

Spring, 2022

Pacific Northwest

CLASSIC YACHTING

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

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...and more!

From the Bridge of Thelonius

By Commodore Tina Stotz

Ahoy PNW Fleet Members! Is spring actually here? I wouldn't know it by the recent cool temperatures and number of rainy days, but it must be here because this is the spring edition of our fleet's newsletter. It's a great edition and I hope you enjoy the stories and photos that Matt Paynton has included inside. Cruising season is right around the corner, and like many of you, Larry and I have been busy getting *Thelonius* ready for the summer. While we did not haul out this year, there are plenty of projects to do. We did get three coats of varnish on the house – so its well protected and very shiny – but there's way more to do and it seems like we get one thing done and three more pop up: fixing the leaking head, repairing the shower sump, or the new outboard engine. But I guess that all comes with the territory, and we're up to the task. The bridge has accomplished and/or is working on a number of good things in recent months too. Including:

- Legacy Fund. The Bridge voted to award the first monies from the PNW Legacy Fund to the Northwest School of Wooden Boat Building
- Membership Committee. We've implemented a Membership Committee under the leadership of Vice Commodore Todd Powell and Heritage Member and "New Member Ambassador" Bob Wheeler. Their mission is to create and implement a process to acknowledge and welcome new members into our fleet. They are

embarking on this journey with Bob's usual warmth and good humor and doing a great job.

- Administrative items. This is typical dull organization management stuff, but can you imagine that we do not have current job descriptions for bridge positions, a written calendar of required tasks and deadlines, or a solid process for managing documents? Its true - the old processes seem to have been lost as we transition away from the paper world. While this may not be of much interest to you now, you will thank us when it becomes your time to serve on the bridge. I guarantee it! 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 one week before we hold the meeting and remind you again right before. We'll cover our regular rousing business, and we'll 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. Happy Spring everyone! ■



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Pacific Northwest Fleet,
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**Next Newsletter Submission
Deadline June 21**

The FO'C'S'LE

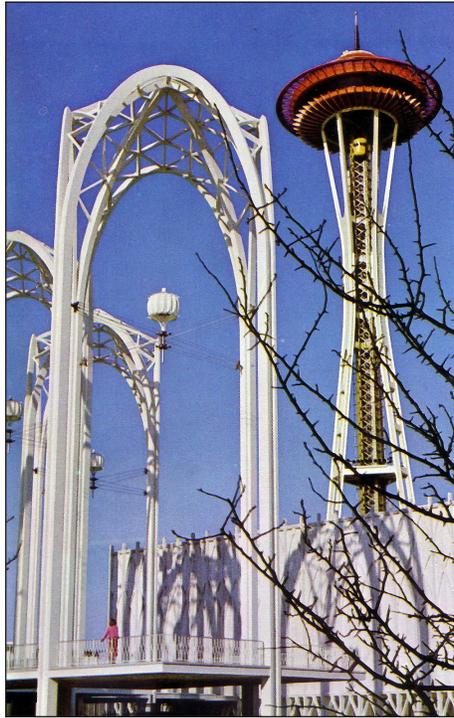
By Matt Paynton, Newsletter Editor

April 21st marked the sixtieth anniversary of Seattle's Century 21 World's Fair. With the perspective of six decades to look back on, the fair that was meant to symbolize the future is now itself firmly planted in its glorious Space Age past.

The 1962 World's Fair was a product of its time, with bright technicolor reds and oranges and wild sweeping architecture throughout, signifying technological advancement and what life would be like in the tangible near future of the 21st Century.

It's easy to assume that the fair was to be a prediction of 21st Century life, but rather, it was more a depiction of what we wanted the future to look like. It put Seattle on the map and millions of people have enjoyed the indelible mark it has made on the Emerald City in the 60 years since.

The 20th Century was an incredible innovative time, with technological



advancements abundant throughout its hundred years. It saw the first flight, the mass production of the internal combustion-powered automobile, the creation of products like stainless steel and plywood, the construction and implementation of a complex nation-wide freeway system, and many more such accomplishments.

One of the biggest achievements of the past century was the realization of the ambitious dream of space flight. From satellites to monkeys to men blasting into orbit, it inaugurated the Space Age. It was an easy assumption by 1962 that the Space Age would continue throughout the rest of the 20th Century and by Century 21, we'd all be living in a Jetsons-inspired reality.

Even if that wasn't really the case, the 20th century was all about capturing the future. Industrial design and architecture followed the futuristic trends of Art Deco, Streamlining and so on. Our boats weren't any exception. In some ways, they exemplified these trends the most. And after the automobile became a transportation mainstay, the boats emulated them too, complete with headlights, fins, and even convertible tops.

So even though the future didn't turn into what the World's Fair promised, the past is now even more important to preserve, protect and learn from. ■

The Wooden Boater's 11th Commandment

By Jim Paynton, #427

XI. Thou shalt not find fault with thy neighbor's boat.

Most of us have had the experience of standing next to our floating pride and joy, when a CYA acquaintance walks up, runs their hand over a telltale flaw in the finish or a protruding bung and says, "What are you going to do about this?" You suddenly remember your third grade teacher telling you, "if you don't have something nice to say, don't say anything at all."

Only the boat's owner knows the long list and sequence of projects they have been tackling, and the last thing they want to hear is a criticism of something they haven't been able to get to yet. The drive to maintain these old boats is a strong one, and the list a long one.

Instead of pointing out some defect in the boat, we all should first off be complimenting the hard and thankless labor of the yacht's owner in preserving their treasure. It's not hard to do. If the boat's fit and finish is still a labor in progress, find something else to compliment – her stout build, her lovely lines, the pleasing sheer, her history. Or how about a simple, "I can see why you fell in love with this boat!" And yes, this includes boats that are not classified within CYA categories. The effort will go a long way toward making the owner's day, and helping them keep up the good fight.

Your third grade teacher was right. Try it. You'll like it. ■

Suldan's Boat Works

By John Shrader (#998)

In 1946, a young shipwright named Byron Suldan established Suldan's Boat Works. Having returned to The Puget Sound Naval Shipyard after serving on the USS *Enterprise* during WWII, his own boat shop was on his mind, and his father had the perfect property to build it. On the shores of Sinclair Inlet, between Gorst and Port Orchard, Byron and his father built the first building. At first, Byron concentrated on building smaller craft for fishing and sporting about. Seeing a demand for repair and maintenance of boats, he built a ways and started in the repair and maintenance business. He continued to work at the shipyard until 1958.

He had four sons, Greg, Mark, Mike, and Eric. All, when they reached the age they could push a broom, worked in the boat shop. Eric later became a contractor in Port Orchard. Greg remembers working the band saw with his father at an early age. Greg would run the table as his dad called out degrees for cutting a rolling bevel. The other three worked there all their lives. Greg ran the store, Mark and Mike did the boat work. All three sons continued at the Boatworks after their father passed in 1995.

Seeing the need to retire from boatwork, and with Department of Natural Resources making necessary shoreline protections, The Suldan brothers decided it was time to sell the property and the marina. Two years ago, a

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▲ Suldan's Boat Works, circa 1947



▲ Suldan's Boat Works



▲ Byron Suldan's fishing boat he built in the early days of Suldan's Boat Works



▲ Father and son project restoring the 1947 S



◀ Landing craft conversion for Mr. Dick Day, 1948

▶ The expanded later operation of Suldan's Boat Works



Suldan's Boat Works, 1966



Project: Byron and Mike Suldan work on Stephens sedan Hexe, 1979



couple of real estate investors got wind of Suldan's Marina being for sale bought it. The Suldan Brothers left everything intact when selling. Even the store inventory was left behind.

Suldan's Boat Works trivia:

Lou Grandy worked at the PSNS with Byron. When he left the yard, he worked at Suldan's for a number of years, before joining the family business on Lake Union.

Byron got a contract to make the rental boats for Point No Point's fishing resort.

Bob Wheeler had major repairs here after being struck in the locks on the way back from Opening Day.

Mike Suldan now does surveys. He recently surveyed *Deerleap*.

I was first here when I was about 8 years old or so. My dad was repairing an old sane skiff, and we went to Suldan's to have it made. Said he was taking me to a special place.

I have recently purchased the contents of the building and leased the space. Coming soon is SLS Marine, new, used, and consignment store. Hope to see you all in sometime! ■

Commodore's Cruise

By Commodore Tina Stotz

The 2022 PNW Fleet Commodore's Cruise was held in Lake Union during the afternoon of March 19, 2022. Approximately 10 vessels and about 50 members – many by car - participated in this event. The vessels included *Thelonius*, *Marian II*, *Orba*, *Gryfalcon*, *Saga*, *Sonata*, *Maranee*, *Freya*, *Bruno*, and *Scandalon*.

A number of other boats came out as well, but turned back to their moorage as the winds began to kick up, making docking and undocking challenging. As such, we did not hold the typical "Opening of the Gate" ceremony and parade, but turned directly towards the party. We gathered on the mighty *Gryfalcon* to celebrate our 2022 Commodore, her pending wedding to Past Commodore Larry Benson, and the birthday of our beloved Janice Johnson-Palmer.

Many female guests were enticed to become de facto bridesmaids – by wearing tiaras and veils – while many of the male guests wore their captain's hats. And Janice had her own "Birthday Girl" garb. Guests were treated to cake and sparkling wine under the adage that "Life is short – eat dessert first!"

Many thanks to Nancy, Peter and *Gryfalcon* for hosting ALL OF US! This was our 1st 2022 event and it was so nice to see everyone face-to-face. Seems like a hopeful start to our 2022 cruising season. ■

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▲ *The Happy Couple: Larry Benson and his bride Commodore Tina Stotz*

▼ *Birthday Girl Janice Johnson-Palmer*



▼ *De facto Bridesmaids*



Photos by Patti Linscott

Opening Day

By Diane Lander, #926

This year's Opening Day of Boating is back – in person – and bigger than ever with our theme Roaring 20's – Let the Good Times Roll.

SYC and CYA members Diane Lander, Greg Gilbert, Ken Meyer, Mike Passage and Laura Shifflette, and Kyle Elliott and Susan Malatesta are among the eight boat team making up the Wilson Seamanship Team competition for Seattle Yacht Club.

What is the Wilson Seamanship Competition? In 1978, Seattle Yacht Club members Chet and Patricia Wilson donated a lovely cannon trophy to the Seattle Yacht Club to be the coveted prize for a part of Opening Day which became to be known as the Wilson Seamanship Competition. This cannon trophy is the most treasured award in all of the Opening Day parade. Each competing yacht club must have



at least 5 boats which are judged equally on five criteria including: Fleet Spacing and Maneuvering; Fleet Holding Position; Fleet Crews at Attention; Fleet Consistent Attire; and Fleet Overall Nautical Appearance. This year's team is being co-chaired by SYC members Diane Lander and SYC Past Commodore Roger Werner. Both have winning experience with the Wilson Seamanship before. Our 2022 team has 7 classic boats (to complement this year's Roaring 20's theme) and nearly 40 crew members

ready to win! Look for us out on the water - we will be in Class "J" and the 10th group on the water on Opening Day! When you see the beautiful wood boats coming that is us and we are in it to win it.

In 2011 a CYA Wilson Seamanship Team organized by Diane Lander when she was PNW Commodore won the coveted award with a very large team of 14 classic boats. In 2014 the SYC Team, again with classic boats, won again. So Diane leads the 2022 team, hoping for a third victory. This is an extremely difficult award to win, stay tuned to see if it can be done again!

Hopefully CYA members will sign up for Opening Day on the Seattle Yacht Club website and come out to enjoy a beautiful day on the water! Even if you chose not to bring your boat out this year, join the fun at the CYA Dock Party at the Seattle Yacht Club on Friday, May 6 at 6 PM on Dock 4 in front of *Faun*. Bring your own beverage and an appetizer to share. ■

25th Annual Bell Harbor Classic Rendezvous

By Diane Lander, #926

Join your fellow PNW fleet members at the 25th annual Bell Harbor Rendezvous to be held at the beautiful Bell Harbor Marina on June 17-19, 2022.

Boats will arrive on Friday, June 17 after participating in the Sail In Parade. This year's featured class of boats will include boats who attended the original event in 1997. Planned events include the Puget Sound Maritime Historical Society Beer and Brats night on Friday night. The show will take place on Saturday and Sunday from 10-4 each day. Boaters may choose to open their boats to the public if they wish. On Saturday night, the gala dinner will take place in a private dining room at Anthony's Homeport Restaurant right at Pier 66. A beautiful three course menu will be served with menu selections and ticket sales on the CYA website soon. Dinner tickets are \$75 per person. Members can choose to dress in the year of their boat if they choose and will be treated to a video presentation by Dave Ellis featuring the 25 years of Bell Harbor history. The keynote speakers at the dinner will be Michael Passage and Laura Shifflette on the topic of "We came to Bell Harbor in 1997 and accidentally bought a boat - *Faun*." Their inspirational speech will cover how the boat has changed their lives and brought them pure joy. Continental breakfasts and coffee will be served each morning on the docks.

Once again, moorage and the majority of the events are free of charge to members due to our generous sponsors who this year are: Haven Boatworks, Lake Union DryDock Company, Port Townsend

Shipwrights Co-Op, Fisheries Supply, CSR Marine, Pacific Fisherman, Canvas Supply, and Puget Sound Historical Society. Also, the Port of Seattle/Bell Harbor Marina has offered us a 25% discount on our moorage for the weekend. Most members don't realize that the cost of buying out the marina

for the weekend is a whopping \$6,671.93 plus electricity. If not for the tireless fund raising efforts of Diane Lander every year this event would not be nearly as affordable for our membership.

Certainly the Bell Harbor event would not be where it is today were it not for the generous and tireless support of this event by its original founders, Jim and Margie Paynton.

They remain on the Bell Harbor Committee 25 years later. The committee is now chaired by Diane Lander, and other committee members

include Chip and Kristin Kochel and Roger and Janice Palmer. Remember that Bell Harbor cannot happen without all of us volunteering for at least an hour. You will be notified of when your volunteer shift is and please show up as directed.

Watch your e-mail for sign up information soon and also the website will have the information once it is finalized. Questions should be directed to Diane Lander, dianelanders@outlook.com and/or 206-919-5099. ■



WELCOME TO THE NEWEST MEMBERS OF THE PNW FLEET!



Jon Bengtsson and Barbara Lee

BUCKEROO

Vintage

45' 1962 Chris Craft

Seattle, WA

Jim Paynton and Roger Palmer,
sponsors

Jon Bengtsson and Barbara Lee

(second vessel)

BRUNO

Vintage

37' 1963 Egg Harbor

Seattle, WA

Jim and Margie Paynton, sponsors



REINSTATEMENT

Cindy Segall and Richard Liepelt

HULAKAI

48' 1929 Boeing Aircraft of Canada

Friday Harbor, WA