

— **Notice of Annual Bridge Meeting** —  
~ **November 1, 2003** ~

**E**ach year, our fleet holds a Bridge Meeting for the purpose of acting on the following items, in accordance with Article V of our Fleet By-Laws:

1. Setting the date and location for the Annual Membership Meeting (a.k.a. the Change of Watch Banquet).
2. Nominating and electing the new Bridge for the next year.
3. Acting on any other business to come before the Bridge.

The membership is invited to these meetings and is encouraged to attend in order to be heard on matters relating to the Fleet. David Huchthausen has once again graciously offered us the use of his loft in the Bemis Building to hold the meeting, which is scheduled for **Saturday, November 1<sup>st</sup>** beginning at **4:00 p.m.**

A Pot Luck Dinner and social hour will follow the meeting. Please bring a dish to pass or an hors d'oeuvre appetizer. The Bemis Building is near Safeco Field, at 55 South Atlantic Street, Suite 401. Contact David Huchthausen at 206 587-4036 if you need directions.

Attached is the Agenda to date for this year's meeting. For questions or concerns about agenda items, please contact Commodore Jan Skillingstead at (206) 248-2572 or (206) 817-2548 (cell). The Bridge requests that everyone please refrain from drinking alcoholic beverages until after the business meeting has concluded.

*Attention on Deck*

The Bemis Building, Suite 401  
55 South Atlantic Street  
Seattle, WA 98134



**Attention on Deck**

Official Newsletter of the  
Pacific Northwest Fleet - CYA

**Jan Skillingstead — Commodore**

John Jacobsen — *Vice Commodore*

David Huchthausen — *Rear Commodore*  
— *Newsletter Editor*

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*Editor's Note: Your comments, photos and stories are welcome anytime!*



# Attention On Deck

A Quarterly Newsletter by & for the Pacific Northwest Fleet of the Classic Yacht Association October 2003

## Seattle Loses A Piece Of Its Maritime History

*David Huchthausen & Dorin Robinson*



**A**nyone involved in yachting or the marine industry on Puget Sound over the past fifty years has special memories of Doc Freeman's on Lake Union. Doc's was far more than a marine store, it was a gathering place for the boating community and a true piece of Seattle history. Who could forget rummaging through row after row of dusty boxes and shelves filled with hardware and obscure bronze fittings that looked as though they had been stored for a century; indeed some of them had been! In the old days, if Doc's didn't have it, it probably didn't exist. Several generations of Seattle boaters waited patiently on Saturday mornings, listening for their number to be called while shooting the breeze with friends and examining the latest merchandise.

The September 24th bankruptcy auction at Doc's Ballard location was the final act in a drama that had been evolving for several years. In 1998 Doc's moved from its original Fremont location on Lake Union into the old Ernst Hardware store on Leary Way in Ballard. The company kept its loyal patrons for a while, but limited parking and increasing financial problems forced another move in 2002, this time to 8th Avenue NW. For 22 years, long time owner Lee Knudsen had battled Parkinson's Disease with uncomplaining grace and dignity. When Lee died on July 15 2003, Seattle lost a highly respected citizen and a prominent leader in the Pacific Northwest marine industry. A number of years ago Lee graciously provided our CYA fleet with the highest group discount available thru his company and

many of us have benefited from these special prices. Lee was a fine gentleman and a good friend of the CYA. He will be remembered for his uncompromising generosity and the legacy that he established and maintained at Doc Freeman's since he purchased it in 1952.

Many of the 600 people attending the final auction were looking for bargains, but others came to reminisce and chat

with old friends. The crowd read like a Who's Who of the marine industry in the Pacific Northwest, with dealers from Bellingham to Portland bidding on the various lots of merchandise. Racks of stainless and bronze screws, shelves of sandpaper, tape, paint, engine parts, marine heads and hoses were all gavelled down to the highest bidder at a relentless pace. As the auction moved outside to the parking lot to disperse the trucks and forklifts, the old "Doc Freeman's" sign loomed overhead, perched atop a tall steel rack. The massive 26 foot long neon sign had stood atop the old Lake Union store since its founding in 1947. In a fit of temporary, if not permanent insanity, David Huchthausen purchased the sign. Thanks to David Walker & Lloyd Shugart this historic artifact is now in storage. The Museum of History and Industry is interested, but anyone with a brilliant idea as to its disposition is urged to contact the lucky bidder!!



## Poulsbo Rendezvous: A Great Weekend!

The weekend of September 19 -21, 2003 saw downtown Poulsbo turn out to welcome the CYA 7th Annual Poulsbo Rendezvous. Several thousand visitors participated in the special events which centered on the classic yachts tied up at the Poulsbo Marina and also included other Chamber of Commerce events in the adjacent park.

The Greater Poulsbo Chamber of Commerce teamed up with Historic Downtown Poulsbo Association, The Sun and UPS Stores and hosted 22 CYA yachts participating in this rendezvous. They provided complimentary slips for the weekend and donated various handouts, including nicely embroidered CYA caps. Each visiting CYA yacht was sponsored by a particular Poulsbo store and the Chamber. Other CYA sponsors were Viking Bank, Wooden Boat Insurance/Hackworth & Company, Washington Mutual, and Hagerty Classic Insurance.

Visitors arriving to see the classics were greeted at our welcome table and given a program with a brief description of each attending yacht as well as information on CYA. In addition, People's Choice ballots were distributed to visitors. Many yachts were open for boarding ....always popular with visitors.

In addition to sponsoring the classic yachts, the Chamber of Commerce also conducted various nearby community activities, including Chili Cook-Off and Pie Baking competition, Artists Showings and numerous Sidewalk Sales in downtown Poulsbo. The Chamber also arranged the traditional and popular Poker Run for CYA participants, resulting in various prizes.

Saturday evening saw a potluck dinner on our dock and what a feast . .... amazing what comes out of the galleys of our classics! Similarly, Sunday morning, with a potluck breakfast. Many thanks to the numerous galley wizards!

The Poulsbo classic rendezvous was further enhanced by the two-day participation of a special guest yacht .....OLD MAN IV, the Commander, Navy Region Northwest Command Cutter. 50 ft in length, this wooden yacht was built in 1957 from an Ed Monk design.

We were also fortunate to have excellent media coverage of the Poulsbo Rendezvous. Several local newspapers as well as the Seattle Times provided excellent coverage of the Poulsbo Rendezvous, including the Sun's 8-page pull-out as well as both advance and follow-up reporting. Our thanks go to Frank Young for making numerous contacts with the media and to Rick Etsell, our Webmaster, for providing outstanding website coverage and e-mail notifications.

Many thanks also go to David Walker for making ARGONAUT II center stage for various festivities, to Doug and Rayma Mery for taking Chamber of Commerce contest winners on a Liberty Bay cruise aboard ISLAND RUNNER, and to the many other CYA participants who helped with greeting visitors and doing other on-site chores.

Nearly 500 ballots for the People's Choice award were completed by the public, with Dorin and Uki Robinson's CLE ILLAHEE being the winner. The Skippers' Choice award went to David Huchthausen's ZANZIBAR.

We are grateful to the Greater Poulsbo Chamber of Commerce for all the sponsorship and news media arrangements. The Poulsbo Rendezvous was an enjoyable weekend for CYA participants and for the Poulsbo folks and visitors. And last but not least, many thanks to the following CYA classics which participated, and their skippers and crews: ARGONAUT II, ARGOSY, BLUEBACK, CLE ILLAHEE, COMRADE, DEER LEAP, FOREVERMORE, FREYA, ISLAND RUNNER, LADY GRACE, MADERA, MARANEE, ORBA, PIED PIPER, SAVONA, SCAMPER, SPIRIT, THUNDERBIRD, WESTERLY, WINIFRED, ZANZIBAR, ZELLA C.

John Jacobsen

## Custom CYA Embroidery Available

The CYA logo and burgee are now in a computerized sewing machine in Poulsbo. They can be embroidered and sewed onto hats, patches, shirts, jackets, etc. and further customized with name of boat or person. For more information, contact John Jacobsen or the YES USA store in downtown Poulsbo ((360) 697-7883).

## Port Townsend Wooden Boat Festival

The 2003 Port Townsend Wooden Boat Festival may prove to be a turning point for members of the Classic Yacht Association.

Historically this event has emphasized sail boats and few of our classic power boats have attended. Thanks to the efforts of Doug and Rayma Mery and a new organizing committee, things have changed. Zanzibar was motoring back toward Seattle after spending five weeks cruising in Canada. We stopped at the Point Hudson Marina in Port Townsend on a Wednesday evening and were convinced to stay for the show. We certainly did not regret the decision and had a great time at the event. The "Fountain Café" has become one of our favorite spots for dinner in this historic seaport and the cuisine was phenomenal as usual. There were

more than 15 powerboats in attendance, including *Deer Leap*, *Island Runner*, *Lawana*, *Seafarer*, *Winifred*, *Woodrow* and *Zanzibar*. This event draws huge crowds and our classics received a considerable amount of attention from the visitors. The sail-past on Sunday was particularly impressive with several of the large schooners under full sail, providing spectacular photo opportunities at every turn. The organizers of this show have expressed an interest in having more classic power boats attend the show. Based on our experiences this year, I would certainly recommend it to all CYA members.

David Huchthausen



Island Runner

"This event draws huge crowds and our classics received a considerable amount of attention from the visitors."



## CYA Loses a Classic

*Spindrift 1939—2003*

At 6:30 pm on Tuesday July 22nd 2003, The Classic Yacht Association lost one of its beloved vessels. The fifty foot 1939 motor yacht Spindrift developed a fire in her engine compartment, which rapidly spread out of control. Skipper Dave Ellis was alone on the boat and was slightly injured fighting the blaze. A passing motor boat picked him up off the bow, but everything else was lost. Spindrift burned to the waterline and went down in twenty feet of water near Day Island, just south of the Tacoma Narrows. Our condolences go out to Dave, Heather, Dorin and Logan Ellis on the loss of their pride and joy.



On a much brighter note, the Ellis's have already acquired a new vessel, the fifty-four foot 1945 Shain "Forevermore". Originally commissioned as the "COPRO II" for Fred Dobbs, owner of Coolidge Propeller, the yacht features a striking chiseled transom unique to the Shain yard. We look forward to cruising with "Forevermore" for years to come.

## Pumpkin Cruise

The annual CYA Pumpkin Cruise will be held at the Port Orchard Marina on October 26th and 27th. This event features Halloween Costumes of every conceivable variety as well as the famous pumpkin carving contest. Participants are asked to bring a pumpkin for everyone on board their vessel and dress as outrageously as possible for the dockside potluck Saturday night. Moorage at the marina is very reasonable and you are welcome to show up Friday night or Saturday. For more information on this event contact Dave and Heather Ellis at 253-852-8969 or via e-mail at <dellis803@msn.com>.

## July 4<sup>th</sup> at the CWB

The 4<sup>th</sup> of July festival at the Center for Wooden Boats has evolved into an extremely popular event for fleet members. Although construction of the new piers and pilings at the CWB is not complete we did manage to accommodate 15 CYA vessels for the 3-day event. Festivities included display booths with tools, books, and a variety of other merchandise, as well as a wide range of food. The barbecued oysters were a big hit. Several CYA members were seen carrying boxes of old "Pacific Motor Boat" magazines, and one bookseller had an obvious smile on his face as they left his booth.

This event includes both sail boats and power boats of all size and description, and this year included several classic hydroplanes and runabouts. Curt Erickson, Captain of the 1934 "Gwendoline" was giving rides in custom racer, the "Miss Sidney". Most of the vessels were packed with guests for the 4<sup>th</sup> of July fireworks show, which is one of the largest in the Pacific Northwest. We would like to thank Ken Meyer for his efforts in coordinating this event and the Center for Wooden Boats for continuing to include the CYA in its annual planning.

# 2003 Victoria Classic Boat Festival

*David Huchthausen*

The 26th annual Victoria show was one of the best in recent memory. Not only was the turnout impressive, the quality of the 146 attending vessels was spectacular. It seems as though the weather always cooperates for this event, and the 2003 Labor Day weekend show was no exception. Moorage directly in front of the historic Empress Hotel provides phenomenal views as well as direct access to the wonderful shopping opportunities and quality restaurants available in this very "English" city. Treasure hunting along Antique Row on Fort Street, scouring Capitol Iron for nautical artifacts and stalking rare volumes at Well's Books have become habit forming for most fleet members. A group of 24 CYA regulars enjoyed a special dinner at Camille's, organized by Jill Miller & Theresa Shugart. Camille's was voted "Best Restaurant" in Victoria in 2002 and the cuisine certainly lived up to expectations.

The awards banquet on Sunday was a weight watchers nightmare. Piles of crab, salmon, shrimp and rare roast beef proceeded a dessert buffet that was truly awe inspiring! Even Lew Barrett was slowed down by the sheer volume of food. The seven judges had an extremely difficult time attempting to sort out the award winners at this year's show. "Rita", "Euphemia II", and the new affiliate Chris Craft "Mud Shark" were all quite impressive, but for the fourth year in a row



*Deer Leap*

a CYA vessel was awarded "Best Overall Powerboat". At 96 feet and in Bristol condition "Olympus" stole the show. John and Diane were gracious enough to open their vessel to the public, proudly ushering several thousand visitors around the decks as the queue backed up down the dock. "Meander", sporting a fresh coat of varnish, was named "Best Liveaboard".

Attending CYA vessels included *Allegra*, *Argonaut II*, *Deer Leap*, *Euphemia II*, *Galayva*, *Island Runner*, *Lorelli*, *Meander*, *Mud Shark*, *Olympus*, *Rita*, *Sunrise New York*, *Woodrow* and *Zanzibar*. Any CYA vessel that has never attended this prestigious event is strongly urged to sign up for 2004!!



*Euphemia II off Trial Island*

“Any CYA vessel that has never attended this prestigious event is strongly urged to sign up for 2004”



## Can-Am

CYA old-timers will remember the Port Ludlow Air-Land-Sea Rendezvous in its heyday. The spirit of this event was captured in grand style by the 2003 Can-Am Rendezvous at Roche Harbor. Les and Betsy Gunther organized a truly spectacular event. Our group of 15 CYA classics was joined by 45 vintage and special interest vehicles from the San Juan Sports Car and Croquet Club and 7 vintage aircraft from the Antique Aircraft Association. The close proximity of the airport to the Roche Harbor Resort allowed the various displays to take place within easy walking distance. The automobiles, covering a wide range of eras and styles, were parked in the grassy field adjacent to the swimming pool. Interesting vehicles included a 1929 Cadillac convertible, 1936 Bugatti and a 2003 Ferrari as well as classic Porsches, and MGs. The array of vintage aircraft provided a unique addition to the event. Exhibitors included the "Spirit of Wenatchee" and a beautifully restored Interstate Cadet.

The festivities started Thursday evening with a cocktail cruise for the movers and shakers of San Juan Island aboard *Arequipa*, *Danae*, *Faun*, and *Zanzibar*. A Friday evening icebreaker was held for members of the three clubs on the "Party Barge". Saturday evening's pilgrimage to the fabulous "Duck Soup" restaurant has become a tradition for many, and the place was packed. Other CYA vessels included the *Argonaut II*, *Comrad*, *Esther Williams*, *Freya*, *Gallant Lady*, *Hanna*, *Seven Bells*, *Wahoma*, *Winnifred* and *Woodrow*.



*Arequipa & Danae*

## The La Conner Classic

The third annual LaConner Classic Boat and Automobile festival was held along the Swinomish Channel on September 13th and 14th. Since this event has previously been held in August, the organizers worried the later date may reduce attendance. This was certainly not the case as the docks were packed with outstanding boats and throngs of visitors. The hospitality at this event has become legendary, with free ice and garbage pickup at regular intervals. The welcoming barbecue and awards banquet were equally impressive. Festivities also included a classic car show, a street fair with lots of food, trade booths and live music. The later date allowed vessels that are normally cruising points north to attend, providing a different look from previous years.

The CYA was extremely well represented by Comrade, Deer Leap, Double J, Fawn, Island Runner, Hanna, Lawana, Madera, Mitlite, Mysterion, Nan, Olympus, Pat Foss, Seafarer, Winifred, Woodrow, Zella C and Zanzibar. The Zella C was awarded "Best Boat in Show" and Olympus "Best Overall" with Deer Leap winning the half hull model as the "Skippers Choice". "Zanzibar" was credited with the "Best Brightwork" and "Mysterion" won the coveted "best Classic Boat without Windows" award, receiving a bottle of Windex and a fresh roll of paper towels. All awards were presented by a wood dummy voiced over by a questionable ventriloquist - we can hardly wait for next year!!

## Betsy Davis Appointed

The Board of Trustees of The Center for Wooden Boats recently introduced Betsy Davis as the new Executive Director. Betsy was formally appointed by the CWB Board at its September meeting, and began her work in this key leadership role on September 22. Betsy brings a wonderful spirit and enthusiasm to The Center for Wooden Boats. Her experience with the Center, and with wooden boat construction and restoration should prove invaluable. Betsy is a strong and vibrant leader, and collaborator. Her leadership experience in business and project management should benefit this nonprofit organization and strengthen it's ties to the CYA. Betsy has been a member of the CYA since 1998. Her Classic double ender "Glorybe" was extensively damaged in the Seattle Yacht Club fire several years ago, but is currently being reconstructed. Please join us in congratulating Betsy on her new appointment to the helm of The CWB.

## Bridge Proposes Dues Increase

The Bridge officers of the Pacific Northwest Fleet have completed an internal financial audit. This analysis of our income and expenditures over the past five years confirmed that we have become increasingly reliant on our annual benefit auction as a source of revenue.

Over the past five years, the auction has generated \$23,472 for the fleet. In each of these years our fleet has spent considerably more than we have collected in dues, with the deficit spending covered by proceeds from the auction. Revenue from the auction has steadily declined in each of the past five years. The staggering amount of work required to facilitate this event will make it difficult to sustain. Since the auction represents a source of revenue that cannot be guaranteed over the long term, it should not be assumed in compiling a fleet budget.

The Bridge does not believe that we should rely on the auction to fund basic expenses of the Association. In order to bring our income in line with our expenditures, we are proposing a \$25 increase in the PNW Fleet dues. The arguments in favor of this increase are numerous and persuasive. The PNW Fleet dues have remained at \$15 since 1979. Over the past 24 years, inflation has significantly eroded our purchasing power and our ability to keep pace with the rapid growth of our fleet. The number and scope of fleet events has increased significantly, and the mission of our association has evolved. We actively donate to charitable programs such as the Virginia V Foundation and the Maritime Youth Training Program and are initiating additional benefit events such as the Harborview Burn Center cruise.

Members are currently provided with an unprecedented range of well organized events and activities. We have increased communication through our e-mail system and expanded the fleet newsletter. We have established a first class website with links to other fleets and created an online photo gallery and members only section.

If our fleet is to remain viable well into the future, we must address these financial concerns. While the Bridge has the authority to increase dues without a direct vote of the membership, we felt that it was important for members to be involved in this decision. The proposed dues increase represents roughly \$3,200 per year in additional revenue. This would allow us to cover our projected annual expenses with a small reserve for unexpected contingencies. It would also allow us to set aside funds for periodic events such as hosting the National Change of Watch and would eliminate our dependency on the auction as a source of revenue. If the action is continued in future years, money that is raised would be set aside for special projects and long term objectives.

The dues increase will be discussed in detail at our annual meeting November 1st. The Bridge is urging the general membership to support this proposal.

*David Huchthausen  
Rear Commodore*

### PNW Fleet Income & Expenses

*(Excluding Auction Proceeds)*

	2003	2002	2001	2000	1999
Income	\$13,483	\$13,645	\$ 8,394	\$10,701	\$ 5,970
Expenses	<u>17,415</u>	<u>14,015</u>	<u>11,052</u>	<u>11,999</u>	<u>7,552</u>
Deficit	(\$3,932)	(\$ 370)	(\$2,658)	(\$1,298)	(\$1,582)