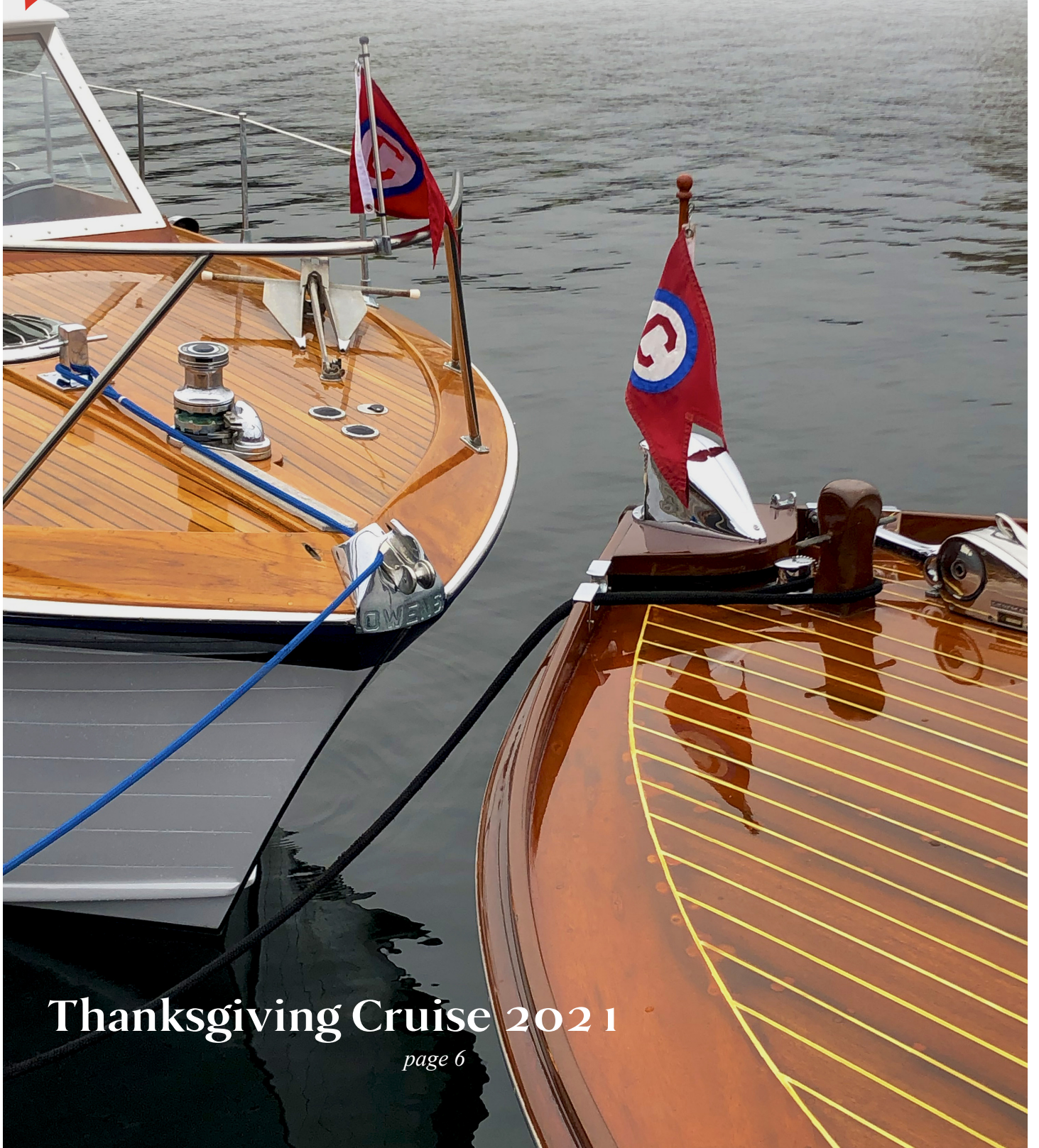


Winter, 2022

Pacific Northwest

CLASSIC YACHTING

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



Thanksgiving Cruise 2021

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Photo by Matt Paynton



From the Bridge of Thelonius

By Commodore Tina Stotz

Ahoj PNW Fleet members! Welcome to what I hope to be a wonderful year of classic boating. I am honored to serve as your 2022 Fleet Commodore and look forward to the opportunity to spend time with you at one of our many events in the coming year. 2022 is the year we get back on track with social events, right?

For those who don't know me, I grew up in Western New York State, moving to Seattle in 1990 after living both in Colorado and California. Upon arrival here I marveled at the majestic mountains and waters of Western Washington and British Columbia. I spent my career as an environmental professional, and in the last 22 years, worked in the maritime industry for the Port of Tacoma, the Washington State Ferries, and finally Holland America Line.

My sweetie Larry Benson and I own the 1953 vintage Monk named *Thelonius*. *Thelonius* was custom built for a dentist who wanted a traditional-style boat, so Ed Monk Sr. updated plans from 1920's designs for bridge deck cruisers. *Thelonius* has a glue wedge yellow cedar hull over oak frames and teak

cabins and decks. While the dentist never took possession of *Thelonius*, the boat became the flagship for Seattle Yacht Club Commodore Middleton Chisolm in 1954 (named *Cherie* at launch).

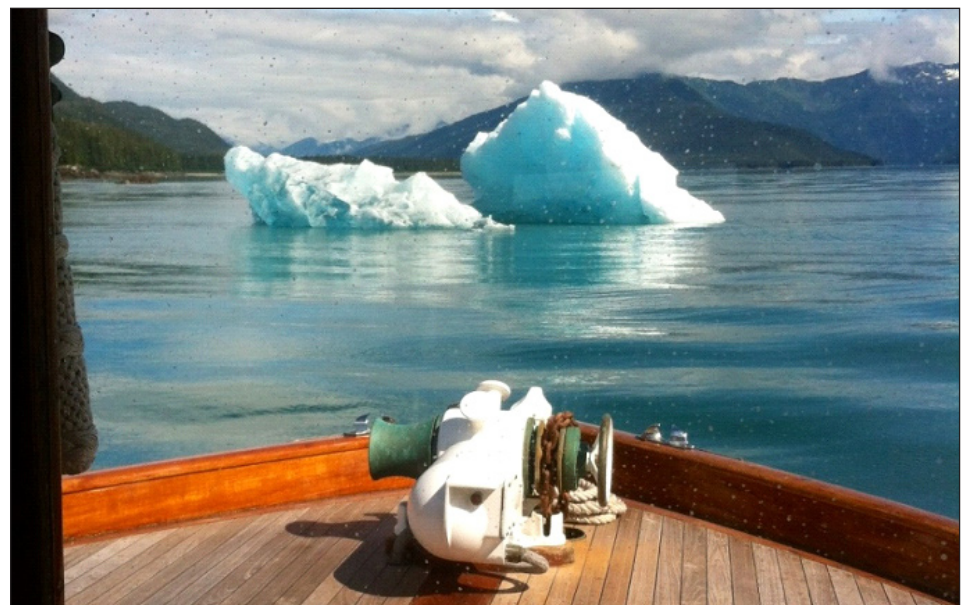
We use our beloved boat a lot – you will see us floating in Lake Union on Sunday afternoons summer and winter, rain or shine. In 2015, Larry single-handed *Thelonius* to Alaska on a flotilla lead by Mark Bunzell, of Waggoner's Cruising Guide. In the summer of 2019, Larry and I were together on the boat and we got as far north as the Broughton's

– 1295 nautical miles in 3 months. In 2021 we spent approximately 85 days aboard – all within the state of Washington. We constantly remind ourselves of our good fortune.

During my time as Commodore, I hope to accomplish a few things which marry our past as a classic wooden boating club with our present and future as a 501c3 charitable organization. Our objectives (as described in Article II of the CYA bylaws) are defined being a non-profit corporation operated exclusively the educational and charitable purposes within the meaning of Section 501c3 of the Internal Revenue Code of 1986. Our purpose is to: educate our members, related marine groups, and the general public in the preservation, restoration, and maintenance of fine old pleasure craft AND to cultivate the spirit of friendship among our members, and promote their welfare and happiness.

As the charitable and educational objectives for our organization are reasonably new to us, I'm hoping

continued next page



▲ The view from the bridge of *Thelonius* in Tracy Arm in 2015

The FO'C'S'LE

By Matt Paynton, Newsletter Editor

I'm sure you've heard the phrase, "What's old is new again." It can refer to fashion trends coming back around, like bell-bottoms or feathered hair, to even obsolete technology making a resurgence like LP's and cassette tapes becoming the hipster's answer to online streaming services.

More often than not, what's old becomes new again, and settles back into being old again just as fast.

I was dumbfounded recently to see that artists are releasing their new albums on cassette tape again. Dumbfounding for two reasons: First, tapes were never the mainstay to begin with. They emerged in the late 1960s as an compact alternative to LP's, and stayed comfortably in their role as an alternative after compact discs had come around in the 1980s.

Second, tapes were never the best quality. They were portable and convenient, eventually able to be played in cars and in personal players like the innovative Sony Walkman. But if you wanted the best sound quality, you'd still likely prefer a record on the Hi-Fi or a compact disc with it's hiss-free digital clarity.

For records and tapes to come back into the cultural lexicon must mean that they're either now so old that the people who are enjoying them are doing so for the first time, with no nostalgic frame of reference, or they are back driven purely by their nostalgia. It's familiar, tangible,



comfortable.

But sometimes, things that are old, are just that: old. Just like our beautiful wooden boats; representatives of a bygone era. They need to be cared for, preserved, maintained. They won't make a big comeback when the next generation is curious what they were all about. But with any luck, they will still be around to remind us all of the past, when "old" truly was "new." ■

From the Bridge of Thelonius, continued

to focus some energy towards these obligations. My approach to turning towards these objectives will be to include them in the agenda of every bridge meeting, and encourage us to begin to turn slowly toward them – much like how a captain turns a large ship. So, we'll talk about these objectives during bridge meetings, solicit membership opinions about how to meet these objectives, and move forward with some of those ideas, including implementing the PNW Legacy Fund.

We will easily fulfill our social obligations – cultivating the spirit of friendship and promoting our welfare and happiness. The bridge will work to deliver all our planned events for 2022 – COVID permitting. I personally want to work to support

all members, and warmly welcome new members. And of course, we'll do that within our Fleet's 2022 budget.

Don't forget, you are all invited to our bridge meetings on second Tuesday of each month at 6:30pm via Zoom. We will send you an invitation approximately 1 week before we hold the meeting. We'll cover our regular business, and we intend to periodically include a topic of special interest to draw more attendees. We'll share meeting minutes with you afterwards.

Please reach out to me at (206) 790-6681 or tinastotz13@icloud.com with ideas, questions or concerns. I wish you a happy, healthy 2022 and hope to see you at many 2022 PNW events. ■



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

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

**Next Newsletter Submission
Deadline March 15**

In Through the Out Door

Repairing April Ann's Sliding Doors

By Bob Wheeler (#1304)

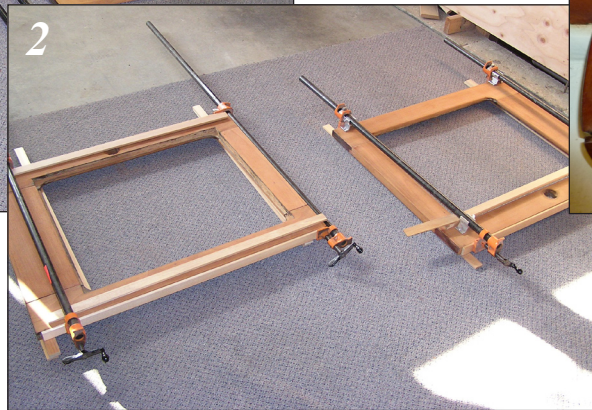
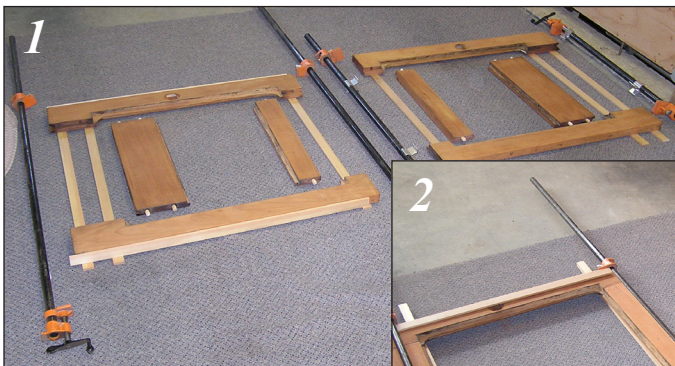
April Ann is a 42 ft. power cruiser designed by Ed Monk Sr. in 1949 (plan #1572) and built for an August Seymore of Tacoma in 1953 at the Cummings Boat Company, also of Tacoma. Cummings Boat Co. was located where the restaurant Shenanigan's now stands and closed sometime in the 1980s. We owned the boat for 28 years and sold it Oct. 2020. The design was typical for that time and featured sliding door access amidships to the main salon and lower steering station. This design attribute can be found in many of Monk's Tollycraft designs and was popular

anything and several had just rotted away. I think the only thing holding it all together was the glass. What to do? It seemed obvious that I must remove the doors and take them home to the garage shop where I had a controlled environment and much more room. The doors were about inch and a half thick Honduras Mahogany with plate glass inserts and very heavy. They slid on quarter inch square bar brass rails screwed to the bottom door surround and prevented from going aft of the surround by top 3 inch and bottom 6 inch vertical stops. These stops were destructively removed and

a good corner piece and stop were saved for replication later. Once the glass was removed, the remaining wood surround pieces literally fell apart as the dowels were useless as I had suspected.

All of these pieces were heat gunned to remove the thick coats of varnish from years of refinishing, then, once reassembled, sanded, stained (Interlux #42 Brown Mahogany filler stain) and top coated with 10 coats of Interlux Schooner #96 varnish, rolled with a 4 inch foam roller and tipped with a 2 inch foam brush. Turned out nice.

OK, back to reassembly. It's not as easy as you might think. New dowels were installed using thickened epoxy all around and on mating surfaces. Edges were taped so that epoxy would



in many other designs too. One of the joys of having these large, sliding doors adjacent to the lower helm was, being able to slide it open while driving and experience the sound and motion of the water going by. As this design also had "V" drives, almost all of the engine noise was aft which made for a quiet ride in the salon. By 2004, it became apparent that these doors were in need of a rebuild. Upon taking them apart, I found most of the dowels had no glue left holding

subsequently replaced with half-inch thick stops that just blocked the slide channels. I also removed the brass slider rod and the latch hardware, sanded, caulked and painted the door surround channels. The latch hardware was re-chromed. (picture #3 and #4)

Once I had it all home and on sawhorses, I carefully but destructively removed all of the stops and corner pieces allowing me to remove the glass. All pieces were carefully labeled and

not get on the nice surfaces when squeezed. To put the squeeze on, I used two pipe clamps sometimes referred to as furniture clamps, per door. Here's where it gets tricky. In order to keep all of the surround surfaces flat and in the same plane, I groomed the joints to assure no cocking and used a series of wood battens on the floor to create a level surface on one side with the clamps on the other. The whole assembly was squeezed tight, checked with a square at the corners and a 4

foot spirit level to assure no uneven surfaces and left to cure overnight. I now had two structurally sound door surrounds. (pictures #1 and #2)

The original, tinted plate glass was then installed bedded and stopped (stops are the pieces of wood that hold the window in) with temporary, mahogany, half inch quarter round, brad nailed in place. This allowed us to reinstall the doors and go cruising. This ended phase 1. Replacing the temporary stops with the real deal would be phase 2. To no one's surprise, these temporary stops lasted several years before I got up the courage and energy to take them home again, replicate the stops and corner pieces and finish the job.

So, fast forward a few years (actually

an inch away from glass. Plate glass at that. Then I had to pull the brads out or cut them off. One way or another, I got them all removed without incident but would recommend small screws as a better way to go.

The new corner pieces were then installed and bedded in 5200 as this was an exterior surface and these doors were never coming apart again in my lifetime! Now the stops were cut to fit with a small ooze gap at each end and bedded the same and this time I used stainless steel, 1/16 inch by 1 inch brads, pre drilled, nail set below the surface and puttied. There was some grooming required of the stops as some stood proud of the door surface due to the glass recess being uneven as it was hand chiseled

the door for closing if you have both hands available. In the end, it was a wonderful improvement. (picture #6) Everything was masked off and stained and varnished as before, then reinstalled on the boat.

I want to bring to your attention the weather stripping on the aft end of each door. This is 1 ¼ inch cloth weather stripping, available at any big box store. I used double thickness, captured to the door by a batten then screwed to the door. Very effective at stopping the breeze from coming in when the door is closed. You can trim it easily to fit the geometry of any door.

So, if you have these kinds of door on your boat, you may want to consider rebuilding them. The only special



7!). I think I noticed the pneumatically applied brad nails in the temporary stops were beginning to rust badly. Before I brought the doors home, I milled new stop material and corner pieces out of Merante (red Philippine mahogany), replicating as best I could, the originals which I had saved. Removing the temporary stops became quite a chore as you are trying to pry them over the brads with screw drivers, putty knives and a hammer, all the time working just a fraction of

and not routed. Again, tape was used to prevent 5200 ooze to get where I didn't want it. (picture #5)

While I was at it, I decided to replace the exterior finger hole on each door with a proper handle. These are heavy doors and take a good push to get them to move even with silicone spray on the brass slider rail. I can't tell you how many times my fingers slipped out of that damn finger hole and ripped a nail or whacked my hand. Yes, you can grab the back of

tool you might need is a router table to make the stops and corner pieces. If you really have to mill custom parts requiring a band saw, table saw and thickness planer, find a shipwright who will do it for you. If you need Merante or Honduras Mahogany, Edensaw in Port Townsend or Seattle is a good place.

Thanks for listening. ■

Thanksgiving Cruise 2021

By Jim Paynton, #427



The most recent edition of the PNW fleet’s longest-running event took place on Lake Union on Friday, November 27. The Thanksgiving Cruise, which originated in 1984, has given CYA members over the years a unique way to express their thanks and also give back to the community. Cruising in on their classic and vintage yachts, participants each year are asked to bring donations of non-perishable food for the needy in our area. This year’s event took place under calm, cloudy skies at the Center for Wooden Boats, on the north and west walls adjacent to MOHAI. The traditional potluck did not take place

due to Coronavirus restrictions, but ample (yet prudent) socializing took place on the quay and aboard the participating vessels. Boats began arriving in the mid-morning, and most of them departed before dark. Participants included the extended Kochel family aboard *Aloha*; Commodore Tina Stotz and Larry Benson plus guests Bill Shain and Kathy Weber aboard *Thelonius*; Ken Meyer and Kelly Riley with the *Patamar*; Margie, Jim, Matt and Diane Paynton along with Janice and Roger Palmer aboard the *Maranee*; Association Commodore Diane Lander with the *Marian II*; and Nancy Everds and Pater Mann

aboard *Gyrfalcon*. Joining by “land yacht” were Laura Shifflette and Mike Passage (*Faun*), and new member Christine Metcalf (*Coquette*). Many thanks are due to the CWB staff for welcoming the boats and handling lines upon arrival, and to Diane Lander for arranging for the dock space. Please consider adding this event to your “must do” calendar for next year. To express thanks and pay it forward all while spending time with our dear CYA friends on our precious boats is a truly unique Pacific Northwest experience. ■

Ample (yet prudent) socializing took place on the quay and aboard the participating vessels.





Salute to Past Commodore Diane Lander

By Larry Bensen, #931

Diane Lander (PNW Fleet member #926) has just completed two challenging years as Association Commodore. The typically one year commitment became two - the Association officers remained in place at the end of 2020 because Covid 19, which emerged about the time they initially took office, put much of the Association business on hold.

So, Diane guided our organization through an amazingly stressful period, and did so with her usual passion and commitment. Her final and biggest challenge was planning for the Change of Watch meeting in Hawaii which she did largely single-handedly, and which imploded at the 11th hour because of Omicron surge. A frustrating conclusion to a challenging two years.

Diane, THANK YOU for your energy, your leadership and your commitment to this organization. And enjoy your well earned 'retirement' (though, as Staff Commodore, we are sure your voice and ideas will continue to impact the CYA). ■

PNW Fleet Joins the Recreational Boaters Association of Washington

By Commodore Tina Stotz

In mid-2021 the PNW Fleet joined the Recreational Boaters Association of Washington (RBAW at rbaw.org). RBAW bills itself as "The voice of Northwest Boating," and boasts of more than 50 Washington yacht clubs as members. Individuals are encouraged to join as well. RBAW employs a lobbyist in Olympia to track the legislative process to represent recreational boaters in Washington State. The PNW Bridge voted unanimously to join RBAW in order to have a window into goings-on in Olympia which may affect us.

RBAW is working on the following issues in early 2022:

- Lakebay Marina: This historic marina is located on Mayo Cove next to Penrose State Park and used to be a stop for the Puget Sound Mosquito Fleet. RBAW and the Washington State Department of Natural Resources (DNR) teamed up to buy the property from private owners at the end of 2021. DNR now owns the aquatic tidelands which will be leased to RBAW for restoration and management of the facility keeping it accessible for recreational boaters.
 - DNR's Derelict Vessel Removal Program: Senate Bill 5598, would redirect up to \$7.5 million (25 percent) of the Watercraft Excise Tax toward the Derelict Vessel Removal Program.
 - Watercraft Excise Tax Depreciation Schedule: RBAW and eight (8) other organizations are asking the Department of Revenue to reopen a recent rulemaking so that the Watercraft Excise Tax Depreciation Schedule for older vessels can more accurately reflect a natural decline in value as they age.
 - Funding in Governor's proposed 2022 Supplemental Operating Budget (\$300,000) to help minimize conflicts on Lake Union between vessels and seaplane landings/takeoffs:
 - Boating Safety Legislation in HB 1707: This bill would require that a person operating a human-powered vessel under 12 feet (kayak, canoe, or stand up paddleboard) wear an approved PFD while the vessel is underway.
- The 2022 Legislative Session started on January 10th. RBAW directors met with legislators on January 18th to discuss their legislative priorities. The PNW Fleet was represented. We will keep you apprised of significant outcomes from this legislative session as well as other recreational boating topics as the year progresses. ■



▲ Lakebay Marina

WELCOME TO THE NEWEST MEMBERS OF THE PNW FLEET!



MERVA
39' 1932 F.W. Morriss
Tacoma, WA
Peter Harvey, sponsor

AT LAST
55' 1957 Chris-Craft
Seattle, WA
Phil and Karla Boshaw and
Kathy Weber, sponsors



NEW MEMBERS

Rob and Colette Kaimakis
LORELEI