



Pacific Northwest

Spring, 2021

CLASSIC YACHTING

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



Opening Day 2021

page 3

**April Ann's Transom
Transformation**

page 4



From the Bridge of Endeavor

By Commodore Bill Foulk

Greetings,
I hope everyone is doing well. Spring is here, the days are getting longer and the weather is improving.

Hopefully this year there will be more opportunities to gather together with our beautiful Classic Yachts.

I'd like to thank Tina and Todd for setting up the new member Zoom meeting. I thought it was a great idea and it was great to see everyone who could attend. We have also made the bridge meetings available on Zoom for anyone who would like to login and see what is being discussed.

Sadly, some events for this year have already been canceled. There will be no Daffodil at TYC, no Opening Day at SYC.

There will be the Bell Street

Classic Yacht event at Bell Harbor. What exactly that will look like this year is still to be determined. The Des Moines event will take place in July, this will also be the start of the South Sound Cruise. Please watch your emails for fleet updates and check out the website for the event information.

Be happy, be healthy, get out and enjoy this wonderful environment we live in.

Respectfully,

Bill Foulk,
Commodore PNW Fleet



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

Bill Foulk.....*Commodore*
Tina Stotz.....*Vice Commodore*
Todd Powell.....*Rear Commodore*
Laura Shifflette....*Staff Commodore*
John Lebens.....*Oregon Staff
Commodore*
Janice Palmer.....*Secretary*
Tad Unger.....*Treasurer*
David Huchthausen...*Fleet Historian*
Matt Paynton.....*Newsletter Editor*
m.paynton@comcast.net

**Next Newsletter Submission
Deadline June 15**

The FO'C'S'LE

By Matt Paynton, Newsletter Editor

Much like inevitably writing the wrong year just out of habit right after a new year begins, we are all experiencing a strange byproduct of living through a year of nothing. In 2020, we saw events, gatherings, holidays and countless other items on our calendars get canceled due to the global pandemic. And now, we keep referring to events and gatherings that happened in 2019 as happening “last year” - like 2020 didn't even exist!

And, in a way, it didn't. We can't wrap our minds around the fact that 2019 was *two* years ago. With nothing to look back on in 2020 - besides collective misery and unrest - we automatically look back to 2019 as our most recent memory of “normal.”

I suppose it just serves as a reminder that “normal” as we understood it to be won't be back, at least not as we remember it. In its place will be a new normal. How will you feel about digging into a birthday cake someone

has just blown out the candles on now?

But, even though 2020 was The Year That Didn't Happen, 2021 is still looking like a year of promise. As vaccinations proceed at a record pace, the chances of being able to gather at our favorite events and functions get increasingly better.

One such event is the return of our beloved kick-off to summer at the Bell Harbor Classic Weekend in June. More information will be coming soon about how the event will proceed, but even just having it on the fleet calendar is a sign of things to come.

So while in many ways the first several months of 2021 have felt a lot like a continuation of 2020, there's a renewed sense of optimism surrounding what the rest of the year holds.

Opening Day is right around the corner. Longer and sunny days are here and spring is in the air. And with any luck we'll all gather together, surrounded by our wooden yachts with a smell of fresh varnish in the air, and we can reminisce about The Year That Didn't Happen and make up for lost time.

Boating Season is Upon Us!

By Diane Lander, Association Commodore

Get out your varnish and get your beautiful wooden boat ready to go, boating season is upon us! I am headed down to Southern California in April to attend the SC Fleet Opening Day and am just thrilled to be invited to warm Southern California to have the opportunity to get out on a boat in the sun and visit with the members of the SC fleet.

Here in the Pacific Northwest, in the meantime, our calendar is slowly shaping up. Opening Day will officially be a “virtual” event, and you can enter a photo of your boat at www.seattleyachtclub.org/openingday. But better yet, join the CYA PNW fleet on Saturday May 1 at 13:00 off Gasworks Park. We will gather and be ready to cruise by 13:15. Depending on whether they close the Montlake Cut (they

are having crew races and rumor has it they will keep the cut closed to prevent “unauthorized parading”) we will parade somewhere and end up circumnavigating Lake Union and ending up at the walls at South Lake Union Park which are reserved for us. We will gather for a COVID friendly event near our boats. Bring something to share with the crowd, preferably that does not require dipping and can just be picked up off a plate. If you plan to go let me know at commodore@classicyacht.org so I know how many to expect. Dress yourself up in blue and white or other nautical garb; and put those signal flags up too! Hope to see you.

Our Bell Harbor event is a go this year, on June 19-20. We will have our traditional Friday afternoon parade; and on Saturday and Sunday show hours will be 10-4. Watch

your e-mail and the CYA website for sign up information around the middle of April. We will need lots of volunteers to carry off this COVID friendly event; we will need extra volunteers at the marina gate as only limited members of the public will be allowed on the docks at a time. I am working out the dinner arrangements now. We anticipate catering dinners in individual packaging to be taken back to your boat and enjoyed. Friday night will be an ice cream sundae social on the dock! Come on down with your hopefully vaccinated self.

Many of our events this summer will go forward in a new and/or different way. Please participate in as many events as you are able.

As always, give me your comments and suggestions!

Transom Transformation

By Bob Wheeler, #1304



It is true that, after 28 years, *April Ann* has moved on to a new home in Miami Beach, Florida via truck on Nov 13th, 2020 from Port Orchard. We sold the boat house at Bremerton Yacht Club the next day! So, 2020 had at least two good things happen for us anyway. Make that three; we were subsequently elected to Honorary Life Membership status at BYC (no more dues).

Well, the boat may be gone but the memories live on so I thought I would write a few articles about past adventures. But first, you may ask, why did you sell *April Ann*? The answer is, there comes a “time” when the demands of safe and fun cruising cannot be met easily or actually become more difficult. For me with a mobility issue, that time had come. What used to be fun was now hard work and sometimes painful. Easy decision and we got a nice pay raise. Just for the record, *April Ann* was an Ed Monk Sr. design from 1949, built in Tacoma in 1953 at the Cummings Boat Company. She is the sister ship to the *Nancy K* built in 1951 for Ed Reinell. Both boats were built to plan #1572 and the *Nancy K* is currently known as the *Honey Bee* and a member of the CYA, PNW Fleet.

To no one’s surprise, keeping one of these old beauties in good shape and looking nice requires some effort and

covered moorage. So, my story today is going to be about rebuilding the transom back in 2016. Many years ago, before I had an appreciation for these boats, I renamed the boat *Carousel* and when we Joined the CYA in 2009, that was her name. I had long considered returning her to her original name and re doing the transom was the perfect time. Now the transom name would match the builder’s plates located port and stbd. It was all good. What finally pushed me over the edge was the appearance of the transom. Looked like someone had hit it with a scatter gun. So many ugly marks that I had been trying to fix for years. They turned out to be nail heads that were failing and bleeding.

To get started, I turned the boat around so the stern was centered in the “V” of the boat house. The swim step was to become my work platform as it was 28 inches wide but I needed more so I put a 2 by 12 across which gave me a perfect place to sit with my feet on the swim step and clear access to the transom. Close inspection earlier had shown that the transom was plywood not planked and was nailed on. These were the nails that were failing.

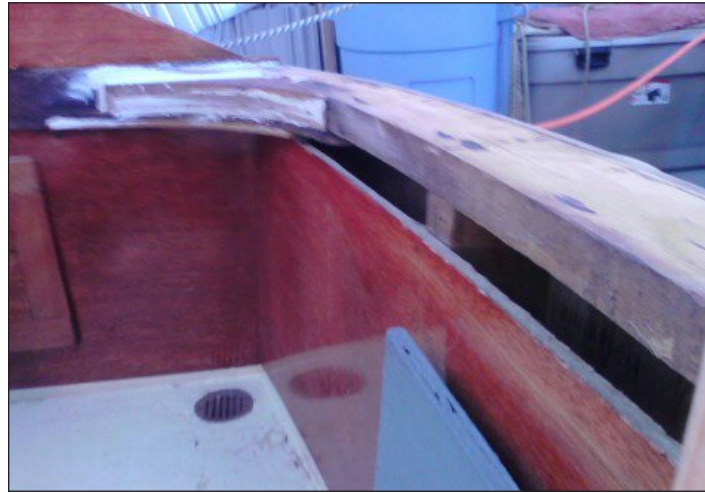
After easily removing the transom door and hand rail gate, the first job was to remove the two vertical hand rails located either side of the transom door. Close inspection showed there were four, ½” bungs on each, when removed revealed big, slot head,



▲ The decorative fairing boards were made of steam bent oak and provided a vertical trim surface on the inside of the cockpit and adjoining the covering boards.

brass screws. To my amazement, they all backed out and the hand hold pieces just came off as they weren't even bedded. These were in good shape, marked port and stbd. and were set aside for refinishing later. The second job was to support the hand rail ends so that the support stanchions could be removed to allow access to the covering boards which were to be removed. I made these out of 2 by 4 pieces, clamped to the door surround and plumbers tape to hold the hand rail chrome end pieces. I had used these before when I had the stanchions re chromed or needed access for refinishing. They worked well. Now the job of removing plywood really began.

Once the vertical handrails were removed, I could see the transom was made of two pieces of plywood with the joint being hidden under the vertical handrail on the port side. Studying the situation, I could see the bleeding nails made vertical paths but I didn't know how thick the plywood was. I took my multi tool (a tool that vibrates a 2 inch saw blade back and forth a bazillion times a second and cuts at right angles to the surface) and carefully cut from top to



◀ All of the bad wood was excavated, coated with two coats of CPES and new wood fitted, bedded in 5200 and screwed down with stainless steel (SS) screws.

bottom about an inch either side of all the nail tracks. I could feel the blade penetrate the outer ply and hit the next surface which I thought would be a vertical structural piece but turned out to be another piece of plywood, 1/4 inch thick. The two sheets were not bonded so I destructively removed all the outer ply leaving just a bunch of nail heads sticking out. These were ground off to below the surface, the whole surface sanded to clean it up and then coated with two coats of Clear Penetrating Epoxy Sealer (CPES). On to the covering boards and decorative fairing boards.

The covering boards are those finished surfaces that run horizontally on either side of the door and support the

stanchions that support the cockpit hand rails. The decorative fairing boards were made of steam bent oak and provided a vertical trim surface on the inside of the cockpit and adjoining the covering boards. Since they were curved at the outboard ends, there was a curved, triangular shaped covering board piece to fill in the corners. (see picture #1).

With the covering boards and decorative oak fairing pieces off (these oak pieces literally fell on the floor when pried as there were only 2 screws in each holding them on, all the other screws went nowhere), I could access the corner pieces. These oak fairing pieces were saved for molds for steam bending the new pieces. The corner curvature was dictated by an extension of the deck plywood under-layment which joined the cockpit sides to the transom. Inspection showed that this deck extension plywood was in good shape, but there were some rot problems in the area on both sides and a bunch of cedar shims to support the corner covering board fairing piece. All of the bad wood was excavated, coated with two coats of CPES and new wood fitted, bedded in 5200 and screwed down with stainless steel (SS) screws. This gave a solid support structure both horizontally



▲ I had some Meranti (Red Philippine Mahogany) that would look good so we milled a piece, 1/2 inch thick and put it in the steamer.

Transom Transformation, continued

and vertically for each corner. (see picture #2). It was now time to renew all the pretty wood.

Two sheets of 4ft by 8ft by 9mm Hydro Tech, marine grade plywood was purchased for the transom. Covering boards were milled from some Honduras mahogany I had using the old pieces for patterns. The decorative oak was another issue. I chose not to use the old ones for reasons I don't recall. Probably too many irrelevant screw holes and color. I had some Meranti (Red Philippine Mahogany) that would look good so we milled a piece, ½ inch thick and put it in the steamer. (see picture # 3).

After steaming it for about an hour, it was time to clamp it into the mold which was made from one of the old fairing pieces. This first attempt failed (the board split at the curve) as we could not get it clamped in fast enough as it was hard to bend and we simply were not strong enough. You have about 30 seconds. What to do?

Close inspection of the old pieces showed they were made of two, ¼ inch thick pieces laminated together. So we tried ¼ inch thick pieces and were successful. Did this four times and then laminated them together against the mold and we were in business.

Now there is a sequence to the way this goes together. The transom pieces go on first. Batten patterns were made for each side (see picture #4), laid on the plywood, marked out

and then cut out and installed (see picture #5). These pieces were cut to stand proud of the upper structural support so that they could be sanded to a perfect fit (the covering boards lay on top of this). Now the curved, decorative fairing pieces were fit up so that they would stand proud of the covering boards once fit. This allowed them to be sanded fair also for a perfect fit. Lastly, the covering boards were installed and were cut to stand proud of the transom plywood so they could be sanded to a perfect fit. Not everything was perfect, but it was close enough especially when it was all bedded in 5200.

All the screws were bunged, chiseled off and sanded fair. All new surfaces were sanded to 150 grit, stained with Interlux #42 Brown Mahogany filler type stain and given two coats of CPES. This was top coated with 10 coats of Interlux Schooner #96 varnish and then the new peel and stick name was added. I also added a small banner under the door that says "1953". All of this was subsequently covered with two more coats of varnish. The stanchions, door and gate were put back on and it all fit perfectly (see picture #6).

My greatest complement came from Jim Paynton who gazed upon my work and said, "I'm going to do that to *Maranee*". It doesn't get any better. And yes, we did all the ritual for a name change.



Batten patterns were made for each side (see picture #4), laid on the plywood, marked out and then cut out and installed.



Steamer Virginia V needs help!

By Diane Lander, Association Commodore

The Steamship *Virginia V*, honorary member of the Classic Yacht Association, needs our help. As the last remaining steamship from the famous Puget Sound Mosquito fleet, she is currently in the shipyard in Seattle undergoing extensive repairs as a result of wood rot and fungus. She will turn 100 years old next year, and it is imperative to keep her steaming. Visit the *Virginia V* website to find out how to donate:



<https://www.virginiav.org/donate/>

Checks are preferred to avoid credit card processing fees, and there is a matching grant for up to \$100,000 from a generous anonymous donor.

Please donate today to keep her steaming!

WELCOME TO THE NEWEST MEMBERS OF THE PNW FLEET!



Thomas Dillon & Leslie Brandt
SEPTEMBER SONG
33' 1956 Taylor
Everett, WA
Margie Paynton, sponsor
Vintage

NEW MEMBER

Daniel Woodard & Shari Kalsta
MV THE WOOD
Tacoma, WA

REINSTATEMENTS

John Shrader
GRAYWIN
48' 1947 George Sutton

Bob & Jill Cofer
SEAFARER
56' 1926 Lake Washington Boatyard



5267 Shilshole Ave NW #107
Seattle, WA 98107
