



Attention On Deck

A Quarterly Newsletter by & for the Pacific Northwest Fleet of the Classic Yacht Association February 2004

The Pumpkin Cruise A Fall Classic

David Elis

The Pumpkin Cruise is the CYA's oldest annual self sponsored event. Harkening back to the days before rendezvous became shows, to a time when cruising with other classics was an end unto itself and enjoyment was self made. There are requirements, of course, everyone must bring and present a pumpkin, usually, but not always self carved to perfection.

In days past, the event was held at Blake Island after the park had closed for the year and we had the island to ourselves. Brad Bradford would host everybody aboard the *Mitlite* with hot buttered rum, and dinner would be followed by songs and games around a fire pit. It was there, under the beguiling knife of Patti Henderson on *Kiyi*, that the carving of pumpkins became a tradition. As other boaters discovered the joys of late season cruising, the Blake Island experience became more like a pitched pirate battle for dock space, the park stayed open year round and Brad sold the *Mitlite*. After a strange year that saw the Pumpkin Cruise simultaneously occur in three locations, we moved to Coulon Park in Renton where we had several years of Halloween camaraderie. After Coulon was closed to overnight moorage, the event moved to Port Orchard where it has been held for the past two years.

This year, *Argonaut II*, *Madera*, *Argosy*, *Caroline*, *Grand Slam*, *Forevermore*, *Orba*, *Cle Illahee*, *Westerly*,



Savona, *Willogbee G*, *Freya* and *Winifred* were all looking spooky in their Halloween attire. The crews of *Deerleap*, *Loreli* and *Pat Foss* came by land to partake in the festivities. Costume kudos went to the Winifred crew with Greg Gilbert as Frankenstein and Christine and Andie as harem girls. Entertainment was provided by Greg Gilbert's galvanized wash tub filled with water and loaded with apples. Haven't tried it for a while? it's a lot harder than it looks. The pumpkins this year were a tribute to the odd and strangely wonderful imaginations of our participating crews. Blimps in hangars, giant hearts, ghouls, ghosts, goblins, sweetie pies, uncarved slackers, hideous rotten things, and artfully detailed gems all graced the pumpkin display and all were richly rewarded for their efforts. *Madera* was awarded best decorated classic.

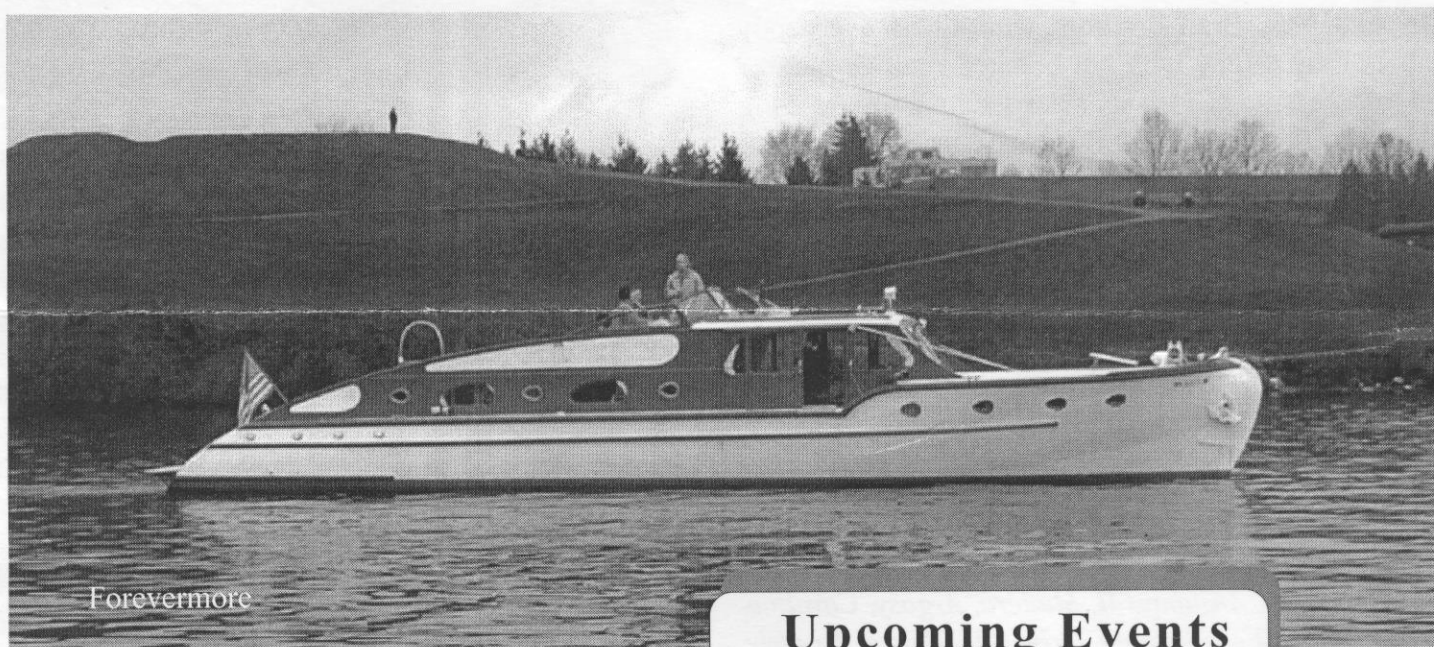
If you miss old fashioned fun, the pumpkin cruise may be your ticket, as there was something for everyone. For our traditional Halloween film festival, we went en masse to the local theater for a viewing of *Pirates of the Caribbean*. On Sunday, the entire group hit the Lighthouse for a pre departure brunch. The late October weather provided a dramatic sky as the fleet carried off boat loads of plunder from local antique shops. The Port Orchard marina was a gracious host and was awarded our Best Showers on the Inland Waters award for unlimited hot water with no time limits. If you missed this event, be a ghoul, and put the pumpkin cruise on your itinerary for next year.



Commodore s Cruise Held With Partial Sunshine !!

John Jacobsen, Commodore

With a typical February weather forecast of clouds, possible rain showers and partial sun, a great group of CYA yachts gathered the morning of Sunday February 8 on Lake Union for the traditional Commodore s Cruise. This event followed right on the heels of the Change of Watch Banquet the night before, and great credit goes to the participants who made it out. The yachts formed up and made the parade around Lake Union, then headed for Union Bay and the social gathering and potluck lunch on Husky dock. The long starboard deck of *Forevermore* formed a perfect serving table for the wide variety of delicious potluck dishes. The eleven participating CYA yachts included *Forevermore*, *Grand Slam*, *Hercules*, *Pied Piper*, *Maranee*, *Patamar*, *Shearwater*, *Thunderbird*, *Winifred*, *Woodrow* and the small classic steam launch *Puffin*, which joined the group after spotting our CYA classics at the dock. The crews of *Lady Grace*, *Madera* and *Zanzibar* attended aboard other CYA vessels. With spring rapidly approaching and the days getting longer, it was clear from the dockside discussions that it's time to get the yachts ready for summer cruising. Thank you all for participating in this year's Commodore s Cruise!



Forevermore

Upcoming Events

Date	Event	Contact	Comment
Mar. 20	CYA Benefit Auction	David Huchthausen	Bemis Bldg.
Apr. 18	Predicted Log Race	Jan & Kathi Skilllingstead	Husky Dock
May 1	Opening Day 2004	Andy & Joelle Blair	SYC
May 7-9	Olympia Wodden Show	Dan & Suzie Docherty	Olympia
May TBD	Maple Bay Rendezvous	Mike & Peggy O'Brien	Maple Bay, BC
May 29-31	Past Commodore s Cruise	Steve & Yuriyo Moen	Manzanita Bay
June 18-20	Bell Harbour Rendezvous	Jim & Margie Payntons	Bell Harbour



The National Change of Watch

Andy Blair

The National CYA meetings took place in San Pedro, CA January 16th-18th. The event began with a lovely welcoming party Friday evening aboard the Honorary member vessel, the SS Lane Victory. Tours of the World War II era Navy vessel, distribution of the new CYA Photo Album and a massive smorgasboard were highlights of the evening.

Mike Oswald, National Commodore, brought the Saturday morning meeting to order at 0800 at the Los Angeles Yacht Club. Business from 2003 included reports from the appointed officers; Executive Treasurer, Historian, Roster Editor, and Newsletter Editor. Andy Blair was appointed to the position of Roster Editor. Some discussion ensued as to whether a member from the USA fleet wished to be appointed to the National Bridge. Dave Gillespie and Steve Wilen decided that the USA fleet would wait another year; thus, it was up to the PNW fleet to step up to the plate. Andy Blair was seated as the Third PNW National board member and elected to the bridge as Rear Commodore. Options for those who found the meetings a bit too drowsy included tours of the L.A. shopping districts, visits to the Los Angeles Maritime Museum and various antique shops.

The National Change of Watch Banquet was held at the Los Angeles Yacht Club Saturday evening. Peter Riess, SC, National Commodore, George Homenko, NC, Vice Commodore, and Andy Blair, PNW, Rear Commodore. Mike Oswald gave a wonderful outgoing speech as he relinquished the reigns of power to Peter Riess. The second day of meetings was called to order at 0917 Sunday with Peter Riess presiding. Martin McNair withdrew the motion to fold the AK fleet into the PNW fleet or the USA fleet. The position of Webmaster was established and Rick Etsell was appointed. The PNW fleet introduced a proposal to have the CYA logo returned to the original gothic style C. The motion was passed unanimously.

The SC proposal to assess new fleets a setup fee was withdrawn. SC proposed that a committee be set up to review the eligibility requirements for full membership including changing the eligibility date of



Riptide, Peter Riess & Dennis Ballard

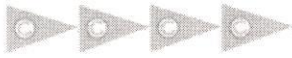
Dec 31, 1942. After a lengthy debate, the measure failed on a 4:4 tie vote, although discussions after the meeting centered on the possible creation of a Post War class of vessels.

The SC Proposal to establish the office of Judge Advocate was not seconded and was withdrawn. The USA fleet wanted a clarification as to who is the member in the CYA — the boat, or the individual. After much confusing discussion, we believe the consensus was that the individual was the member since the boat could not write checks.

Jim Paynton proposed the 2004 National Budget which was passed with no increase in National dues this year. The 2005 National CYA meeting will be in Northern California at either the Cannery in San Francisco or aboard the Delta King in Sacramento. There was some discussion about holding the National in Mystic Connecticut in 2006. A final decision will be made at next year's meeting.

Many of the attendees took advantage of a sunny but breezy day to go for a two hour cruise around the LA harbor on a number of SC CYA vessels including *Riptide*, *Old Age*, *Comocean*, *Miriam*, *Mindfull*, *Madrigal*, and *Golden Time*. All in all it was a great meeting and I encourage any and all to attend next year's





A Bad Experience Turned Good!

Many of us, in a moment of complete insanity, have put ourselves in the position of caretaker of an old classic yacht. Those of you who have, must have experienced what I go through each time I have to schedule a haulout. The big question is, Where do I go?

The reasons for a haulout are numerous: a bent prop, bent shaft or rudder, rotten or loose planks, loose fastenings, thru hull fittings that pop off in your hand, toilet overflowing, corking, even such mundane things as bottom paint, boot stripe painting, zincs, bottom scraping, the insurance or sales survey or in some cases plain old annual maintenance. Then there's always the unplanned haulout. This happens when you think everything is just fine but you suddenly notice an unusual amount of water in your bilge and haven't a clue as to where it's coming from! Perhaps you were cruising along and you hit some underwater or floating object that you swear you did not see - a submerged log, another boat, or a rock. You may even discover a sand bottom as you grind to a halt and notice that you can walk to shore. Your depth sounder and charts, when you finally look at them, confirm that yes, you are in water too shallow to float your boat, and you may not be going anywhere for sometime. In a saltwater environment this can be longer than you care to wait since the tide must turn in the opposite direction to render your vessel waterborne. At this point, you are forced to choose between panic and patience.

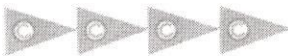
One of the above mentioned indignities actually happened to this author, although I will leave it to you to guess which one. I found myself in the position of having to haul out sooner rather than later. At 4:00 PM on a Saturday afternoon in June in Seattle, the question was, where would I be able to get my leaking boat out of the water before something happened that would cause us to lose the boat? We finally got to a dock with bilge pumps pumping and were able to stay ahead of the incoming water. After much pumping, we discovered that the majority of the water was gone; once

-Doren Robinson

underway, however, the water would suddenly appear again. I immediately started phoning every yard I could think of that might be able to render assistance. After connecting with several who said they were fully booked for weeks, I received a positive response from a yard in Seattle that said they could haul me promptly. In fact, because it was an emergency situation, they said they would clear the ways for me. The other good news was they used a marine railway, which I much prefer, and they specialize in the proper care of wood boats. Unlike many of the choices available on the freshwater side of the Ballard Locks, they love to work on old wood boats. The yard is the Jensen Motor Boat Company, and in my humble opinion they have it all when it comes to repairing vintage water craft. I am talking about expert craftsmen, the right tools and with a good supply of of seasoned wood. In short, they can repair a wood boat the proper way rather than some quick fix which could fail when exposed to sea conditions in the Pacific Northwest.

When we arrived, they had the ways down in the water, and we were hauled immediately with very little effort. They were serious about finding the problem and it was very evident that they understand old wood boats. The problem was diagnosed in a matter of minutes and repairs began immediately. A seam had opened up in the bow of the boat just above the waterline. When the boat was sitting still in the water, nothing came in, but the minute we went forward at our normal eight knots, the water started pouring in from the furling of the bow wave over planks that would normally be dry. The work was done quickly and we were back in the water the same day.

I chose to write this article because I believe that as a caretaker of an old wood boat, our choices of good yards that do quality work at competitive prices are rapidly disappearing. We were so pleased that Cle Illahee will be back in the Jensen yard soon for a complete bottom re-caulking. If you have a chance stop by the Jensen Yard and say hello, you might find the place interesting.....I know I did!





Turkey Cruise

David Huchthausen

The wind howled mercilessly, driving the freezing rain deep into the crevasses of my totally inadequate jacket. As I guided Zanzibar across Lake Union toward the Husky dock, I was alone on the boat and on the lake, since Jill had the common sense to stay at home. I questioned my sanity for the third time as I moved inside to the lower helm station, just below the I-5 bridge. It was warmer inside, but my clothes were soaked and I did not have a spare set on board. I finally tied up at Husky dock and quickly poured a glass of wine. The turnout was rather bleak, but spirits were high. Seven vessels made it through the downpour including *Forevermore*, *Josephine*, *Orba*, *Thunderbird*, *Winifred*, *Woodrow* and *Zanzibar*.



Mararet & Logan Performing

The food more than made up for the weather. A huge smoked turkey provided by the Ellis's was surrounded by a plethora of side dishes and whole pies. We all dined aboard *Winifred*, eating quickly before the table collapsed under the weight of all the food. Fortunately, we had an ample supply of wine and pie, so life was good.

Cousins Margaret and Logan Ellis serenaded the crowd with a variety of tunes aboard *Forevermore*. A drawing was also held for galley prizes. Despite the small turnout, we managed to round up several boxes of canned food for the Northwest Harvest food bank. The rain strengthened and the temperature dropped.

Several boats opted to depart early but Greg's batteries aboard *Winifred* were dead. A variety of charging options were employed as several captains sat around offering advice. Other boats motored off into the gloom. *Forevermore* finally gave up after deploying the last of their pans and buckets under the multitude of leaks, and *Zanzibar* followed. This was the first Thanksgiving cruise in recent memory where no one stayed overnight !! Such is cruising in the Pacific Northwest.



Soggy CYA Vessels at Husky Dock



Spindrift Remembered

David and Heather Ellis

Heather and I would like to thank all of you for your kind thoughts, prayers, notes, flowers, and words of condolence. Nothing comes close to describing what it is like to lose a Classic Yacht. It's the one object that comes the closest to transcending the material realm. Like so many of you, our personal, family and social lives have been centered around the maintenance and enjoyment of our boat, and the friends we have found as part of that experience. We still feel our loss deeply. At times it seems we have been cycling through the stages of grief as if caught in a whirlpool. As each day passes, we find ourselves cruising further from the vortex of despair and into the calmer waters of recovery. Your expressions of support through these difficult times have been greatly appreciated and have helped us keep on an even keel. They have led us to a profound understanding of how important you, our Classic Family, is to us.

We would also like to take this opportunity to praise Hackworth, our CYA insurance broker and Markel, our insurance company for being compassionate, professional, and prompt. They have earned our highest recommendation. We urge you to keep your boat insurance updated as you make improvements to your Classics. If you do not currently utilize Jim Hackworth as your broker, we encourage you to give him a try. Let us assure you, there is a vast difference in how insurance companies treat their customers, and Hackworth and Markel are superior in every aspect.

CYA Albums Now Available

After years of jostling, bickering and procrastination, the Classic Yacht Association Albums have finally been published, and are ready for distribution. Dennis Ballard and Rick Olson of the Southern California Fleet took over the project three years ago and have finally brought it to fruition. The album is 320 pages, with multiple color photos and histories of most vessels. Each registered member of the CYA PNW Fleet will receive one copy of the album at no charge. Additional copies are available to members for \$20 each. The retail price is \$30, and they make great Christmas gifts. If you have not received your album or if you would like to purchase additional copies, please contact Larry Benson at 206-935-3222. Larry has graciously volunteered to take over the responsibility for album distribution. If you reside in the greater Seattle area, please make arrangements to pick up your album. They will also be available at major fleet events including the Auction on March 20th. We will mail albums to those members who live outside the Seattle area, but shipping is expensive, so we encourage everyone to pick up their albums if at all possible.

Hulakai Update

Bill and Marilyn

Early last year we decided to take Hulakai off the market and re-power her. In February we hauled out the 671 jimmy to clean out the engine room and prepare for the Gardner that we had located. As all plans seem to go, there were hurdles and hiccups along the way. We had taken the Gardner into the local Marine Training Institute, which is run by the provincial government. It turned out to be a bad year to put an engine in the shop. We are just getting the Gardner back now rather than last June. In the meantime, we were able to strip every piece of equipment out of the engine room. We removed wiring, plumbing and both water tanks, added tanks in the lazerette and benches in the engine room. Things are much better organized now. New electrical panels and all new wiring. One thing led to another and we pulled the old cable and chain steering. Good thing, as we found that a number of the pulleys and sheaves were reaching their life cycle and the fasteners were on the edge. This mechanism was replaced with hydraulic steering.

The Gardner was totally rebuilt along with the gear boxes and accessories. What a sweet engine the Gardner is! The shop had it running on a dynamometer and she starts effortlessly and quietly, idling along up to a max rpm of 1300! She is a joy to watch and listen to. It will make an incredible difference to Hulakai. Many more changes will follow in the aft salon and galley, but that will wait for another time. Our hope is to have the engine installed and all systems hooked up and running by late spring. We look forward to seeing everyone on the water.

Minutes of the 2003 CYA Board Meeting - November 1st 2003

The meeting was called to order at 1620 by Commodore Jan Skillingstead. Meeting agendas and financial statements were supplied to all in attendance. There were no new members present to be introduced.

Connie Munsey made 2 corrections to the 2002 minutes. Add to the paragraph beginning Additional Old Business. Additional motions to donate \$1000 and \$500 respectively to the Virginia V Foundation and YMTA were also passed. John Jacobsen moved to accept the minutes and they were approved.

The Treasurer's report was available in the hand out. Treasurer Jack Seaborn was not present.

The Change of Watch banquet will be held at the Seattle Yacht Club on Saturday Feb. 7th, 2004. David Huchthausen will be in charge. More details to follow.

The 2004 bridge officers were announced: Commodore — John Jacobsen, Vice Commodore — David Huchthausen, Rear Commodore - Ken Meyer, Secretary — Heather Ellis, Treasurer — Jack Seaborn, Staff Commodore — Jan Skillingstead, Canadian Staff Commodore — Mike O'Brien, Membership Chairman — Dorin Robinson, Historian — David Huchthausen, Judge Advocate — Bob Bryan, Newsletter Editor — Ken Meyer. Margie Paynton moved to accept the bridge as stated and it was approved. Also let it be read into the minutes that the CYA expressed its appreciation to Connie Munsey for her work as Secretary over the last few years.

National CYA Business:

Shall the PNW Fleet propose that the CYA Burgee be returned to its original configuration, i.e. the C displayed in modified gothic block letter style?

Dorin Robinson reviewed the history of the CYA burgee design and how it had come to be transformed into the Chicago Cubs look of today. He read a letter from Bob Eckos recounting that the original lettering was chosen to reflect the period of the member yachts, but that at the time, it was a more to fabricate. With digital technology there would be no cost to change the lettering back to the original design. The motion was made and seconded by John Jacobsen. It passed unanimously. The Advocate flags will be redesigned to match.

Shall the PNW Fleet nominate Andy Blair as National Roster Editor? The motion was passed.

Modification of By-Laws to include Webmaster as non voting member of the National Board of Directors. This motion was passed. Rick Etsell will continue to act as CYA Webmaster.

PNW Fleet Business:

Election of a third Director Shall the PNW Fleet elect Andy Blair as a Director?

Due to the increased size of our fleet we are now entitled to an additional representative. Andy Blair accepted the nomination. It was moved and seconded, then accepted by the group.

Shall the PNW Fleet raise PNW Fleet dues by \$25 per year?

Several documents for and against this proposal were circulated, including letters submitted by Patty & Tom Henderson and Mike O'Brien. David Huchthausen began the discussion with a review of his argument for the increase. Reliance on the auction to offset expenses is becoming a problem, especially if we do not continue to have an annual auction. John Jacobsen then made a motion to raise the dues; seconded by Dave Walker. Various members addressed the issue. Dave Ellis pointed out that the photo album was almost paid off. Lew Barrett suggested a schedule of gradual increases over a period of time. David Huchthausen repeated his concerns about the auction. John Jacobsen reminded the group that it was important to keep a cushion for future years and that it is becoming harder to find sponsors to offset the cost of various events. Connie Munsey suggested that CYA donations be based on our income and vary accordingly. She also suggested that some things should fall to the Nat I fleet to fund. Greg Gilbert suggested a \$10 a year increase over the next 3 years. Malcolm Munsey suggested that the PNW increase be put off until we see what the Nat I fleet plans to do with dues. Dorin Robinson agreed that we could probably expect an increase at the Nat I level by 2005. Larry Benson suggested that the charities be reviewed again.

Discussion was cut off and a vote taken from the group. Hands were counted and the motion passed.

Shall the PNW Fleet supercede PNW Fleet By-Laws Article VIII in order to permit implementation of a dues increase by January 15, 2004? This motion was passed.

Shall the PNW Fleet sponsor a donation to the Harborview MC Gala Auction this year?
Andy Blair outlined the plan for this event. Guests would start with a cocktail and snack on the Virginia V. then move on to the Center for Wooden Boats where CYA boats would be waiting to take them on a cruise. All boats would return to the dock for a catered dinner. Everything has been donated except for the wine. Andy will continue to continue to ask for donations to offset the cost of the wine. The club needs to OK the event in order to get insurance under their blanket coverage. Rick Etsell spoke briefly on the rules about chartering & potential problems with the Coast Guard. A separate per trip event policy is available through Hackworth & Co. to cover paying guest aboard your boat. You can request this coverage 20 times a year before having to become commercial. Besides CYA boats for the cruise a ground crew to set up and clean up would be required. The event is planned for June 26th, 2003 and a sign up sheet was passed around. The group passed the motion.

Shall the PNW Fleet apply for membership in the Center for Wooden Boats?
Betsy Davis, new director for the CWB spoke briefly and offered to do a reciprocal membership. No money would be exchanged. The motion was passed.

Shall the PNW Fleet renew its donation to the Virginia V Foundation?
Andy Blair is on the Virginia V board and addressed the group. The Virginia V has some significant costs this year due to problems with the company who was supposed to schedule charters. There is also some major work and haulout scheduled over the next year. She is the flagship of our fleet and a worthy cause for our support. A \$500 donation was recommended by the bridge. The motion was passed.

Shall the PNW Fleet renew its donation to the Youth Maritime Training Assoc.?
Dave Walker spoke on the current growth of this group as Norm Manly was not in attendance. This program is now available at several high schools in the area and continues to expand. The kids are active in the marine community. The money donated is put into a scholarship fund that can be used to help individual students offset costs of the program. A \$250 donation was recommended by the bridge. The motion was passed.

New motions were invited from the floor. Greg Gilbert read a statement regarding the scheduling of bridge meetings and who should be in attendance. It was as follows: This club is a group of individuals with various thoughts and ideas. The free exchange of ideas is encouraged at all times. Continuing with this philosophy at no time will there be any meetings where club members will be excluded. He then introduced the following Motion: Bridge meetings will be held at the discretion of the Commodore. At least two weeks notice will be required for bridge meetings and will include the Fleet Commodore, Vice Commodore, Rear Commodore, Past Commodore and three National Board Officers representing the PNW Fleet. Additionally a notice of the meeting will be noted in the fleet s newsletter so if any regular member wish to attend, they may do so. Regular members will have no voting privileges at Bridge Meetings and will be there as observers only. Commodore Skillingstead noted that such a motion would require a change to the Fleet By-Laws. At this point Mike Oswald got up and explained to the group the duties of the fleet Directors. In order to carry the wishes of our fleet to the national level, Directors must be involved in all board meetings.

A discussion followed, during which Greg Gilbert withdrew his Motion. Margie Paynton with the input from the floor, brought a new Motion: Shall a committee be formed for the purpose of By-Lay revision to clarify the role of Fleet Directors in Fleet Business? This committee will consist of the Bridge Officers, Fleet Directors, Judge Advocate, and at least two past Commodores. They will generate a proposal that will be brought to the membership. Meetings of the committee will be announced and any interested members are welcome to attend. Meetings will be chaired by the Commodore. This motion was passed.

The meeting was adjourned at 18:15.

Respectfully submitted,
Heather Ellis - Secretary

Order Your Own Personalized Boat Calender

Doren Robinson

This past holiday season, I had a guest on board Cle Illahee whose mother is retired and delights in custom making calendars. She offered to do one for me to see if it was something I would like.....She is able to get on our website and pull any classic boat pictures/ yours or whatever classic vessels you want. The one she did for me is great.....she also includes our 2004 cruising schedule.....How she does this for \$15.00 is beyond me; however, that 's what she charges. I am not in the calendar business, so I encourage you to contact her directly at: cindykpollock@comcast.net. I think you will like what she does!!!!

Technical Column

David Huchthausen

Many CYA members have asked about the re-chroming work that was done on Zanzibar. Several years ago, virtually every piece on the boat was re-chromed, including twenty stanchions, twelve scoops and dozens and dozens of cleats, chocks and smaller fittings. We used Mastercraft Metal Finishing at 1175 Harrison Street, just east of Fairview in Seattle 206-622-6380. This small facility is close to Lake Union and does much of the automotive and motorcycle show chrome in the Puget Sound area. They do high-quality work at reasonable prices within an acceptable timeframe. The chrome aboard Zanzibar has been through three long seasons, including extended cruising in British Columbia every year. It shows no signs of pitting or deterioration of any kind. I believe that this is due in part to the wax that we have been using. I searched for an effective solution for twelve years before stumbling onto a product that provides exceptional protection. It is MDR Metal Wax, made by Marine Development & Research in Merrick, NY 516-546-1162. It is available in some local marine stores, but can often be difficult to locate. MDR is not a polish. You must first clean and polish your brass, bronze or chrome and then buff it with a clean cloth. The MDR is then applied and buffed off after five minutes. It is a polymer wax that bonds to the surface of the metal, making it much more difficult to wash off. We apply one coat at the beginning of the season and another in mid season. The salt deposits wash off easily, even after a buffeting in heavy salt water chop and spray.

Annual Bridge Meeting

David Huchthausen

The annual Bridge meeting of the PNW fleet was held on Saturday, November 1st at David Huchthausen's loft in the Bemis Building. We are extremely pleased to report that there were no food fights, thrown bottles or bloodshed of any kind!! Most agenda items were routine, but spirited discussions were held on the dues increase, which was passed by the membership. No one in the fleet could remember the last time that the dues had been increased, if ever. This will reduce our reliance on the auction as source of funding and bring our annual income in line with our expenditures. It will also allow us to support our expanded event schedule and plan for the future. A transcript of the minutes of the meeting is enclosed with this newsletter. If anyone would like more specific information on the agenda items, please contact one of the Bridge Officers. The business meeting was followed by a spectacular potluck and social hour. Conversations turned to the upcoming national meetings in San Pedro, and a recap of the past summer s disasters. Competitors for the Up the Creek Award were in no short supply



Steve Moen Watches Safely from the Sidelines



New Years Eve Rendezvous

Our CYA Classics rafted up at the Center for Wooden Boats in preparation for the New Years festivities Dec. 31 2003. Attending vessels included *Freya*, *Forevermore*, *Cle Illahee*, *Carolyn*, *Madera*, *Maranee*, *Orba*, *Shearwater* and *Winifred*. Participants enjoyed hors d'oeuvres on board and then departed for dinner at a local restaurant. The spectacular fireworks display from the Space Needle provided the background as revelers welcomed in the New Year. Several other CYA vessels anchored nearby on Lake Union.

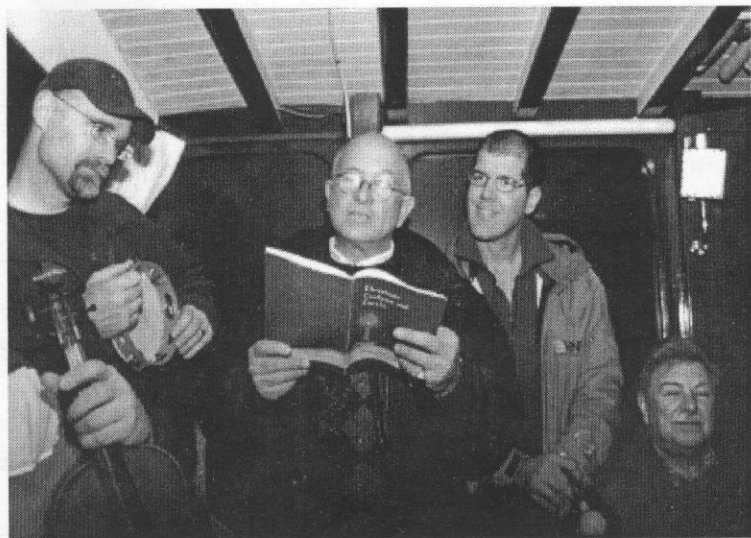
The Editorial Torch is Passed

David Huchthausen

I would like to apologize to the fleet for the somewhat tardy dispersal of this missive. As many of you are aware, I have been preoccupied with an embezzlement case in our office. My guilt would have been more intense had the bar for timely distribution not been set so low by the myriad editors who preceded me. I would like to thank Lloyd Shugart for his technical assistance with this particular issue. This marks my final edition as editor of the PNW Newsletter. The experience has been extremely interesting and horizon expanding. I have fond memories of harassing fleet members mercilessly, prodding them in vain to get their articles in on time, editing articles with garbled syntax and mutilated grammar; sitting up till all hours trying to reduce a three page article to two paragraphs and then sifting through hundreds of digital images for that one appropriate photo. I am quite pleased to turn over these responsibilities to our new Rear Commodore, Ken Meyer, with the following advice; write the articles yourself, and make things up as you go. Then add the byline of the event coordinator and let him take the heat!! A simple yet extremely effective formula.



Christmas Cruise



Greg Gilbert leads crew members in a variety of traditional carols aboard *Josephine*. Six CYA vessels attended the the annual Christmas Cruise to Husky Dock, including *Corsair II*, *Orba*, *Josephine*, *Thunderbird*, *Savonna* and *Woodrow*. The festivities included a holiday potluck and watching the traditional parade of decorated Christmas boats pass by at close range.

Interesting Nautical Terms

David Huchthausen

FOOTLOOSE - The bottom portion of a sail is called the foot. If it is not secured, it is footloose and it dances randomly in the wind.

GROGGY - In 1740, British Admiral Vernon ordered that the sailors' daily ration of rum be diluted with water. The men called the mixture grog. A sailor who drank too much grog became groggy.

LAID UP - The situation in which a ship found itself when moored in a harbour for an extended period without employment or charter.

LET THE CAT OUT OF THE BAG - In the Royal Navy, the punishment for most serious crimes was flogging. This was administered using a whip called a cat o' nine tails. The cat was kept in a leather or baize bag. It was considered bad news indeed when the cat was let out of the bag.

RUMMAGE SALE - From the French arrimage meaning ship's cargo. Damaged cargo was sold at a rummage sale on the docks.

SCUTTLEBUTT - A butt was a barrel and scuttle meant to chop a hole in something. The scuttlebutt was a water barrel with a hole cut into it so that sailors could dip out drinking water. The scuttlebutt was the place where the ship's gossip was exchanged.

SLUSH FUND - A slushy slurry of fat was obtained by boiling or scraping the empty salted meat storage barrels. This stuff called slush was often sold ashore by the ship's cook for the benefit of himself or the crew. The money so derived became known as a slush fund.

STEM THE TIDE - When a ship is sailing against the tide at such a rate as enables her to overcome its power, she is said to stem the tide.

SON OF A GUN - When in port with the crew restricted to the ship, wives and ladies of easy virtue often were allowed to live aboard along with the crew. Infrequently, but not uncommonly, children were born aboard, and a convenient place for this was between guns on the gun deck. If the child's father was unknown, they were entered in the ship's log as son of a gun.

TOE THE LINE - The space between each pair of deck planks was filled with oakum and then sealed with a mixture of pitch and tar. The result was a series of parallel lines a half-foot apart, running the length of the deck. Once a week, a warship's crew was ordered to fall in at quarters; each group would line up in formation in a given area of the deck. To insure a neat alignment of each row, the Sailors were directed to stand with their toes just touching a particular seam, toeing the line.



PNW Fleet Auction

The 2004 PNW Fleet Auction will be held on Saturday March 20th at David Huchthausen's exotic loft in the Bemis Building near SAFECO field. For those of you who have never attended one of our auctions, you are in for a real experience. This is our primary fundraising event of the year, and your donations are critical to it's success. Please be creative and generous !! The auction is open to anything of value and is not limited to marine items. Antiques, baked goods, automobiles, skydiving lessons, Tupperware, diesel fuel, or brass polish will all be considered. We would rather have one item of value than a whole truckload of junk from your garage or storage locker!! We are also asking all fleet members to consider soliciting the donation of goods or services from marine related businesses in your area. You may set a reserve price below which the item will not be sold. All donations will be retained by the CYA. A silent auction for smaller items will run throughout the evening. The live auction will be limited to 75 lots. All donated items must be delivered to the Bemis Building prior to March 12th. This procedure is critical if our event is to run smoothly. Please do not wait until the last minute!! You may invite a few friends or nautical colleagues to the auction, but we would request that you please let us know in advance. The loft has a capacity of approximately 90 for this event. Fax your donation form to 206-624-3839 or mail it to 55 South Atlantic Street Suite 401 Seattle 98134. Please phone 206-587-4036 or e-mail somerset@qwest.net for additional information.



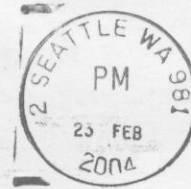
Attention on Deck

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Official Newsletter of the
Pacific Northwest Fleet — **CX**

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