



Pacific Northwest

Fall, 2023

# CLASSIC YACHTING

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

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*Photo by Tina Stotz*

# From the Bridge of Grandy

By Staff Commodore Todd Powell



I have good news to report as we start to wind down 2023. In my summer column you may remember I brought up the lack of volunteers to fill various positions within the fleet. As of this writing, we have filled all our positions (except for Secretary) and are looking strong going into 2024. As for me, I am looking forward to stepping into the supporting role of Staff Commodore and putting the Commodore's flag into the exceedingly capable hands of Rick Randall. I will have to disappoint any of you who are hoping I will fade into the mist, as I will be using my new-found

free time to take on the role of New Member Ambassador for 2024. This will be the third year for this still-new program, and I believe it will continue to benefit the Fleet. If you were on the fence about jumping into volunteering and think you have missed your opportunity do not worry, there is always plenty to do. Contact anyone on the bridge and we can find a spot for you! Many thanks to all of you who have supported me this last year-it has been a hoot!

Calm seas,

Todd Powell



Pacific Northwest

**CLASSIC YACHTING**

*Official Newsletter*

*of the*

*Pacific Northwest Fleet,  
Classic Yacht Association*

Rick Randall.....*Commodore*  
Mike Passage.....*Vice Commodore*  
Tim Balzer.....*Rear Commodore*  
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John Lebens.....*Oregon Staff  
Commodore*

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**Next Newsletter Submission  
Deadline December 15**

*If you wish to opt out of a printed newsletter, log in to your CYA profile page, select 'edit profile,' then scroll down to 'newsletter mailing preferences'; 'save' when you finish.*

**UNEXPECTED. INSPIRING.  
REVITALIZING.**

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# The FO'C'S'LE

By Matt Paynton, Newsletter Editor

Even though winter doesn't technically begin until December 21, its *unofficial* start is the day we "fall back" and go back to Standard Time.

Around here, October is a month of transition. At the beginning of the month, we marvel at how it's still so nice - especially for October! Maybe even a 70 degree day will creep in there and it'll feel like summer isn't quite ready to be over yet. But it isn't to last. By the twentieth or so, it's not uncommon to have the first frost of the season. There's a briskness to the wind that we seem to have forgotten all about once the sun came out back in May. By Halloween, it's just downright cold. We can't believe that it was *just* 70 degrees a scant few weeks before. The heavy jackets come out, the heat is on full blast in the



car, your hands never quite warm up. And if this isn't enough to deal with, you have to change the clocks, sealing our collective fate that it'll be dark when we get up, dark when we drive to work, and dark on our way home. It's like the sun becomes a distant memory, maybe just a dream or a legend you heard about when you were young. The realization sets in that you won't see the sun again for a few months,

and it'll be even longer before you actually feel its warmth. By the time spring does roll around, while we note the longer, slightly warmer days, we still bemoan the fact that with the switch back to Daylight Saving Time, we lose a precious hour and our internal chronometers are thrown into upheaval all over again. So enjoy that "extra" hour we get "falling back" because it's gonna be a long winter. ■

## Poulsbo Cruise

By Dan DeGard (#1189)

**V**elkommen Til Poulsbo! The little Nordic city on Liberty Bay was once again a charming and enjoyable cruise-in this past August 26th and 27th. Always a great Central Sound destination, with a fine marina located right at city center, Poulsbo was as welcoming as ever.

The CYA fleet attendance was reduced somewhat due to mechanical issues with member boats, illnesses, and even injuries (!). Even so, three yachts attended; *Camelot*, *Reverie* and *Saga*. *Camelot's* presence was her first-time attendance at a CYA event - welcome!

The event, hosted by the Poulsbo Historical Society Museum, was a bit subdued this year due to an issue with event insurance that prevented most water-side activities. Not to miss an opportunity, we converted it into a great reason for a social cruise-in and refrained from extensive public access to the CYA vessels. The museum hosted an interesting

presentation Saturday afternoon on the restoration of the *Tiburon* (USCG-11, CG 83366), the last of the several wooden hulled 83 foot cutters that served as rescue vessels off Omaha Beach during the 1944 D-Day landings in Normandy, France. Do retired warships qualify for inclusion in CYA? ■



▲ Saga and Reverie at the Liberty Bay Festival

# CYA HELPS WELCOME HOME THE HUSKY CHALLENGER ROWING SHELL

Photo by Greg Gilbert

By Diane Lander (#926)

On Sunday, October 8, the sun was shining brightly as the CYA assisted the Museum of History and Industry (MOHAI) and the UW rowing team welcome home the Husky Challenger Pocock 8 rowing shell.

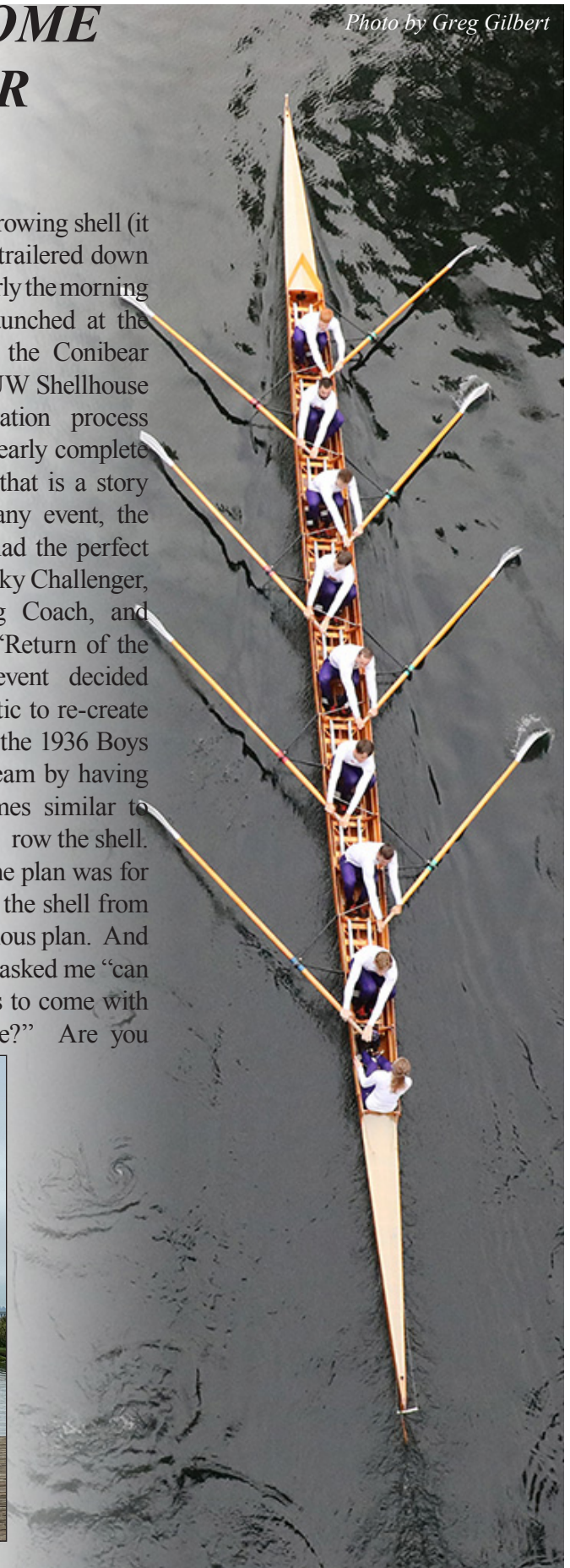
This event came about because MOHAI is about to host a fabulous exhibit which will open on November 24 called “Pulling Together – A Brief History of Rowing in Seattle.” You can read all about the exhibit at this link: <https://mohai.org/exhibits/pulling-together-a-brief-history-of-rowing-in-seattle/>.

Several weeks before the October 8 event I was contacted by Mike Reynolds from the Board of Trustees of MOHAI and my long-time friend from Port Townsend, Dianne Roberts, from the Tuf as Nails Rowing Team in Port Townsend, the group who had lovingly restored the Husky Challenger over many years, and they told me about their exciting plan. The

plan was that the large rowing shell (it is 60’ long!) would be trailered down from Port Townsend early the morning of October 8th and launched at the new UW Shellhouse, the Conibear Shellhouse. The old UW Shellhouse will start the restoration process shortly following the nearly complete capital campaign, but that is a story for another day. In any event, the Conibear Shellhouse had the perfect place to launch the Husky Challenger, and the UW Rowing Coach, and the organizers of the “Return of the Husky Challenger” event decided that it would be fantastic to re-create some of the images of the 1936 Boys in the Boat Rowing Team by having UW rowers in costumes similar to what they wore in 1936 row the shell. Great idea for sure. The plan was for the UW rowers to row the shell from UW to MOHAI. Fabulous plan. And then Mike and Dianne asked me “can you get some old boats to come with us and make a parade?” Are you



▲ Recreating the 1936 “Boys in the Boat” Rowing Team Photo





▲ Dianne Roberts from Port Townsend watching the progress of the 2023 Boys in the Boat rowing the Husky Challenger from the deck of Marian II.

kidding? We in the CYA love parades, especially historically based parades. The return of the Husky Challenger and the MOHAI exhibit are all in conjunction with the Christmas Day release of the Boys in the Boat movie. Whet your appetite for the movie by watching this amazing featurette: <https://www.showbizjunkies.com/movies/boys-in-the-boat-photos-featurette/>.

As the event approached, it went from “a few old boats” requested to enough boats to carry up to 50 rowing VIPs and members of the press, and to pick them up at the South Lake Union Walls, travel to UW, wait for the rowing shell to come out, and then parade after the shell, and then re-dock and let the passengers off. The dock plan proved challenging because the Center for Wooden Boats had to bring a long low dock over for the rowing shell to land, which took away about 80’ of docking space on the north wall. After multiple organizational e-mails with the dock plan, passenger list, itinerary for the day, and more, we had a plan.

Participating CYA boats included *Marian II*, *Mitlite*, *Belle*, *Zella C*, *Tabu*, *Serafino*, *Bruno*, *Thelonious*,

and *Patamar*. Once the shell went into the water, the rowing team went to work. These eight “Boys in the Boat of 2023” had never rowed together, and most certainly had never rowed a wooden rowing shell using heavy wooden blades. They were all specially selected by UW Head Rowing Coach Mike Callahan because every one of them was born and raised in Washington, just like the Boys in the Boat of 1936. They started out slow, carefully listening to their extremely competent female coxswain as they proceeded southbound in the Montlake Cut. Once they got into Portage Bay, they were moving. By the time they crossed under the University Bridge, I had to speed the *Marian II* up to eight knots to begin to keep up with them. Their skill showed the depth and excellent training that UW rowers receive!

Once they arrived at South Lake

Union Park, they landed the shell on the temporary Center for Wooden Boats dock, and all together with help from the Green Lake Junior rowers lifted the Husky Challenger and carried it over in front of MOHAI and carefully stowed it on the slings brought by the Green Lake Rowing team. This was no small task, since the Husky Challenger weights over 400 pounds. Following a lovely reception at MOHAI to celebrate the arrival of the shell, and the next day after the museum closed, it was hoisted up to the ceiling at MOHAI where it will hang during the exhibit from November to June. I spoke to the rowers and they had an absolute ball rowing the shell, and hopefully will all be encouraged to join in giving the tours of the UW Rowing Facilities that are conducted by rowing team volunteers as the need for these tours will be huge once the Boys in the Boat Movie opens.

If you are going to be in Seattle over Thanksgiving weekend, watch your CYA e-mail. The Day After Thanksgiving Cruise will be held on the walls down at South Lake Union Park on November 24 from 11-4. This is the day that the exhibit opens, and the park will be full of history lovers! MOHAI is thrilled that our boats will be on display in the park that day! Contact Jim and Margie Paynton at [maranee1940@comcast.net](mailto:maranee1940@comcast.net) if you have questions about the Day after Thanksgiving Cruise! ■



# Ganges, Victoria, Port Townsend

Locations of the perfect end-of-summer classic boating events

By Larry Benson #931

For many years, the end of boating season featured three great boat shows in 3 great locations. Victoria, always on Labor Day weekend, Vancouver the weekend before, and Port Townsend the weekend after. Each of these shows has its own personality - they are all markedly different. *Thelonius* typically was the only PNW vessel to attend all three shows most years.

Alas, the Vancouver Wooden Boat Festival, which was already struggling, succumbed to COVID, and shows no sign of being resuscitated. But enter a great new event in Ganges created by Gord Wintrop of our Canadian fleet. It's a CYA-only gathering, no public showings, just PNW and Canadian Fleet members enjoying a great venue, great experiences, great boats, and great people. In late August, we joined about 25 CYA boats for this two-day event. The event started with a happy hour meet and greet on the dock on Monday evening. Tuesday was the big day with a tour of highlights of Salt Spring Island including lunch at the Salt Spring Wild Cider house (Salt Spring Wild Cider - Craft Cider, Untamed); and a tour of The Killer Whale Center (killerwhalecentre.org) where attendees observed skeletons of many marine mammals and learned how they skeletons are preserved and assembled. Tuesday evening wrapped up with lively music by The Gentlemen of Leisure. Our Canadian friends are doing this event right, and the PNW Fleet is privileged to participate.

Then on to the magical Victoria Classic Boat Festival. Held in the

Inner Harbour in front of the glorious Empress Hotel, about 70 classics – motor and sail – gathered for this elegant 3-day juried show. CYA boats – both PNW and Canadian Fleets - were well represented with PNW boats taking home the following awards:

- Hospitality Award – *Deerleap*
- Best Restored Powerboat – *Maranee*
- Phil Pidcock Memorial/Judges Award – *Deerleap*
- Best Galley (Small) - *Merva*

I have attended this show every year since 2000 – except the two

cancelled COVID years – and hope to do so for many more.

And finally, the Port Townsend Wooden Boat Festival. This is far and away the biggest show with 200+ boats (mostly sail), seminars, commercial exhibitors, food trucks, and “Bar Harbor,” a huge tent with ongoing live music and bar. This show charges a hefty entrance fee that does not deter several thousand people from attending. It is an educational and entertaining extravaganza!

We are so privileged to be boaters in this part of the world, and to have such events available to us. I urge all CYA members to take advantage of these amazing experiences. ■



◀ A foggy morning in Port Townsend (photo by Tina Stotz)



▲ Lunch at the Salt Spring Wild Cider House (photo by Jim Paynton)

continued next page



▲ Thelonus all dressed up for a night in Victoria  
(photo by Tina Stotz)

Classics gathered in Ganges on Salt Spring Island  
▼ (photo by Jim Paynton)



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



*WHITE SPRUCE*

Erin Masterson  
40' 1932 Harbor Shipyard  
Seattle, WA  
Dorin Ellis & Martine Roudier, sponsors



*CAMELOT*

Lucie Mewes  
44' 1968 Taylor  
Port Orchard, WA  
David Thompson & Evie Ashcroft



*GRETA*

Martin and Judy DeYoung  
42' 1956 Matthews Boat Co.  
Port Ludlow, WA  
Larry Benson, sponsor



*AMOREENA*

Daniel Overstreet and Danielle Janibagian  
50' 1951 Chris-Craft  
Seattle, WA  
Jim and Margie Paynton, sponsors

9608 NE 31st Street  
Clyde Hill, WA 98004

Dues renewal notices have  
been emailed.  
Be sure to renew before  
December 31.  
We don't want to lose you!

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**WELCOME TO THE NEWEST MEMBERS OF THE PNW FLEET! (continued)**



*SERENITY*

Rory and Amy O'Brien  
34' 1951 Chris-Craft  
Seattle, WA  
David Huchthausen, sponsor

*BELLE*

Keith and Jodi Olson  
47' 1981 Ron Bell  
Meydenbauer Bay  
*REINSTATEMENT*

*ELOISE*

Aaron Petree  
56' 1956 Chris-Craft  
Brinnon, WA  
Diane Lander, sponsor



*THUNDERBIRD*

Victor Tryon  
40' 1959 Wiley (Monk, Sr. design)  
Port Orchard, WA  
Todd Powell, sponsor



*AVANTI*

Garrett Boyd, owner  
53' 1955 Chris-Craft  
Seattle, WA  
Tim Balzer, sponsor

*AFTON*

Paul Drayna  
35' 1935 Neil Banks (Monk, Sr. design)  
Seattle, WA  
*REINSTATEMENT*