

Classic Yachting

A QUARTERLY NEWSLETTER PRODUCED BY AND FOR ALL THE FLEETS OF THE CLASSIC YACHT ASSOCIATION

Climb Halfway to the Stars -

NORTHERN CALIFORNIA FLEET INVITES MEMBERSHIP TO NATIONAL MEETINGS IN SAN FRANCISCO, JANUARY 14-16, 2005

By Cynthia McMillen and Shawn Ball

The Northern California Fleet is proud to be hosting the National Change of Watch this year and we believe we have the most exciting time planned for everyone. The venue chosen for this event is a historical site that has been restored and converted to a quaint hotel with a nautical theme; it is adjacent to one of San Francisco's National Parks Museums. I personally spent the day touring the Argonaut Hotel, 495 Jefferson Street, San Francisco, 415.563.0800, 866.415.0704, visiting with the managers of the hotel, and discussing our plans for the event, and I am very excited about it. The rooms are not just hotel rooms, but spacious rooms with a nautical setting, and every room overlooks a part of San Francisco. Its location is one of the finest, affording you the best shopping in town within walking distance, as well as The Old Maritime Museum directly across the street, Ghirardelli Square next door, and the Cable Car depot on the

opposite corner. If you haven't been to San Francisco, this will be an experience you will remember forever, and if you have visited our city many times, I still believe this will be an experience, you too, will remember for a long time.

The hotel has a warm and inviting atmosphere, friendly staff, and luxury accommodations with the ability to have Yoga exercise equipment set up in your room and a 24 hour Yoga channel to exercise with. Each room comes with coffee accommodations, and if you are like me, that's important - as I can not function without my morning cup of coffee. Many of the decorations are original, kept from the old Cannery, and have been well blended with the nautical theme of the hotel. The entrance foyer has inlaid hard wood floors, alternating dark wood with light, somewhat like the deck of a runabout. The lobby is referred to as the living room with spacious



sitting areas, a fireplace, and wine served at five p.m. every evening. The date for the National Change of Watch is January the 14th thru the 16th, so please remember to mark your calendar and plan to join us. We have several rooms blocked with

the hotel for this event and they are going fast. Make your reservations as quickly as possible so you don't miss this opportunity to stay in one of San Francisco's finest hotels.

We look forward to seeing you at the National Change of Watch.



FROM THE BRIDGE OF THE RIPTIDE

Peter E. Riess, National Commodore

Summer is upon us! *Riptide* just finished two weeks "on the hard", having her survey, as required by the insurance company. She passed with flying colors, and has had new bottom paint, topside paint, and boot topping applied. Looking sharp and all ready for the season! This year, we are kind of developing an addiction to canvas. I should explain what that means, I guess. Most of you know that boat houses simply do not exist in Southern California. Our boats are fully exposed to the sun (as it never rains in sunny Southern California). Hence, we have begun to swaddle poor *Riptide* in canvas, hoping to increase the amount of time between bouts with the varnish brush. We'll keep you posted on that one. Luckily, as Bruce and Scottie Dobson have passed on the care of *Golden Time* to Bruce's brother Dale (who has reinstated his CYA membership), I have graciously offered to the Dobsons the use of all of our sandpaper, brushes, varnish, and the cabin sides of *Riptide*, in order to maintain their brightwork skills.

Next week, Dennis and I leave for Seattle to attend Bell Street, accompanied by quite a large group of us from the Southern California Fleet. July will find us attending the Stephens Rendezvous in Stockton, a really fun event sponsored by the Northern California Fleet. Attending events in other fleets is always so much fun. I would like to invite all of the members of the CYA to attend "Old Fashioned Days in the Park", which the Southern California Fleet holds the last weekend in July. If you need help with arranging lodging or transportation, please feel free to give me a call.




One of the goals I set for myself this year as National Commodore was to try to make our fine organization better known to other boating organizations. Last weekend, several of us brought our boats to the annual "Old Timers Day" held by the Southern California Yacht Association (the umbrella organization that recognizes chartered yacht clubs in Southern California). We had three boats there (*Riptide*, *Alura II* and *Comotion*), which were open for the delegates to tour. Dennis and I were the keynote speakers at the dinner, Den talking about the "Care and Feeding of Classic Yachts", and I talked about our organization. The response was overwhelming. Several clubs have asked if we could attend events of theirs, and one delegate arrived at *Riptide* the next morning and presented us with a scrapbook of articles from pre-1940 boating magazines that her grandfather had kept on yachts from the Southern California area. This personal memento will be a great addition the CYA archives.

On a very sad note, I am sure that all of you are aware that Martie Butz, National Director from the Southern California Fleet, passed over the bar on May 20, 2004. Martie was the true spirit of Classic Yachting. She loved her boat, and all of the

members of the CYA. She accepted everyone without judgment, and opened her heart and her home to all. She will be missed by all of us. Our thoughts are with Jim and the family.

Please note that the mailing address for *Classic Yachting* and the National Historian's office will change as of July 15 to:
 10203 47th Ave. SW, D-4
 Seattle, WA 98146



Classic Yachting

Official Newsletter of the Classic Yacht Association

Peter Riess, SC.....Commodore
 George Homenko, NC...Vice Commodore
 Andy Blair, PNW.....Rear Commodore
 Jim Paynton, PNW.....Newsletter Editor
 10203 47th Ave. SW, D-4
 Seattle, WA 98146
 <jpaynton1@mindspring.com>

FROM THE SOUTHERN CALIFORNIA FLEET -

Peter Riess, Director

The Southern California Fleet is really having a great 2004! In March we celebrated our Opening Day with a day at the Long Beach Yacht Club. Several boats were tied up at the long dock in front of the club, and welcomed Scott and Linda Robinson, SC#1007, as they arrived to the event in their newly launched 44' Elco *Keewaydin*. What a pleasure it was to see these two approach the dock for their first event as proud owners of this recently relocated vessel. Assisting in the expertly executed landing was Randy Simonson, there to help Scott with his first docking of his new craft. Our opening ceremonies were held in the club during the morning brunch, followed by a champagne christening of the Robinson's Elco, with the honors performed by Peter, CYA National Commodore.

April saw the Southern Fleet at California Yacht Marina in Wilmington, for our annual Landlubbers Picnic and Auction. This event, coordinated by Rick Olson and Alyssa Cruz, SC#815, featured a "Hobo" theme this year, including a concoction called "Hobo Punch", served in bottles wrapped in brown paper bags. Quite a site to see

the members of the fleet, imbibing in drinks from bags! The bidding was, as always, spirited and lively. We have a tradition in the fleet that the Vice Commodore (this year it's Anna Erving), has to purchase an old head that has been turned into a trophy. The membership always takes great pleasure in driving up the price. The worst part of the entire tradition is that the hapless winner has to store the thing for an entire year!

May found the members of the fleet participating in the Naples Cruise. This year we elected to "go green" for our little cruise, and all toured the Naples Canals in Long Beach in electric boats. Bob Swaim, SC#477, hosted some of our members in his electric boat, *Current Wave*, with the balance of the attendees riding in another electric boat chartered for the day. For those of you who have not had the pleasure of riding in one of these electric launches that have become so popular in Southern California, it is really a treat. They are incredibly quiet and really luxurious. One seems to just glide through the canals, while listening to music, drinking champagne and visiting with good friends. After

touring the canals, we ended up on the dock next to *Old Age*, where we had a huge Bar-B-Q. The weather was perfect, and a great day was had by all.

We are working on some new events for the upcoming months. Among the highlights are a day at the Los Angeles Maritime Museum, focusing on the archives, to which we have been granted access. The collections they have there are very impressive, and include all of the records of such local builders as Fellows and Stewart and Harbor Boat Works. Also, a cruise to Two Harbors on Santa Catalina Island is planned. We have also been asked to participate in a celebration of the opening of the new location of "Schooner or Later", a Long Beach waterhole, famous for a breakfast treat called a "Captain's Mess". Their new location has extensive dockage for "Dock and Dine".

On a sad note, our National Director, Martie Butz, passed over the bar last month. Martie was an inspiration to us all. She will be missed by each and every one of us. We know that she is here with us though, watching over our events.

Maple Bay —By Mike O'Brien, PNW Canadian Staff Commodore

Close to one hundred "woodies" gathered at Maple Bay Marina, British Columbia, to celebrate the birth of Canada's Queen Victoria. The three-day event beginning May 23 was highlighted by a gathering of classic proportions on the aft deck of the 1940 - 47' *Northern Cross* (watch for her soon in the new members list). Consumption was indeed conspicuous and in the best CYA potluck tradition.

Euphemia (Mike & Peggy O'Brien, PNW#319) returned to her home of 30 years and was joined by *Amanha* (Robert and Susan Shaw, PNW#1050), *Townley Isle* (Barry &

Angie Fairall, PNW#570) and the show stopper, *Meander* (Denis Feroce & Jan Iliffe, PNW#492). Drylanders, Mike & Sheila Ogden, PNW#823, (*Tum Tum* is up on the hard for some new wood) and Bob & Cherry Ekoos (Member #1) with 80-something mother in law from Japan rounded out the contingent.

We may have been a small group, but with the help of the crews from the bakery boat *Atrevida* ("Just" Judy and Lee) and the pristine 1950 44' Monk *Neverhome* (Grant & Marj Allen) we managed to make our presence known. We did, of course, invite those who complained about the noise to join the party!

Meander was voted Best Boat and People's choice by the dockwalkers and participants. Maple Bay is not a "judged" show, but rather the attendees are given a ballot to chose their favourites.

For those who have not attended the Maple Bay rendezvous, you have missed the most laid back, diverse and friendly boat show in Canada. Unlike high tone Victoria, Maple Bay is for the boat owners, not the public. Canadian Classics are urged to book their calendars now for 2005 and our American Cousins are invited to join the festivities.

FROM THE NORTHERN CALIFORNIA FLEET -

Shawn Ball, Commodore

The Northern California Fleet began its boating season on April 25th with the Opening Day on the Bay Parade in San Francisco. The weather was very cooperative with mild breezes and warm temperatures. The Bay was probably its most beautiful ever.

The Oakland and San Francisco Fire Departments opened the parade with an arched water display, escorting the participating boats past the reviewing stand. They were followed by the tall ships and the Presidential Yacht, the *Potomac*.



The Classic Yacht Association fell in behind the *Potomac*, with the Special Category Boats following the classics. It was a perfect way to start the boating season; after the parade we fellowshipped with a pot luck luncheon hosted by Beverly Partridge (NC#269), of *Fantasea*, at Bollena Bay Yacht Club.

As a reminder for those of you who have had guests or family members sit in the aft deck of your boat near the exhaust during cruise, you may wish to rethink letting anyone sit there for any length of time, especially if you are cruising slowly and there is very little wind. Your guests or family members could be affected by exhaust fumes. We had three guests aboard one of our boats, during the parade, who were overcome with carbon monoxide

poisoning and had to receive emergency treatment at the local hospitals. This was the only "low note" of an otherwise perfect beginning to the season. I am happy to say that all three guests have fully recovered and have reported that they are looking forward to the next event.

Our calendar for the year is an active one. Our next event will be July the 9th thru the 11th at Lake Tahoe. This will be our second annual Lake Tahoe event, and I must admit I was

somewhat suspicious of a "dry land event," but it was a big success last year and we are looking forward to it again this year. There will be small runabouts, woodies of course, to cruise the Lake as well as Alex Kanwetz's (NC#939) boat, the

Huapala, a 36 foot, thirties vintage, Stephens Motor Yacht.

We will then move on to the Stephens Rendezvous to be held at Oxbow Marina, Isleton, California, and hosted by George Homenko, NC#736. This event will be July the 30th thru August 1st.

We have a cruise-in to the Petaluma Yacht Club scheduled for September the 24th thru the 26th, hosted by Greg Sabourin, NC#1023. October on the Delta is probably the best time of the boating season and we intend to take full advantage of it with a cruise to the Rail Road Cut on the Meadows for a weekend of "just good old quiet fun." There are usually eight to ten boats that attend this event, and we all pile on one boat and cruise to our favorite little restaurant on the Delta. A good time is had by all.

We will close our cruising year with the Lighted Boat Parade in Oakland in December, the date to be announced. It was a wonderful event last year and we hope to repeat it this year, and that will bring us to our local Change of Watch on December the 4th at the San Francisco Yacht Club.

Safe and Happy boating to all from the Northern California Fleet.



FROM THE PACIFIC NORTHWEST FLEET -

Dorin Robinson, Director

Every year for the past 10-plus years we have had as one of our premier events the annual Herb Cleaver Memorial Predicted Log Race. For those of you who never had the pleasure of meeting or knowing Herb Cleaver, he was the PNW Fleet's founding father and was the guy who, along with his lovely wife Virginia, back in 1978 had the vision of getting our fleet started. Herb was as active a boater as one could ever imagine and had a passion for classic yachts (his was the *Marion II*) as well as predicted log racing.

I have to say that this year's event was slightly different from those of the past. For openers, Jan Skillingstead (PNW#827), who put the race course together, at about 11:00 pm on Friday night decided (actually it was no decision on his part) to pass a kidney stone. Not exactly what he had in mind the day before the race, so it ended up that he was somewhat incapacitated.....actually he was a whole bunch incapacitated and did not make it to the race.

Some vessels who would have normally taken part in the event elected not to do so because of changing engines, rebuilding transmissions, and - wouldn't you know it - varnishing. When it came down to the final bell there were only three participants who actually signed up to run the race. Being one of the three I immediately recognized the fact that no matter how bad I did in the race, I would automatically qualify to at least get a third place, which would be just fine with me. Those are the kind of odds I can live with! I have always liked the idea of a sure thing, so I threw caution to the wind (which was a good steady 15 to 20 knots) and entered the race. Sunday noon was the arrival time, and sure enough all three participants showed up on time ready to go. Several other boats showed up, elected not to run the race and stood by on the sidelines as the three

stalwart participants re-ran the numbers and handed in their final race time predictions.

One needs to have some kind of an idea of how long it takes your boat at a given rpm to run a measured mile. Without these basic fundamentals, you are likely not to have a clue as to your timing in this type of an event. I should also mention that the three participants who entered this event were all past commodores (which doesn't help a bit), as well as the fact that each contestant had at least one first place win in this event in some years past, which also didn't help a bit.

So in a cloud of mist, dust, diesel smoke, gas fumes and spray, the participants entered the course at 5 minute intervals and the race was on. Final results were as follows: Third Place - Rick Etsell, PNW#844, piloting *Gypsy Heart* with an error factor of 3.47% ; Second Place - Dave Ellis, PNW#490, piloting *Forevermore* with an error factor of 1.34%; First Place - Dorin Robinson piloting *Cle Illahee* with an error factor of 1.13%. Other vessels who either showed up or were represented were *Orba*, *Freya*, *Rita*, *Esther Williams*, *Saga*, *Argosy*, *Savona*, *Madera*, *Zanzibar*, and *Hercules*, and we saw *Resolute* go steaming by.....not sure what race he was in! We are hoping for at least 15 boats in 2005. It's good fun and it could just make you a safer skipper sometime when you get caught out in the fog and have to run a "blind" compass course. Many thanks to Jan & Kathi Skillingstead for putting together another great event.

The first weekend in May 2004 turned out to be *Mayday!* I have to admit that I heard no one complaining about the weather. Take that back - there was one person interviewed on TV that said it was too hot. They must have been having a challenging day, as this 2004 Opening Day was PERFECT.

I believe we may have broken some kind of an attendance record, only because one way or the other I, with the help of the few friends that I have, counted a PNW CYA turnout of 27 fine classic vessels, all resplendent in fresh paint, varnish, and signal flags. In fact as I remember we were the largest single entered group of any classification to register for this event. Bottom line we looked GREAT!!

You can tell you look good as you start through the cut and the people that are watching start to shout (nice names) and they put their hands in motion and applaud as you are passing by. Some just stare and give you a thumbs up out of respect for seeing something special pass before their eyes.

Here is the list of vessels that made this entire day possible: *MV Olympus*, *Shearwater*, *Tadpole*, *Cle Illahee*, *Freya*, *Mardo*, *Woodrow*, *Rita*, *Malibu*, *Forevermore*, *Spirit*, *Lawana*, *Madera*, *Zanzibar*, *Seven Bells*, *Glavya*, *Blue Peter*, *Corsair II*, *Argonaut II*, *Marian II*, *Winifred*, *Flying Cloud*, *Patamar*, and *Virginia V*. Now if you're counting, that's only 24, and where, might you ask, are the other three? Well folks, the other three were the smart ones: they tied up to the log boom and watched the rest of us cruise past while enjoying a great spectacle of parading classics! Who were these other three observed languishing on the log boom? *Savona*, *Sea Cloud*, and *Thunderbird!*

Our group won the following: First Place - *MV Olympus*; Second Place - *Zanzibar*. Please accept the CYA's heartiest congratulations.

Finally, another spectacular Bell Street event just concluded in Seattle, with 35 classics on display and thousands of visitors. Photos and more details in the next issue.

FROM THE U.S.A. FLEET - Stephen Wilen, Commodore, and David Gillespie, Director

Spring is traditionally a slow time in the Northeast. Boats need spring commissioning. Rain interrupts. Varnish blooms. Tempers flare. The old question, "Why am I here doing this?" is repeated.

But some lucky folks have figured a way around the spring commissioning blues. *Canim*, for example, spends her winters in warmer climes. She was just featured in *Showboats International*, and was a finalist for the Best Refit of the Year. She came in second after the magnificent restoration of *Delphine*, Horace Dodge's Henry Gielow-designed steam yacht of over 200 feet. Judged against huge yachts on an international scale, this is an amazing achievement. Congratulations, Dan!

Soundings June issue features the Clark's (USA#793) *Valentine* as the cover model for a story on antique

A few pages later, Kirk Reynolds is featured in an article on varnishing. Kirk maintains all of Charles Royce's (USA#991) boats. Anyone who has seen them knows that Kirk is one of the country's best finishers. He reports that *Aphrodite* is now under restoration in Maine, and should be back on the boat show circuit next year.

On the "other coast", the June 2004 issue of *The Sea Chest*, quarterly magazine of the Puget Sound Maritime Historical Society, has a cover article on Sean and Francesca Kennedy's (USA#819) *Mariner III*, ex *Sueja III*. The article was written by the late Doug Egan, who died last year at the age of 104. *Sueja III* was launched on Bainbridge Island, WA in 1926, and Doug was probably the sole survivor who could lay claim to having attended that launching.

USA Fleet Director Barry White (USA#952) spent his winter restoring *Mischief*, which we hope to see at the Essex show in July. Barry will be the star of the International Fay & Bowen 100th Anniversary Rendezvous in Geneva, NY in July. Congratulations Barry!

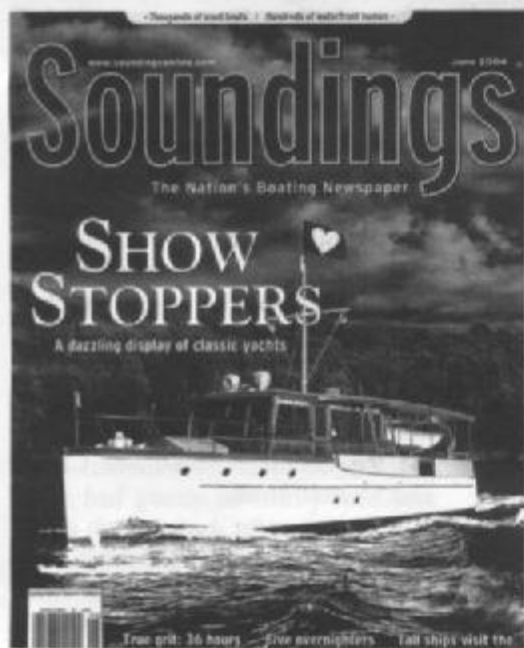
Tony Hannold, USA#971, who is now the proud (we hope) owner of *Kensington*, is repowering her in hopes of making the trip from Norfolk to Mystic in less than a day! (Dream on, Tony. Optimism is the best defense.) Former *Kensington* owner, Steve Wilen, will pay a visit to the Hannolds in late September to make sure they are "doing right" by his mistress of nearly 21 years.

On a sadder note, Bruce and Muriel Anderson, USA#972, are offering *Queenie* for sale. Bruce has just finished a two-year restoration, but has decided that he needs to cut back a bit. *Queenie* is a 38-foot Elco tri-cabin, the sister ship of the Lindbergh honeymoon vessel. She has been a staple in antique boating circles in the Northeast since the



Andersons bought her in 1977. Bruce is truly a master craftsman who can turn out anything in wood or metal, and do it perfectly. *Queenie* has a long history of "best of show" awards, so much so that Bruce and Muriel graciously declined to have her judged in recent years because she is so perfect that no other boat would have a chance of winning.

From the Midwest, Denny and Mary Newell, USA#1035, report that the boating season in Minnesota is short -- at best about six months. They have found that *Mer-Na* is the perfect boat for Lake Minnetonka because of the enclosed wheelhouse and kerosene stove for heat. They dip her in at the first ice-out, and push the season into November, long after other boats have given up. In late fall, she is decked out with Christmas lights, and Denny and Mary cruise the lake with cider on the stove and cookies in the oven -- all by themselves! *Mer-Na* is kept on a private channel just below the Newell's house. As they can get her up and running in



boat shows in the area. Also flying the CYA burgee (or pennant, if you insist on proper terminology) was *Corsair*, pictured with the article. *Valentine* is looking spectacular, and we hope we will see her at the CYA rendezvous at Mystic this summer.

five minutes, she gets a lot of use. Since May, she has had over 40 hours on her. Since most wooden boats on Lake Minnetonka are 16- to 26-foot runabouts and utilities -- Chris Craft, Hacker, etc. -- *Mer-Na* is often stopped so people can take photos or ask questions about her. Her average cruise is a three- to four-hour "cocktail cruise" which allows for one circumnavigation of the lake. For variety, the Newells

alternate clockwise and counterclockwise courses. Although she is the belle of the lake, the Newells can't wait to bring *Mer-Na* back to Seattle, where she was built in 1930 by N. J. Blanchard, for a summer of cruising in the San Juan Islands.

The first event of the spring was held at the Greenwich Concours d'Elegance, where boats and cars

joined in a weekend which has become a standard on the East Coast. The invitational show brings together some of the best examples of automobiles and boats seen anywhere. Unfortunately, a forecast of poor weather and the early date prevented most boats from getting to the show, but Vice Commodore Ruth Gillespie's *Secret* was in attendance and received the "Award for Excellence" in the maritime division.

Featured Classic ~EUPHEMIA II~ By Mike O'Brien, PNW #319

In 1928, a Bellingham businessman commissioned the Schertzer Bros. of Seattle to build a 50-foot yacht capable of making the Alaska run. He named her *MaryMarAnn* after all three women in his family, Mary, Margaret and Ann. In 1929, she placed first in her class in the Capital to Capital Yacht Race (Olympia to Juneau).

After six short years she passed into the hands of the President of Seattle First National Bank, Mr. Tom Gleed. The dirty thirties were upon us and perhaps it is not surprising that a boat owned by a businessman passed into the hands of a banker. A newspaper advertisement in the Legal Notices section of the July 17, 18, 19 & 20 editions of the *Seattle Star* announced the change of name to *Wanderer*, which she proudly carried until she came to Canada in 1962. Remember when the Canadian Dollar was worth \$1.15 U.S.!

In any event, Canada bound she was. The Benson Brothers of Maple Bay Shipyard brought her in for "Binks" Rainsford. Now there already was a vessel newly registered in Canada with the name "Wanderer." She was

originally called *Cora May* when she was launched in 1929, but had been renamed in 1962. We all know *Wanderer* as the yacht currently owned by Wolfgang and Hedda Duntz.

What to do when the name she had carried for lo these thirty years had been surreptitiously commandeered

But what does the name mean? It comes from the Greek language initially and is still in common use both in Greece and Italy as well as Scotland. Some references indicate the name as that of a Greek goddess noted for either her graciousness or her capriciousness, but then again are these not the two facets of all noble women?



Binks re-powered her with a 6 cylinder, turbo charged Volvo diesel (TMD 50) that pushes her along at a comfortable 9 knots with lots in reserve for the rapids north of the Sound.

She passed into the hands of Floyd (Doc) & Chris Stanley in 1966.

They cruised her extensively in the waters north of Desolation Sound, and many of us remember following intrepid navigator, Doc, up unknown channels.

In any event, *Euphemia* she is. When we purchased her five years ago we had known and loved the vessel as Doc Stanley's pride and joy for over a quarter of a century until his untimely death. In his memory we are proud to maintain this lovely and quixotic name.

by another? Mrs. Rainsford had the answer. Her middle name was the same wonderful old Scottish name borne by her mother and grandmother and indeed every eldest female of the line for many generations. A name she vowed would not be passed on to her first born daughter. "Rather," she suggested, "let us give this wonderful name to our new boat!" Thus was *Euphemia* named and a daughter saved from the burden of history.

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



STIKINE WESTERLY—1942 50' Shain. Ken Allison, USA Fleet. David Gillespie, Sponsor. Columbia Falls, Montana.



RAGTIME—1928 64' Consolidated. Jeffrey and Alison Lowell, USA Fleet. David Gillespie, Sponsor. Southport, ME.



SARAH ELIZABETH—1928 48' Lake Union. Charlie Powell, SC Fleet. Demis Ballard, Sponsor. Newport Beach, CA.

NEW AFFILIATE MEMBERS: *Ron Barraclough, SC Fleet, Phoenix, AZ; Erik Tillotson, SC Fleet, Huntington Beach, CA; Jan and Shelley Nielsen, Sidney, B.C., PNW Fleet; Tom and Chris Brayton, Lahaina, HI, PNW Fleet; William and Sharon Schrader, Sacramento, CA, NC Fleet, Doug and Marianne Dixon, PNW Fleet, Seattle, WA.*

REINSTATED REGULAR MEMBERS: *Dale Dobson, SC Fleet, Wilmington, CA; Ferris Smith, SC Fleet, Newport Beach, CA.*

NEW ASSOCIATE MEMBERS: *David Thompson and Evelyn Ashcroft, PNW Fleet, Richmond, CA.*



KALETA—1928 36' Martinac. Alan and Jean Powell, PNW Fleet. Dorin Robinson, Sponsor. Guemes Island, WA.



EDIMIR—1939 29' Chambers. Mark Hall and Patricia Angell, PNW Fleet. Greg Gilbert and Dorin Robinson, Sponsors. Mercer Island, WA.



10203 47th Avenue Southwest, D-4
Seattle, Washington 98146

Rick and Jackie Ewell
2618 Washington Blvd.
Anacortes, WA 98221