left to right: Dutch Maid, Traesko, Marian II, Kiyi, La-Her, Kennet II, Orba, and Olympic Scout (not a member of CYA).



A Love Story

By Bill High, #1366

Once upon a time, a long time ago, in a galaxy far away... OK! Enough! It was actually right here in Seattle and this is not a fairytale - but it *was* a long time ago.

My wife's business partner and her husband had just bought a boat. Naturally, that was followed by a moonlight cruise on Lake Union to show it off. We were non-boaters (except for a canoe used to run rivers) and we were enchanted.

A few days later I came home to see Priscilla with that look in her eye and immediately decided I was about to get lucky. Never in my wildest dreams did I ever imagine just how lucky. She told me she had enjoyed the boat cruise and if I really wanted one maybe we should try it out.

What followed was a long quest of nearly two weeks. We had talked over what we wanted and I reminded her of a day in late 1964 when we were struggling, newly married college students in need of a car. We happened across one of the first of a new model to come down the line and for years after we were so proud

to say that we had once owned an original Mustang.

I felt the same way about a boat. Neither of us knew if this would work out and either way I wanted to be able to say that we had owned a Chris-Craft. Well, we found one and soon discovered the world of cruising in the Northwest and the wonders of wooden boats.

After a few years, like so many, we decided we needed a little more room and we traded our "perfect" boat for a somewhat larger one, but still a Chris-Craft. It did not take too long to discover this was the boat we were destined to call our own.

The first clue came when we took her out for our first cruise with our boating buddies. A few days later one of them presented us with a color picture of our new lady in the locks. The picture had hung on the wall of the Corps of Engineers offices for over twenty years.

Next came a trip to Newport News, VA and the Chris-Craft archives. The hull card disclosed the name of the original owner. Also the fact that what we had recognized as an

interior uniquely suited to our family was a one of a kind factory original. Something that was virtually unheard of. It also confirmed what my wife fondly had declared she wanted: not a big boat but a small yacht.

Back home, while digging through some old paperwork and expired licenses, I found the name of the second owner. He was the son of one of my business clients. One phone call later we had unearthed even more of her history. We also found out how she got her name. (Her original name had reflected the corporate owner which had used her as their company yacht on the Great Lakes.)

Ever curious, I found the naming story delightful. At anchor at Big Bay, north of Desolation Sound, the owners were enjoying cocktails with friends on the open deck. There was a soft, gentle breeze just rippling the water and they decided to commemorate the experience and named her on the spot.

I could not help but laugh and when Jon asked me why I said that as I recalled he had been at the University of Washington about the same time I

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was. I said I was willing to bet that he never had Dixie Lee Ray (by then our distinguished past Governor) as a professor. He said I was right but asked what that had to do with anything. I had to tell him that she had been an expert on NW Coastal Indigenous tribes and no one could have gotten through one of her classes and not known that a soft gentle breeze across the water is definitely not a Williwaw.

Ahh, well, what followed has been over thirty years of love and adoration. Of course we went through all the trials and tribulations of any dedicated wooden boat owner. Engines, running gear, fare and paint the hull and so forth. Then there were the really serious moments when one has to decide if this love affair is truly worth saving.

Six months under the care of Jenson Boat Works while they found a huge slab of African mahogany and hand carved a new false stem and bull nose, waterline to rub rail. (There is nothing quite like seeing your boat with no pointy end!).

Then the routine haul out for a survey to find that the paint just applied to the bottom was falling off. The accumulated weight of all those years of bottom painting was causing the original coat to let go. That meant

pounds and pounds of contaminated material to remove and dispose of. Oh, and while we are down to bare wood, what's a few fasteners? Actually, Chris-Craft being Chris-Craft there were a few thousand and those little buggers are kind of pricey.

But then, we had so much fun and so many adventures cruising the waters up and down the coast for so many years. And whatever we might have asked of her, no matter how bad the weather or water might have gotten, she always brought us home. Safe and under her own power. What more can one ask?

As it turns out there is still one adventure left and we're not sure where the final port will be nor what our heading will be. It is time, though, to find that special person who will love her as much as we do and who will take care of her and let her give them as much pleasure and fun as we have been privileged to enjoy.

We don't know how long this next cruise will take nor what turns and surprises we will wind find, but we know that however it works out, our Love Affair will never end. Oh, and when it's all said and done, one of the high points of our lives will be that we can proudly say: "We owned a Chris-Craft."

WELCOME TO THE NEWEST MEMBERS OF THE PNW FLEET!



Ron and Mary Ellen Green
MORGANNA
30' 1931 Schertzer Brothers
Bayview, ID
Margie Paynton, sponsor
Classic

Michael and Jane Asbury
TYEE
45' 1960
Marine Construction Co. (MARCO)
Pleasant Harbor, WA
Margie Paynton, sponsor
Vintage



5267 Shilshole Ave NW #107
Seattle, WA 98107

WELCOME TO THE NEWEST MEMBERS OF THE PNW FLEET! (Continued)



John Almer
PIED PIPER
38' 1940 Matthews
Tacoma, WA
Margie Paynton, sponsor
Classic

NEW MEMBER
Henry Elliott
52' 1963 Chris-Craft
Everett, WA

As many of us in CYA are aging faster than we would like, and a good number of us are single-handing our boats, please don't tempt fate when cruising: WEAR A LIFE JACKET!!!

