

C Y A Annual Meeting San Francisco Jan 14-16, 2005

On Friday Afternoon arriving from all points of the compass, the members and delegates convened at the Fisherman's Terminal Argonaut Hotel. The building was a converted warehouse for the Del Monte fruit company, which has now been converted into a resplendent hotel with a nautical theme. Delegates were driven by the local Northern California members to the Golden Gate Yacht Club where we were treated to sea food appetizers, clam chowder, wine and cocktails. Welcoming comments were given after old and new friends had a chance to reacquaint with each other.

Saturday morning was committed to the Bridge Meeting chaired by Commodore Peter Reiss where all went well as the agenda was discussed point by point. No voting took place, leaving plenty of room to air differing ideas. Time was given to honor all those who worked as officers and had donated time to the organization. With San Francisco at your feet it was easy to spend the afternoon sightseeing including seeing historic boats moored at the Hyde Street Pier. The Maritime Museum became the site of the evening cocktail hour. With all dressed for dinner we were treated to a fine meal at the hotel hosted by the Northern California Fleet. Approximately 150 were in attendance with 31 coming from the PNW Fleet.

The Sunday morning conference was officiated over by the new 2005 Commodore George Homenko. Highlights of the resolutions were: (1) to create a "Vintage" class of boats extending the year through 1959, the "Classic" class remains pre 1942. Both classes will be Regular Members. The burgee for the Classics will remain the same and the Vintage class will have a blue burgee. The affiliate and associate members would remain unchanged. (2) To support the Chris Craft archives in Newport News Mariners Museum, Virginia and make them an Honorary Member. (3) To increase the National Dues \$10 in 2006. (4) To hold the next Annual Meeting of the CYA in Mystic, Conn. in Jan 2006. With satisfaction the meeting was adjourned.

Sunday afternoon was the highlight of the weekend when we were treated to blue skies and a cruise for about 80 on the three boats David and Lynn Olson's LINMAR, Sidney and Lucy Alderman's MARGUERITA, and Tom and Nancy Clothier's ESLO. Cynthia and Mont McMillen's CIELITO was also on display and ready if needed.

After arriving back at the Hyde St. Pier the contingency dispersed to their own sightseeing, restaurants and the hotels. It was the perfect setting for a great meeting, and should you see Cynthia McMillen, Lucy Alderman, and Shawn Ball be sure to thank them for all the details that made the National Annual Change of Watch possible.

Commodore's Column

Since our October newsletter, the PNW Fleet had four on-the-water events and our appreciation goes to the event coordinators for all their work: David and Heather Ellis for the Pumpkin Cruise in Port Orchard; Jim and Margie Paynton for the Thanksgiving Leftover Cruise, on Lake Union and on to Husky Dock; Dorin Robinson and the Skillingsteads for the Christmas Cruise; and Mike and Nere Oswald for the New Years Cruise. Despite seasonal weather on the cooler side and the risk of rain, several of these cruises had ten or more participating boats!

In late October, we had our annual Bridge meeting – this is our most important business meeting of the year, and all our members have the opportunity to participate in decision-making of our Fleet. Annual elections were held, and we welcome Larry Benson to soon join the Bridge as Rear Commodore and congratulate Greg Gilbert and David Ellis who were elected to become PNW Fleet representatives to the CYA National Board of Directors, to fill upcoming vacancies. Also at our annual meeting, two proposals for the January National Board of Directors meeting were adopted by the PNW membership. We appreciate the work done by Andy Blair to develop the Vintage Class proposal and to Jim Paynton for developing the proposal for CYA Honorary Membership status for the Mariners Museum in Newport News, VA. (See separate article in this newsletter on the recent National Meeting).

The terms of Dorin Robinson and Mike Oswald as our Fleet Representatives to the National Board of Directors end in January 2005. On behalf of all our

members, I'd like to thank Mike and Dorin for very capably representing the Northwest at the National level and for all their work for CYA.

Our 2005 Change of Watch Banquet is to be held Saturday February 5, at the Seattle Yacht Club. This will be an evening of fun, including sea stories and a number of traditional awards, and our new Bridge will be installed. For members who have not yet signed up for the Banquet, please contact Ken Meyer right away.



Sunday, February 6, the day following the Change of Watch Banquet, will see the Commodore's Cruise on Lake Union – please contact David Huchthausen if you plan to attend. Other events on our winter and spring calendar include the CYA auction on March 12, the Predicted Log Race and the Huchthausen Studio Tour in April, and for the first weekend of May, Opening Day at Seattle Yacht Club.

This fall we learned from Jack Seaborn that he'd like to bow out as PNW Fleet Treasurer later in 2005. Jack has been our Treasurer for over twenty years and we are grateful for his services. Many Thanks, Jack!

Since mid-October, our Fleet has grown by seven new memberships. Many thanks go to Dorin Robinson and other Fleet members who have located, contacted and sponsored these new members who we all welcome aboard (see separate article this newsletter). This makes 23 new CYA memberships for our fleet in calendar year 2004!

John Jacobsen, Commodore



Pumpkin Cruise

The Halloween Holiday is celebrated each year with a cruise across the sound to Port Orchard where the boaters spend a "scary" night socializing and enjoying each other in the longer nights and cooler temperatures of October. This year the "scary" part came with a weather warning of high winds, and chop on Puget Sound. Braving this forecast, the *Forevermore*, *Westerly*, *Freya*, *Orba*, *Pat Foss*, *Caroline*, had no problem crossing. Slim of the *Deerleap* and John and Ellen of the *Madiera* came by land. No one had a problem getting into the party mode. Costumes, pumpkin carving, good food and friends made the event a success. Thanks to Dave and Heather Ellis for hosting this year's cruise.



Thanksgiving Cruise

Friday November 26, 2004 Cloudy, sun breaks, temp low 50s Twelve CYA boats assembled at the UW Husky dock on Lake Washington for the annual Thanksgiving cruise. The event is dedicated to both getting out of doors after the holiday and to consuming the leftovers from the Holiday's feast. By noon all of the dockspace was taken up and the later arrivals were rafting on. The event was organized by Jim and Margie Paynton who began hosting the event with appetizers on Greg Gilbert's Winnifred since their own boat, the *Maranee*, was undergoing a rewiring. Participants brought can goods that were to be donated to the needy. The main course was the turkey entrée aboard Norm Manley's *Westerly*. A whole turkey was brought by Dave and Heather Ellis making the event not just a left over dinner but a feast in itself. After filling ourselves almost to capacity the group moved over to the *Forevermore* for dessert. All food was amply supplied and wonderfully prepared. All went home satisfied by seeing friends and feeling well fed. As is usual in the fall boats prepared to leave with the fading light and most were back at their respective moorage by evening. Participating boats were: *Argonaut II*, *Shearwater*, *Orba*, *Westerly*, *Winnifred*, *Glavya*, *Patamar*, *Forevermore*, *Woodrow*, *Rita*, *Seven Bells*, and the *Kona Trader*.

2005 Calendar of Upcoming Events

- **Feb 5** — Change of Watch Banquet
Seattle Yacht Club
- **Feb 6** — Commodores Cruise
Lake Union
- **March 12** — CYA Benefit Auction
Bemis Building
- **Apr 2005** — Predicted Log Race
Lk. Washington
- **May 7** — Opening Day
Seattle Yacht Club

Please consult our website www.classicyachts.org/pnw/ for any changes and updates.

Welcome to New Members

Since our last newsletter, we have gained seven new memberships. We welcome:

William and Brenda Ferguson, with *Clupea*, a 52ft cruiser, built in 1930 as a Fisheries patrol boat at Boeing Shipyards, Vancouver, B.C. Moored in Everett. Sponsor: Dorin Robinson.

Kyle and Margaret Ann Bollmeier, with *Margo*, a 35ft Schertzer cruiser, built in 1935. Moored at Lockhaven, Seattle. Sponsor: Ken Meyer.

Jennie Dahlby and Paul Casadevall, with *Friendship II*, a 34ft cruiser, built in 1935 by Fremont Boat Co, Seattle. Moored at Modutech, Tacoma. Sponsor: Dorin Robinson.

Alice Lobenstein, with *Hobby*, a 32ft Schertzer Bridgedeck Cruiser, built in 1931. Moored at Stimson Marina, Seattle. Sponsor: Dorin Robinson.

Richard Asia and Christie Kim, with *Skookum Maru*, a 40ft trawler designed by Ed Monk, Sr. and built in Kobe, Japan, in 1956. Moored at Stimson Marina, Seattle. Sponsor: Dorin Robinson.

Wendell and Patricia Reed, with *MI VIDA*, a 42ft Chris Craft Corsair built in 1957 in Algonac, MI. Moored at Shilshole Bay Marina, Seattle. Sponsor: Jim Paynton.

Douglas and Kelly Simpson, with *Seascope*, a 46ft Chris Craft Constellation built in 1956 in Algonac, MI. Moored at Stimson Marina, Seattle. Sponsor: Dorin Robinson.

Welcome! John Jacobsen, Commodore

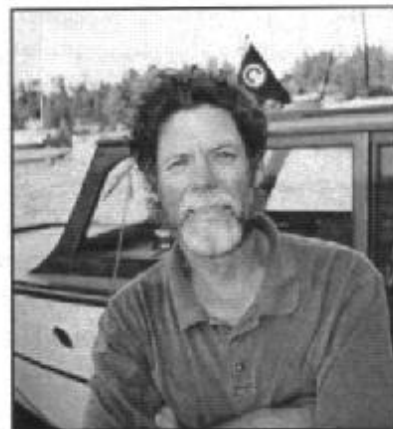
Pacific NW Fleet Rings in the New Year

The Center for Wooden Boats was again the staging area for the New Year's Celebration organized by Neri and Mike Oswald. Seventeen boats participated in one way or another. The overnights were encouraged to arrive early with the sturdier boats side tied and the others rafting off. As the evening light faded the socializing began with friends reuniting and discussing their events of the holiday season. A few of the boaters elected to "dine out" at the near-by Outback Steak House. A party atmosphere carried over from the Naval Reserve Building next door where some 300 guests were having the Surrealist Ball. The evening being mild brought revelers out doors and allowed the drumming and live music to waft over the neighborhood which included the Classics. A few of the boaters wandered over to see the merriment next door. In the half hour before midnight some of the classics left the dock to join the several hundred boats that had congregated on Lake Union. Just before midnight the Seattle Space Needle came alive with pyrotechnics, and annual event that improves each year as the structure becomes a gigantic fountain of spewing sparks. The boats on the lake honk horns and make noise at the stroke of midnight to acknowledge the New Year. They then return to their home ports or in our case to the docks of the CWB. Members chatted and toasted each other until their bunks beckoned. My morning all was again a grey January day, and one by one the boaters left to have a short cruise on the first day of the year. This year participating boats were: Caroline, Freya, Winnifred, Zella C, Forevermore, Kona Trader, Shearwater, Corsair II, Madera, Flying Cloud, Cle Illahee, Rita, Esther's William, Summer of '46, Woodrow, Capriccio and the Virginia V. A great start to become a great year.



The Editor's Notebook

Ken Meyer



A year ago I was asked to ascend through the chairs of the PNW CYA, and for no other reason not to do it, I agreed. It was like becoming an owner of another boat wherein you go about learning the systems and tracing out all the wires. I knew as Rear Commodore I would be publishing the newsletter, a time consuming but necessary part of our organization. With limited computer skills, I was timid, but willing to learn, and learn I did. Now a year later I look back at the finished last issue of the year more confident as a person and more understanding of the organization and its people. It was a mentally expanding year for both the organization and for me. We are all now regular members of a much larger pool of boats and their owners which only means growth to the association. I hope we never lose the camaraderie of the original "Classics" organization. The newly ratified proposals have strengthened the social fiber of us all, and, I think, have not weakened the original concept of the founders.

I cannot depart from this "chair" without sincerely thanking John Jacobsen, the Commodore, for his inspiration, tirelessness, steadiness, always making deadlines, and his grace in leadership. From him I learned the satisfaction that comes with meeting personal challenges and public service. See you all at the Change of Watch Banquet on Feb. 5, 2005.



WHERE ARE THEY NOW PART 4

This is the fourth article in a series of articles I started writing last year in hopes that some of our Classics that we have lost track of could be found and hopefully returned to membership in our PNWfleet. I am pleased to report that as a result of all of you who have read these articles that we have indeed identified 6 Classic yachts as to their whereabouts and have successfully signed 4 of them back into our fleet. To some of you this may appear to be a strange way to get former member boats to come back - however it has worked and as long as it works I will continue to publish this series of articles. Its interesting to note that in every case of re-signing these vessels - they had changed ownership - which tells me

that we all need to be on the look-out to make sure that when you know of an impending sale of a Classic - to make sure that the new owner has the opportunity to continue a membership within our organization.

Here are the next ones to look for!

I wish you all happy hunting - if you run across one of the above Classics and don't have time to make a contact - let me know and I will be pleased to pursue them.

— Dorin Robinson,
Past Membership Chairman

CURRENT ELEVEN MOST WANTED . . . PART FOUR

NAME	YEAR	LENGTH	MFG	PORT	YEARS IN PNW
HAPPY DAYS	1939	38	MATTHEWS	SEATTLE	1990/1993
HAPPY HOURS III	1930	30	CHRIS/CRAFT	SEATTLE	1988/1993
HOLIDAY	1936	30	UNKNOWN	BC	1980/1994
IDA-J	1935	38	FELLOWS & STEWART	BC	1986/1989
IMAGE	1938	40	BAY CITY	SEATTLE	
IWANNA	1928	32	BLANCHARD	TACOMA	1987/1989
JIMBO	1936	36	SIMPSON	SEATTLE	1992/1993
KALETA	1928	34	MARTINAC	EVERETT	1986/1999
KATIE	1931	32	KIPERVIG	SEATTLE	1980-ONLY
KENNETT II	1927	38	MATHEWS	BC	1980/2000
LADY PATRICIA	1926	50	BERG	SEATTLE	1980/1988





Old Man IV

PNW Fleet General Meeting Summary of the Minutes

General meeting was held October 30, 2004, at the Bemis Building, Seattle, WA. Presided over by Fleet Commodore John Jacobsen.

Minutes of the full meeting can be obtained from the Commodore. Here is a summary of the actions taken. David Ellis and Greg Gilbert were elected as PNW Fleet Directors to replace Dorin Robinson and Mike Oswald. The third director Andy Blair has another year on his term.

2005 Elected Bridge officers are: Staff Commodore-John Jacobsen, Commodore-David Huchthausen, Vice Commodore-Ken Meyer, Rear Commodore-Larry Benson, Canadian Staff Commodore-Mike O'Brien, Secretary-Heather Ellis, Treasurer-Larry Benson.

National Fleet agenda items (1) to create a "Vintage" Class and a "Classic" class, both regular memberships and extend the vintage date through 1959. And (2) make the Mariners Museum of Newport News Virginia honorary members. Note: Both items passed at the National Meeting in San Francisco.

A spirited discussion followed about who should attend the Bridge Meetings and when they should be held. No resolutions passed on this issue.

A proposal passed to provide a stipend of \$200 to the National Directors, Treasurer, Historian, and the USA Fleet Commodore for 2005.

A proposal passed to donate \$1000 to the Virginia V Foundation

A proposal passed to donate \$250 to the Youth Maritime Training Association.

A proposal passed to make the U.S. Navy's 1957 Monk cutter, The OLD MAN IV an Honorary Member of the PNW Fleet of the CYA.

Announcements were made that Margie and Jim Paynton will step down after this year as the organizers of the Bell St Rendezvous. Dorin Robinson will step down as Membership Chairman. Treasurer Jack Seaborn will step down as Treasurer, and Larry Benson will accept this position. The meeting was adjourned after other announcements of committee heads of events.



The Excitement of Christmas

by M. Roudier of the Zella C

In the excitement of Christmas preparation, here repairing a coolant leak, there taping a multitude of multicolored lights hanging from the railing, who cares of the varnish, there a wreath from the mast, there Santa Claus is sitting on the roof, here a red burning cross in the dark, there sticky Stuart's fancy red and gold bows on the windows, there a coconut tree and a train flamboyant on the water, here numerous old time tree ornaments unwrapped from softly noisy silk papers dangling from an embalming Xmas tree in the salon, there also a giggling elk bell post hanging from the cockpit roof, everywhere steaming eggnog pot, some times whiskey in the glasses, with red painted white and soft snow flakes, confusion everywhere, and it was already time for the Grand Finale on Portage bay then on Lake Union.

Rushing like late at the mass, all the boats gathered fighting for the first seats in the church. Eventually calming down in the cold, on the cold silvery water, little boats of all sorts, little kids and mothers in wool bonnets on the deck freezing their butt, nose and hands, then sudden voices from the fat Argosy, still quiet and peaceful at the religious huge Boat Rendez Vous, listening souls, marveling to the voices and the music, to the lights, fathers at the helm, calm and attentive, tears in a night of beauty. Smoky glittering hulls in the dark water of the lake on the way back. Many swear that Seattle is the best place in the country to listen Xmas carols on the water.

Acknowledgments to Greg Gilbert Winifred for the picture.



Attention on Deck

**Official Newsletter of the
Pacific Northwest Fleet - CYA**

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

Gig Harbor and Everett asking for Visits by Classics

This fall we've had inquiries from the City of Gig Harbor and the Port of Everett Marina, asking if there is CYA interest in making group visits there. For Gig Harbor, it has been suggested that a small event could be tried in 2005, combined with Gig Fest in early June, then possibly a larger, stand-alone event in 2006. For Everett, with the largest marina in Puget Sound, a hosted group visit would also be welcome, and we are seeking more information.

With the PNW Fleet continuing to grow, we have gained more members both in South Puget Sound and also north of Seattle, and perhaps we should look into having more events specifically tailored to our members in these areas.

PNW members who'd like to further explore Gig Harbor's and Everett's interest in our classics should contact John Jacobsen (jjaco98342@aol.com or 360.297.3281).

Attention on Deck

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