

“Beam It Up, Scottie!” -

SCOTTIE ENGINEERS “FILE TREK”; BEAMS ARCHIVES 1,200 MILES NORTH

By Margie Paynton, PNW#427

On Monday, March 10, 2003, the CYA archives completed a mission journeying some 1,213 miles from San Clemente, California to their new home in Seattle, Washington. Scottie Dobson officially concluded her twelve year term as CYA Historian by overseeing the shipment of 1218 pounds of materials to new CYA Historian Margie Paynton. But we're getting ahead of ourselves in the story. . . let's back up.

A look in those same archives reveals that Scottie Dobson began her Historian duties in June of 1990, following the resignation of her predecessor. Scottie agreed to serve as “Interim Historian” for the remainder of the year, when a new person could be selected by the National Board. The “archives” consisted of loose sheets of paper, random photographs, and some boat files, all stashed in cardboard boxes. It was Scottie, with no doubt some help from husband Bruce, who made sense out of chaos, and molded the history of CYA into what has become two four-drawer lateral file cabinets, all meticulously organized. At the National Meeting in 1991, her job of National Historian was made permanent. But wait, there's more. .

At the National Board Meetings in January of 1993, John Johnson's resignation as Executive Treasurer was reluctantly accepted. In addition to keeping the financial records for the previous ten years, John had also

acted as “Registrar”, processing new member applications. The job was deemed too big for one person to continue doing, and so Scottie Dobson also took on the “Registrar” aspect of John's job, and Jim Paynton became the Executive Treasurer. It remained that way until March 10, 2003.



It is impossible to describe the breadth and scope of what Scottie has done for our Association over the past twelve years, but here is an attempt. Following is a cursory summary of Scottie's duties as National Historian: processing all new member applications, including distributing approval forms to the Membership Committee and ordering plaques and burgees; ordering and stocking all CYA

stationery, envelopes, notecards, and jewelry; constantly reminding folks to keep their boat files up to date with current photos and historical information; filing all fleet newsletters as well as National newsletters, meeting minutes and notebooks; answering a myriad of questions via phone call, letter, or email regarding former and/or current boats; keeping records regarding boat building companies, engines, parts, etc.; forwarding messages to the appropriate person regarding questions relayed through the web-site; wearing a rut in the road between her home and the post office; preparing annual reports for presentation at the National Board Meetings, even while she herself went through the national Flag Offices; serving all with a smile, a compliment, and a post-it!

Scottie, the term “Chief Engineer” hardly describes what you have given to “Starfleet”, and yet we as an Association have tried to say “thank you” to you and Bruce in the best way we know how – with the highest award our Association gives – the designation of Life Membership. May your future voyages take you on an exploration of new worlds (places where the initials “CYA” mean something completely different), where you will seek out new life forms (non CYA members), and civilizations (away from marinas) and boldly enter the world of retirement. Just remember, stay close: CYA considers you “family”!

FROM THE BRIDGE OF THE *FREYA*

Michael Oswald, National Commodore

For many years this organization has been lucky to have some people that did more than talk. We have had some individuals that have taken it upon themselves to assure us (you and me of the CYA) of our future by building a good foundation in our past and the procedures of the organization. There are many that come to mind but right now I'm talking about Bruce and Scottie Dobson and the work they have done over the many years for the CYA.

The Dobsons have not only served their beloved Southern California Fleet but the whole organization as members of the National Board, Past Commodore (Scottie), Historian (Scottie), Roster Editor (Bruce) and other myriad positions since the inception of the organization. These are people that were an important part of the CYA history; indeed they were voted Life Members for that reason. The Dobsons chronicled the history of the CYA by laying down not just what happened but why it occurred. They had the answers to the past and made sure you had the proper forms, flags, pennants, pins when they were due. They oftentimes sent on a cheery note to a Fleet Officer when he/she felt overwhelmed.

If there was disagreement on an issue, Bruce or Scottie would stand up quietly and lay out their viewpoint in such a reasonable and intelligent manner that all that listened were required to think well before acting. The Dobsons abilities and demeanor are very unusual today and a treasure for this organization.



Just before the National meeting in Vancouver, Bruce completed a history of the "First 1000 members of the CYA". It is a "Rudder" for this organization and a guide to the future.

But, all things come to pass and Bruce and Scottie have said enough for a while. You know, ..."time to smell the roses." They have retired from their positions on the National as of the Change of Watch in Vancouver, B.C. Last week 1500 pounds of documents made their way from San Clemente, CA to Jim and Margie Paynton's home in Seattle. The job of Historian has been transferred to Margie Paynton and it has continued on without skipping a beat. The transfer was made so secure because of the special effort the Dobsons.

Please join Nere and me to wish Bruce and Scottie the very best and a heartfelt thank you - they have earned it.

At the National Board of Directors Meeting in Vancouver, B.C. last January, a number of developments served to remind us of how our Association continues to grow. For example, as per the CYA By-Laws,

the USA Fleet was authorized to have a second Director. A mailing for candidate submissions last winter resulted in two nominations: Barry White of Connecticut, and Lee Palmer of Wisconsin. It is expected that an election will be held shortly, with the new Director being seated at the 2004 B.O.D. meeting. Additionally, as per the By-Laws, and with the Board's approval, the USA Fleet was granted a voting member on the Membership Committee. This position must be filled by a non-voting member of the Board, and Stephen Wilen, who is a dual member of both the PNW and USA Fleets effective 2003, is the only person currently meeting that criterion, and thus assumed this position. Congratulations to Steve, David Gillespie, and all of the members of CYA's fastest growing fleet.

Finally, we are at war. No matter what view you hold of this action, take a moment to think of those that are doing the job their nation has requested. What ever we have, our freedoms, our plenty and the safety under which we live was guaranteed by the lives of men and women who were willing to go forth and serve. Remember that.

STEPHEN WILEN OF PACIFIC NORTHWEST FLEET AWARDED CYA LIFE MEMBERSHIP

By Rick Etsell, PNW Fleet Staff Commodore

By unanimous vote of the CYA Board of Directors at the recent Vancouver meetings, Stephen Wilen, PNW #515, was awarded CYA's highest honor, Life Membership.

Steve joined our Association in 1986 after heroic restoration of the beautiful 1924 57' Smith & Williams yacht *Kensington*. Thereafter, he has tirelessly given his time and considerable talents to the maintenance and improvement of the CYA. He continues to do so today.

Steve served as Pacific Northwest Fleet Commodore for two terms, in 1993 and 1994, and as National Commodore in 1996. He has served as fleet representative and as a National Board member. Steve also is one of the founders and indefatigable recruiters for the USA fleet. He currently serves that fleet as Commodore, and recently retired as Historian of the PNW fleet.

Among Steve's enduring contributions has been his tireless service as fleet and national newsletter editor and historian. Steve filled these positions on more occasions and for greater durations than the minds of the living can now recall. But he did not merely fill the

positions. He educated and entertained us for countless years with histories and other tales of maritime events and of classic vessels remaining and long gone.



His appetite for quality in-depth research has been insatiable and his way with paper and pen superb.

Steve has a passion for maritime history, which has resulted in his involvement in the Puget Sound Maritime Historical Society, his many hours of volunteer work in the

photo archives of the Museum of History and Industry, and perhaps most importantly, his co-authoring of the book **Knee Deep In Shavings**. Subtitled *Memories of Early Yachting and Boatbuilding on the West Coast*, this wonderful book is a collection of Norman C. Blanchard's fond reminiscences of a life devoted to splendid wooden boats.

No one among us can dispute the distinguished magnitude of Steve's contributions, yet throughout he has maintained *Kensington* in such fine condition as to disgust competitors by garnering prizes at every vintage boat show throughout the Pacific Northwest. In addition, his warmth, patience, sense of humor and devotion to his friends have truly been hallmarks of his presence among us.

There are those who love our boats, our purpose, and our organization as much as Stephen Wilen does, but his deeds attest that no one loves them more. The Pacific Northwest Fleet humbly nominated Steve for Life Membership, and joins with the rest of the CYA in congratulating our newest Life Member.



Classic Yachting



*Official Newsletter
of the
Classic Yacht Association*

Michael Oswald, PNW..... Commodore
Peter Riess, SC.....Vice Commodore
George Homenko, NC...Rear Commodore
Jim Paynton, PNW.....Newsletter Editor
5052 38th Ave. SW
Seattle, WA 98126
<jpaynton1@mindspring.com>
www.classicyacht.org

AROUND THE FLEETS -

FROM THE SOUTHERN CALIFORNIA FLEET -

Martie Butz, Director

Southern California is plowing its way through its rainy season at the moment. I know our rainy season and the Pacific Northwest's do not quite compare, but it is still enough to keep us off the seas and near our fireplaces. It is always difficult to write something for this issue because it seems that we have done virtually nothing since the last issue, except of course the spectacular trip to Vancouver. We spend a lot of time during the winter months on our boats and at our boats but not out on our boats. This is the general hauling, stripping, varnishing, painting, replacing, patching, and goosing season. We have enough mild winter days that refurbishing and repairing take on major form. And when we are not "working" we get together casually to commiserate. A favorite spot is the old 50s diner at

Yacht Haven Marina that looks out onto LA Harbor and still serves a nicely done chicken fried steak on a Friday night. They also serve a decent fish and chips and liver and onions! Another winter pastime is haunting the boat parts stores. We've worked out a regular little route of antique stores and boat part stores. You never know what treasure is waiting somewhere for you.

The members of the Southern California Fleet wish to say how much they enjoyed their trip to Vancouver. Some were visiting for the first time, others were returning to a city they had fallen in love with at an earlier time. Once again all modes of transportation were used - trains, planes, autos and buses. I, personally, regret the fact that we were unable to attend. We had our

train tickets all ready when my health got in the way. I want to take this opportunity to thank the members who wrote such nice notes to me. I am on the mend and everything is good. I cannot wait to get back on the *Sea Dog*.

Now that March has arrived and spring is truly in the not-too-distant future, enthusiasm for the upcoming boating season is building. Our Opening Day is going to be April 12 aboard the Newport Harbor Nautical Museum and Riverboat Restaurant. After that the Southern California season will be in full swing.

If anyone is ever traveling in this direction, do not hesitate to connect up with one of our events. We hope everyone has a fun and safe classic boating season.

FROM THE PACIFIC NORTHWEST FLEET -

Dorin Robinson, Director

The fact that I cannot look back on this years new Years Eve Cruise and tell you the names of the boats that attended should give you an idea of what a great time we had. Normally I take the time to write down the names of boats that were in attendance, however this year I somehow forgot to do that. I do seem to remember that there were around twelve boats present along with their owners and guests. Also I believe that we had reservations at Duke's for dinner which I might add was very well attended. To say that everyone had a great time would be an understatement. It also seems that there were members in attendance who somehow got there without bringing their boats.

There is one thing that stands out in my mind which I would like to share with anyone who would care to read on. Some time after the dinner at Dukes, or should I say sometime

before midnight, the owner of the *Winifred* deemed it proper to go for a midnight cruise. I must tell you that some of us thought that he was kidding. However as things progressed we found him to be quite serious about his midnight cruising endeavor. Some thought was given to the fact that if you were out in the middle of Lake Union, you would have a better view of the Space Needle which was to be imploded at midnight. There was also some thought given to the fact that there were several members of the CYA Madrigal Choir on board, and that on the way out to the middle of the lake they, of course with hymnals in hand, could sing. The way it turned out was there was only one hymnal which the owner of *Winifred* insisted on holding while attempting to guide us thru the maze of boats anchored in the middle of the lake. Did I forget to mention that it was very dark, which made steering the boat, holding the

hymnal, adjusting throttle, and just plain navigating, a bit of a challenge. Well I'm happy to report that the CYA Madrigal Choir sang their hearts out (not always in key), and the owner of *Winifred* kept ahold of the hymnal to the very end while dodging any thing in his path including houseboats, sailboats, powerboats, barges, kayaks and other sundry flotsam. We did see the Space

Needle implode, which with the CYA Madrigal Choir, setting this magnificent event to music, was indeed a spectacle all in of itself.

Next year when the owner of *Winifred* says to the group, "Let's go on a midnight cruise!", I will very quietly steal away into the night, crawl into my bunk, curl up in the fetal position and dream about summer cruising and warm days ... and probably conjure up an idea or two for next New Years!!

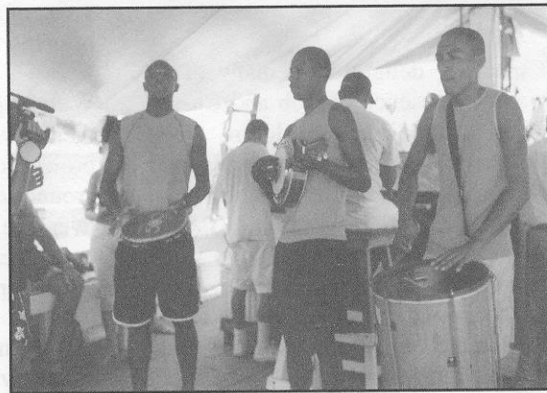
FROM THE U.S.A. FLEET - Stephen Wilen, Commodore

Personal concerns of your USA Fleet correspondents, coupled with the continuation of a severe winter in the eastern half of the nation, have resulted in the substitution of the regular USA Fleet column with the following article.

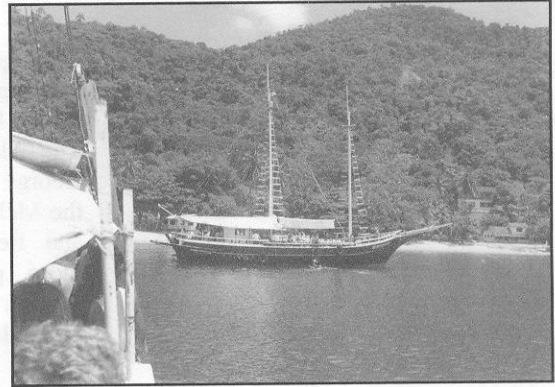
On February 23rd, I left Seattle for my first trip to Brasil, to visit an old friend who retired three years ago to Rio de Janeiro. Although the focus of the trip was Carnaval, my friend had arranged for us to spend one day on a cruise through some of the *Islas Tropicales*, 55 islands along the *Costa Verde*, some 40 miles west of Rio. Although in the Atlantic Ocean, these islands lie in the *Baía (Bay) da Sepetiba*, protected by the long arm of the *Restiba (Spit) da Marambaía*. As I was staying in an apartment in Copacabana, our air conditioned bus picked us up in front of the Copacabana Palace at 0830 hrs. An hour's drive took us to the small fishing village of *Itacuruçá*, where many urbanites have weekend homes, and which has a fashionable enough yacht club to have two outdoor swimming pools. We boarded a converted fishing schooner of about 65 or 70 feet, one of a fleet of several such vessels that provide these cruises, and, the day being dead calm, headed out under power. There were only about 15 guests aboard, and my friend and I soon had our first *Caipirinhas* (the Brazilian national drink, made with sugar cane liquor) in hand. About one-half hour out of port, we came upon a second schooner idling, with three times the number of passengers as of our boat. Our captain maneuvered alongside the other schooner, and within seconds everyone on that boat had jumped ship to ours. We were not told what prompted this piracy of our privacy. I thought to myself that this was the beginning of a day, if not in

Hell, at least in Purgatory, but in retrospect the added guests made for fun. Interestingly, most were *Brasilians* and *Argentinesans*; I was the only one from the States, there was one British lady, and three or four *Australians*.

Probably what struck me the most about this cruise was the topography. The islands are remarkably similar to the *San Juan* and *Gulf Islands*, though many tend to be taller, more of an *Orcas Island/ Mount Constitution* height. Lying back with eyes half closed, though, I could almost imagine myself being at home, save for the heat, the tropical vegetation, and the relentlessly long version of "*Brasil*" being sung by our trio of *Brasilian* musicians (the ending of which surpassed those of *Beethoven's 8th* and *Mahler's 3rd* combined).



Somewhere around 1 or 2 PM, we tied up at a dock on one of the islands -- its name was never provided, but I suspect it might have been *Isla de Jaguanum* -- for a leisurely lunch *al fresco*. A huge and delicious buffet was spread for us, and we could take as much or as little as we desired. The scene was redolent of the film "*Night of the Iguana*." Lying in the sun, swimming, snorkeling, or a nap followed. After some two hours on this tropical paradise, we were



summoned back to the schooner for the return trip to *Itacuruçá*, and from there by air conditioned bus back to *Copacabana*, arriving at the *Palace* around 1900 hrs.

This was one of the most enchanting days I can remember. The total cost for this entire day, excluding beverages, was 60 *Reals* (pronounced *hay-éis* or *hay-éish*) per person, and as the *Real* is worth a fraction less than 30 cents, in US funds it was about \$19.50. I have vowed to return to *Brasil* as soon as possible. I almost phoned home this time to say, "Send the dog, ship the *Studebaker*, and sell the rest."

Because *Carnaval* did take up much of my time on this trip, I didn't get a good feeling for boating in *Rio*. I saw the *Rio de Janeiro Iate Clube (Yacht Club)*, but didn't have time for a visit this trip. There appeared to be no more than perhaps a dozen covered slips in all of *Rio*, and these were in *Botafogo Bay*, near the yacht club. Many yachts were either on mooring buoys or anchored. I thought for a brief second I caught a glimpse of a bridge deck classic while on our cruise, but it disappeared behind an island before I could clearly make it out. I suspect it was not a classic, as the types of high quality wooden yachts we maintain would find it challenging to thrive in the tropical climate of *Brasil*. Heavily-built commercial boats, yes. High maintenance wooden yachts, no.

FROM THE NORTHERN CALIFORNIA FLEET -

David J. Brown, Commodore

*I have news for you:
 Winter snows, Summer has gone,
 Wind high and cold,
 The sun low, short its course,
 The sea running high,
 Deep red the bracken, its shape is
 lost,
 The wild goose has raised its
 accustomed cry,
 Cold has seized the birds' wings,
 Season of Ice.
 This is my news*

- 9th C. Celtic poem

The Winter quarter is a relatively quiet one for us in the Classic Boating community. Our old *grandes dames* lie gently on their lines, somnolent in their slips until the season of wet weather and short days surrenders; Winter at last eroded by Spring's new cheer. This hiatus is a good thing I find, echoing nature's rhythms - a slack between tides, allowing a short period of thoughtfulness in which we can reflect on the year just past, as well as our intended directions before the new one unfolds.

The Northern California Fleet's Winter activities follow too their pattern. We held our fleet Change of Watch in the San Francisco Yacht Club's Bijou Cove House (courtesy of Mel and Gig Owen's kind sponsorship) with forty of our membership turning out. Outgoing Commodore Bill Wells recognized all those who participated in the past year's events, and especially thanked those members who chaired them. On behalf of the fleet, incoming Commodore Brown presented now Staff Commodore Wells an antique English ship's barometer, with a card which stated: *"An old gauge for an old boat, but a young spirit. May all your weather be fair"*.

In January, a similarly good-sized

contingent attended the National meeting and Change of Watch hosted by the PNW fleet in Vancouver BC. The Aldermans, Browns, Clothiers, George Homenko, Alex Kanwetz, the McNairs, Sweeneys, Shawn Ball and Bev Partridge were some of those present to observe Martin McNair pass the gavel to Mike Oswald.

We were all delighted by the Northwest fleet's charming hospitality, from the opening night's reception at the Vancouver Rowing Club in Coal Harbour (diplomats please note spelling), to the Sunday cruise aboard *Meander*. Vancouver's atmospheric misty drizzle served only to amplify the warm camaraderie of the occasion, in which we renewed acquaintance with our friends in the SC, PNW and USA fleets, as well as engaged in a little international diplomacy, given the chance to meet some of CYA's Canadian members (both past and present).

Especially delightful to many of us was the presence of Bob and Cherry Ekoos, who came down from Nanoose Bay on Vancouver Island, where they now live. Bob, who founded the Classic Yacht Association, exudes a personal spirit that he clearly imparted to the CYA at the outset. It reveals much about the tone and graces that our organization embodies.

But now back in San Francisco, the tide is running - the season suddenly before us.

A successful start to the year began with our opening meeting at the Richmond Yacht Club, in which a whopping 30 (of our 73) members appeared. A full agenda was accompanied by much enthusiasm - with the plan of events being the primary focus. Matters of

membership engagement, communication, and our annual printed calendar also factored into the equation. A second meeting just held at Encinal Yacht Club in Alameda this past weekend helped us cement the events plan, which now looks as follows:

- Opening Day on the Bay: April 27th
- Loop Fest in the Delta: May 2-4th
- Stephens Rendezvous: June 6th-8th
- Railroad Cut informal: June/July
- Lake Tahoe: late June
- Petaluma Wine Cruise: Sept 26th-28th
- Grindstone Joe's: informal Sept/Oct
- Fleet Week/Blue Angels: Oct 11th-12th
- Lighted Boat Parade: Dec 13th
- Change of Watch: Dec 14th

The prime directive from the Northern California Fleet this year is enjoyment and engagement. We are focusing on communication, greater contact with members we haven't seen of late, and some new (and possibly new kinds) of events.

With signs of Spring suggesting themselves, and an engine repair project to do, I have been wandering around various Bay Area boat yards over the past several months. I've encountered more than one classic yacht upon the ways during my itinerant search, and it provides reassurance to find that I have good company as we busily attend to pre-season fit-out.

Soon we will lift our anchors, and the foam will be splashing off the bows again. A time of fresh breezes, hot languid Delta afternoons, and long cool drinks in reprise await.

Affix the club insignia and sound one prolonged.

* * *

2003 PNW GALA AUCTION SETS NEW RECORD

By Dorin Robinson, Pacific Northwest Fleet Director

Without a doubt our Association's most successful non boating event each year must be the annual Pacific Northwest Fleet CYA Auction. This event has been for years PNW's premier fund raiser and this year was the best yet! Our members go to this event with the great anticipation that they will find some hard to get item that will fit perfectly on their pride & joy. The success of this event is due in no small part to David Huchthausen, who this year logged 200 plus hours of hard work getting the items in place, arranging and printing an auction program, as well as cleaning and displaying the items brought in to his loft. If that's not enough after doing all that, he then opens his 4000 plus sq ft loft (his home in the Bemis Bldg) to everyone who is a member. This number at any given auction event can and often does exceed 100 people.

It is at this point the fun begins. Everyone arrives with cash & checkbook in hand, moving thru the countless tables of silent auction items (which this year spilled out into the hallway) and when they see something they really want they maintain an indifferent air about them so as not to tip their hand to anyone watching that they are really going to bid high so as to be able to walk away with exactly what they want. It's sort of like a poker game where no one tips their hand. Instead they maintain a poker face so as not

to let any other prospective bidders know what they are thinking. I might add that for some folks this works...however for others, they become so excited when they see the exact item they have to have that they point, yell out loud, jump up and down and generally make a complete fool of themselves so that everyone anywhere near them is well aware of their bidding intentions.

The interesting thing is that you have a whole hour to see what's there. This is time allowed to see everything, and also is the time allowed to have something to eat, as well as a glass or two or three or four of your favorite libation, so by the time the auction actually starts you are indeed ready to generously bid on your items of choice. The items this year were exceptional. A special thank-you to the folks at Stimson Marina, who were kind enough to let our group salvage all the worthwhile items from the 60 foot 1890's tug *Challenge* which unfortunately sank at the Stimson dock several months ago. After *Challenge* was raised and put on dry land at the Foss Shipyard, a salvage effort led by Larry Benson and a crew including Frank and Karen Young, Lloyd Shugart and Theresa, and Ken Meyer, garnered many items of interest from the tug, including a brass siren, numerous brass horns & whistles, bronze portlights, ship's wheel, marine radios, a bronze searchlight, sinks,

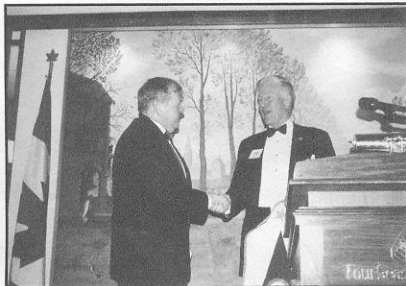
windows, doors, interior lights, a stunning brass compassthe list went on and on. Again I will say that the choices of what to bid on were beyond belief. Many people took home some very valuable marine artifacts that again will be used in some way towards restoring various member vessels.

Also we need to thank our cadre of volunteer auctioneers who spent countless hours of rehearsing, going over each item's reserve price, and finally practicing their finest auctioneers jargon! Auctioneers this year included Lew Barrett, David Huchthausen, Norm Manly, and some other old gray haired guy whose name at the moment escapes me!

So after reading all of this the real question is exactly how do you measure success? Here is how its done: we say a hearty thank-you to Heather Ellis who brings her laptop computer and logs in every sale right down to the last penny. After talking to Heather, it appears that by the last but certainly not the final count, the PNW CYA had cash and checks exceeding \$10,500.00 (and by the way they were still counting!). Thank you so much, Heather!

We thank everyone for coming as it was too much fun. Next year promises to be even better! So mark your calendar and we'll see you there!

SCENES FROM THE VANCOUVER BOARD MEETINGS



Outgoing Commodore Martin McNair congratulates new Commodore Michael Oswald during the National Change of Watch ceremony.

The beautiful Meander, owned by Dennis Feroce and Jan Iliffe, arrives to take participants on a Vancouver harbor cruise.



Chock Talk -

FAVORITE DESTINATION—BRISTOL

By David J. Brown, Northern California Fleet Commodore

In December, Leslie and I left for Boston to join my family for the holiday, with an intent to explore the Connecticut shore a little whilst there. This Fall I rode the the Acela Express up the Connecticut coast from New York to Boston. Autumn's late afternoon light gilded the Long Island Sound. The litter of inlets and small harbors along the way was revealed in spectacular glory, the train tolling their various names along the way.

So on Monday December 30th with a now somewhat abating case of strep, and a hotel reservation or two, on we plunged: to New London and Old Lyme, to Essex and Chester to Mystic and Noank. Somewhere in a recent state of mind I'd held the conception that I would, at long last, visit Mystic Seaport. But things were not going altogether to plan. In Mystic it was New Year's Day. We drove by quiet houses in a somnolent town. Many a small harbor had we visited, each with their Winter gathering of boats; huddled together on the hard, standing clothed in their Winter's plastic skins: naked docks, empty water, standing now forsaken.

Thursday January 2nd: Newport Rhode Island. Silent mansions lined up like grand old Generals along the Avenue, but a suggestion of new life was stirring in the old town.

Finally in the failing light of afternoon we reached Bristol, the home of Nate Herreshoff and New England's great sailing legacy. Outside on the grass, by the old Herreshoff yard stands *America III* - a modern America's Cup racing sled with all its rig standing high, looking proudly down on the silent bare hull of a much earlier Herreshoff design beside it. But there is no question for me which of that pair exhibits the greater grace.

All closed now too, I called in anyway at the Herreshoff Marine Museum. Cold and still, it was warm in the office at the top of the stairs, and I was happily welcomed by Whitney Brown, Gail Warren and Director Bill Knowles: "Classic Yacht Association? From San Francisco? You must have a look around. Let us turn on the lights."

Housed within the great old lofting building there was the whole legacy of Herreshoff. From dinghy and launch to S and P boat. But more, a great

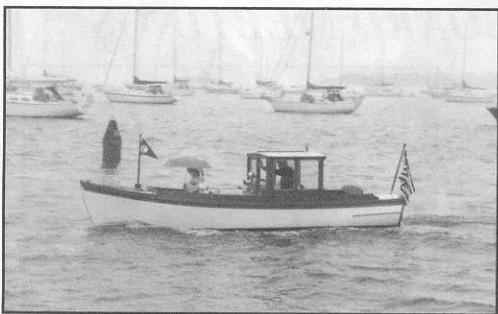
surprise: Herreshoff also built motor vessels. *Thania*, 1906 - impeccable lady, restoration well underway, was the emphatic evidence.

*I dreamed that, as I wandered by the way,
Bare Winter suddenly was changed to Spring,
And gentle odours led my steps astray,
Mixed with a sound of water's murmuring
Along a shelving bank of turf, which lay
Under a copse, and hardly dared to fling
Its green arms round the bosom of the stream,
But kissed it and then fled, as thou mightst in a dream.*

- "The Question" Percy Bysshe Shelley (1822)

There was not time to study it all, but that was not the point: membership information, calendar of events, Herreshoff Rendezvous? All Classic Yachting. When can we return? There is a purpose I now have in mind.

WELCOME TO THE NEWEST MEMBERS OF THE C.Y.A.!



SECRET—1929 20' Bath Iron Works. Ruth Gillespie, USA Fleet. David Gillespie, Sponsor. Kinderhook, New York.

ELAN VITAL—1926 65' Elco. Salvatore Mantegna, Northern California Fleet. Jim Sweeney, Sponsor. San Rafael, California

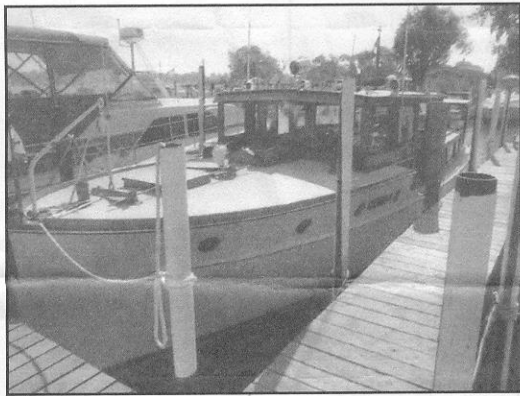




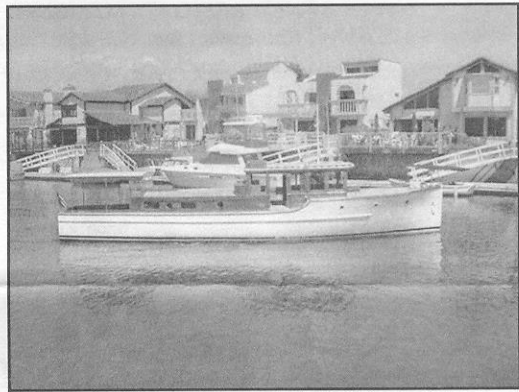
WYNTOON—1936 36' Stephens. Gary Koehler, Northern California Fleet. Bill Wells, Sponsor. Sonoma, California.



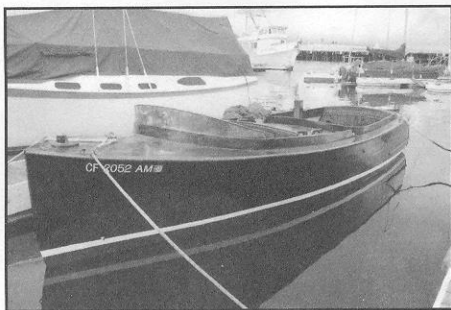
TURNING POINT—1928 42' Lake Union. Paul Budlong, Pacific Northwest Fleet. Greg Gilbert, Sponsor. Seattle, Washington.



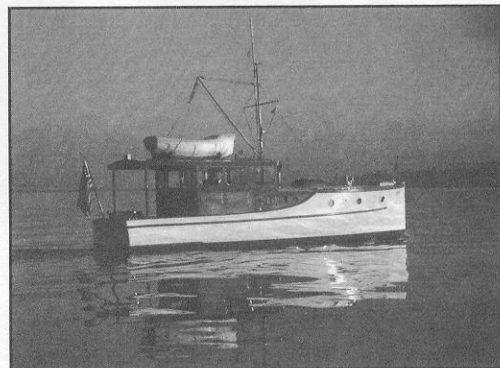
AURORA—1929 45' Dawn. Ted Killiam, USA Fleet. Lawrence Anderson, Sponsor. Guilford, Connecticut.



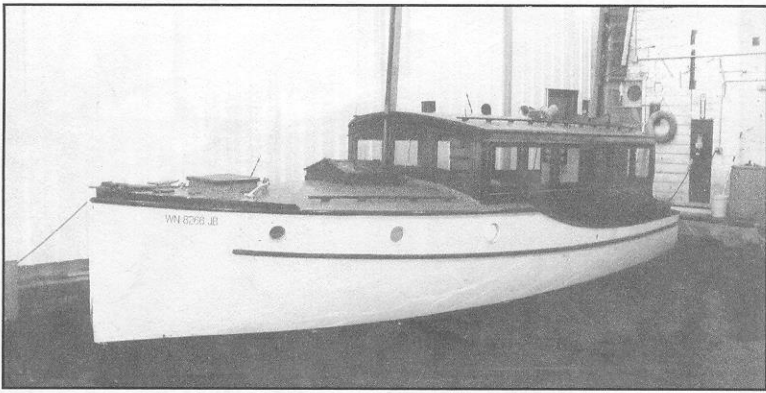
LOTTE—1928 48' Lake Union. Gray Marshall, Pacific Northwest Fleet. Rick Etsell, Sponsor. Los Angeles, California.



BLACK DOUGLAS—1928 23' Bath Iron Works. Jim and Martie Butz, Southern California Fleet. Martie Butz, Sponsor. Glendora, California



MER-NA—1930 36' Blanchard. Denny and Mary Newell, USA Fleet. Stephen Wilen, Sponsor. Wayzata, Minnesota.



*ISLE—1927 30' Vic Franck.
Dan and Elisa Franck, Pacific
Northwest Fleet. Dorin Robinson,
Sponsor. Seattle, Washington*

*REINSTATED REGULAR MEMBERS: Ronald and Gene Bonner-Lane,
USA Fleet, Seattle, Washington.*

*NEW AFFILIATE MEMBERS: Andrew and Lisa Harrison, Northern
California Fleet, San Jose, California; Ed and Barbara O'Sullivan,
Pacific Northwest Fleet, Seattle, Washington.*

 **Classic Yacht Association**

5052 38th Avenue Southwest
Seattle, Washington 98126

