



ATTENTION ON DECK

Quarterly Newsletter by and for the Pacific Northwest Fleet of the Classic Yacht Association January 2007

Happy New Year!

By: Rear Commodore John & Ellen Murphy (MADERA)

In grand CYA tradition, 2007 started the same way 2006 ended: lots and lots of food at a great potluck gathering of friends old and new. The tables aboard the VIRGINIA V groaned under the contributions of casseroles, meatballs, ham, sauerkraut, shrimps, chicken, chocolates, cookies, cakes, pies, you-name-it, it was there. The crowd was jovial and many stories were shared. Music got those who were not too food-laden up onto their feet for dancing. There could hardly have been a better vantage point for the Space Needle firework display than the decks of the V. We are fortunate to have our Vice Commodore on the Board of the VIRGINIA V; Vice Commodore *Larry Benson* orchestrated the festivities aboard the VIRGINIA V and masterfully manned the bar. As always, there was a great bunch helping out, including *Nere Oswald and Sally Bryan*.

Rumor has it that there were several parties afterwards back aboard various dockside boats. Were lights still on and champagne still being poured aboard the SHEARWATER just a few hours before dawn?

Somehow everyone at the docks managed to be up bright-eyed and bushy-tailed....ok, awake anyhow, and ready to fill up all available table and counter space aboard the ZANZIBAR with yet another amazing gut-busting potluck brunch. Everyone spent time visiting and left at their leisure. Anyone who hasn't attended this event may want to seriously consider it for next year: great company, great food, great location, no driving, a minimal number of idiots to contend with... what could be better?



~Greg Gilbert Photo

The Virginia V provides the best seat in the house as 2007 begins.

A great deal of thanks must go out to Vice Commodore *Larry Benson*, along with the many volunteers that helped with set up and clean up of the VIRGINIA V (THANK YOU! from all of us who attended). Thanks also go out to *Captain Mike and Nere Oswald* for the organization and docking of the 12 boats at the Center for Wooden Boats, along with the New Year's Day brunch. Check it out! There were 10 PNW Past Commodores, 5 National

Past Commodores, a Judge Advocate, various past and present Board of Directors, Historians, Secretaries, Treasurers and current Bridge members numbered among the intrepid group. Seeing in the New Year at the CWB docks were: FREYA, CORSAIR II, FOREVERMORE, GLAYVA, MADERA, MARANEE, ORBA, SEA CLOUD, SHEARWATER, WINIFRED, WOODROW AND ZANZIBAR.





~ Martine Roudier Photo

Commodore's Log

By: Ken Meyer from the bridge of
PATAMAR

As I begin to steer into the harbor for the last time this year, I am reflecting on the past year while I was at the helm. It began with a stylish Change of Watch Banquet at the Seattle Yacht Club, and was followed by The Opening of the Dreamboat Gates on Lake Union at the Commodore's Cruise. The fleet auction, held at the Graf Showroom in March, was very successful, garnering over \$8000. On Opening Day it was fun to wear the traditional blue blazer and white pants and for the small Patamar to lead the CYA fleet through the Montlake Cut. The classics are always treated with courtesy and respect. Again this year the Harborview Medical Center Charity Cruise was hosted by *Andy and Joelle Blair*. Many members contributed to the event by offering their boats for the lake cruises; later a fantastic barbeque by *David Sextrom* and his crew wowed the guests. The event raised \$10,000 for the hospital.

Our major event of the year, the Bell St. Rendezvous, was masterly led this year by *Lloyd and Theresa Shugart*. It bested the attendance record by over 15 boats. Our total of 54 classics took up the

entire Pier 66 Port of Seattle Marina. Many compliments were heard from local residents who bring their fathers or sons for the show over Fathers' Day weekend, and from vacationing visitors who stroll the docks while waiting for the departing cruise ships to Alaska.

Our 2006 Calendar had 26 water events and three land events; all were successful. Some new and on trial (Edmonds and Gig Harbor) will become annual events. I wish I could compliment all the events and people and boats by name. All were worthy. Although many people started cruising their boats in July, the bridge managed to prepare the fall events and the upcoming National Change of Watch in January of 2007. It seemed like a long way away at the time but much work had to be done.

October brought our one annual all-member meeting, held this time at the Center for Wooden Boats. The accounting sheet showed that we received about \$45,000 from dues, banquet fees, and the auction, and will spend about \$44,000 which meant we stay within our budget for the year. We decided that the Membership Chairman's duties will now fall to the Vice Commodore--good luck *John Murphey*. Throughout the year the By-Laws committee wrestled with bringing to the Bridge a final format which is currently being ratified by an all-member mail-in ballot (deadline is February 1st). The fleet has grown in 2006 by 29, 11 classics and 13 vintage and 5 affiliate. It is a large fleet with various personalities and diverse viewpoints. To organize and get all the individualistic vessel captains going in the same direction was quite a task. Thank you for staying all on board, even though I am sure that I

have not satisfied all of you with my compass headings.

My musings about the PNW fleet: Strengths: we are large enough to make a difference to our regional community and it shows by their respect to us. We were well funded by both the auction, and reasonable dues and a huge amount of effort from volunteer individuals. We have formed an account to be directed to, but not limited to the exclusive use of, funding the idea of an outstation or suitable substitute. We are represented by a wonderful website, thanks to *Rick Etsell*. We have dedicated members to serve on the Bridge & committees and as event hosts and organizers. We have artists, craftsmen, persons of vision, and wizards and sages as members.

Weaknesses: We are widely spread out and communicating becomes somewhat difficult. In order to build an exhaustive fleet historical library, there is a need to research past history of our individual vessel. We still wrangle with the philosophical idea of how charitable the organization should be.

The future: I think that the association as is "Classic Yacht Association", will become closer and tighter knit by a computerized "virtual community" that will allow to better communicate, help solve problems, share photos and documents, proffer emotional concerns and settle association disputes by utilizing a user-friendly repository of information. We could currently enlarge this community by forming alliances and links with other boating organizations and clubs. A good idea and a critical piece of information may come from someone "out there" that we may not even personally know! We will be able to build our future from our homes, at dockside or even in the middle of Desolation Sound. Sound incredible? The future is now!



~Ellis





Classic Yacht Association National Change of Watch Schedule

Seattle, Washington January 11-14, 2007



Thursday, January 11
6:30 – 10:00 pm

Welcome to Seattle – Wine & Hors-d'oeuvres Reception

Place: David Huchthausen's Loft
Bemis Building #401
55 South Atlantic St., Seattle, WA

Friday, January 12
1:00 – 5:00 pm

Education Day

Place: Center for Wooden Boats (www.cwb.org)
1010 Valley St., (south end of Lake Union), Seattle, WA

AHOY! Come one!
Come All!
Here is a handy schedule of this weekend's events for the National Board Meetings and events in Seattle. The Banquet is the only reserved event and we hope you can attend any or all. Enjoy!

Tour: Jensen Motor Boat Company (www.slomoshun.com/jensen.htm)
Peter Proctor
1417 NE Boat St., Seattle, WA

Lectures:

Malcolm Munsey	Yacht Project Manager
Rodger Morris	Yacht Surveyor
Christine Green	Yacht Varnisher
Jim Hackworth	Yacht Insurance
Rick Etsell	CYA Webmaster

Friday, January 12
6:00 – 7:30 pm

Social Hour aboard Virginia V

'Heavy' Hors-d'oeuvres provided. Cash bar available
Sponsored by Hackworth & Company, Jim Hackworth
Place: Virginia V dock, adjacent to, and west of, the CWB

Saturday, January 13

7:00 - 8:00 am
8:00 – 12:00 noon

National Change of Watch Board Meeting

Place: Senate Room, Fairmont Olympic Hotel
Continental Breakfast provided
Board Meeting

1:00 – 3:00 pm check
time

Tour: Westwind
Place: Bell Harbor, Seattle, WA



~Ellis Photo
Les Gunther's ALTHEA @
Jensen Motorboat

Saturday, January 13

6:00 – 7:00 pm
7:00 – 10:00 pm

National Change of Watch Banquet

Place: The Garden, Fairmont Olympic Hotel
Cocktail Hour
Dinner, Program & Dancing with music provided by Ron McClure & friends

Sunday, January 14

8:00 – 9:00 am
9:00 – 12:00 noon

National Change of Watch Board Meeting

Place: Senate Room, Fairmont Olympic Hotel
Continental Breakfast provided
Board Meeting

Sunday, January 14
1:00 – 4:00 pm

Guests cruise aboard the yachts of the PNW fleet

Place: Boarding at the Center for Wooden Boats

Call any Bridge
Officer if you
have a question.





~ Ellis Photos



Above: PATAMAR; Right Upper: New Years on VIRGINIA V; Far Right Upper: Younger family members were welcome, Right: Freya, Past Commodore Mike & Nere Oswald hosted the New Years Event. Many a person could be heard at the bar that night saying, "Friend of Mike & Nere." Far Right: Commodore Andy Blair and friends on VIRGINIA V, Below Center: Master Shipwright Mark Lerhdal & Dorin Ellis at Forevermore Haulout with Mark keeping a close eye on photographer Ellen Murphy on MADEIRA. Below Right: FOREVERMORE's new transom; Below Center: CORSAIR II's new transom; Below Left: A fine view of Classic Yachts enjoying Corinthian Yachting at it's finest on New Years Day.



~ Ellen Murphy Photo





~ Dave Ellis Photos

~ Ellen Murphy Photo



~ Greg Gilbert Photo



~ Ellen Murphy Photo

Clockwise from Above: *Pumpkin Man* *Johon* *Murphy*, *MADERA*; *Todd Cochran*, all the way from *Montana* & *CAROLINE* at *Pumpkin Cruise*; *MUD SHARK* ar her first *Pumpkin Cruise*; *Curt Erickson* aboard *GWENDOLINE* at *Pumpkin Cruise*; *Commodore Andy Blair's* *GLAYVA* with *Pumpkins*; What the lighted ships parade at the *Christmas Cruise* looks like; *GLAYVA* crew's biggest *pumpkin*, ;*Chris and Julie James* on *KONA TRADER* at *Pumpkin Cruise*; Aboard *SKOOKUM MARU*, *Dick Asia's* crew basks in the *October* sunshine so common at the *Pumpkin Cruise*.

~ Ellen Murphy Photos





Muskrat Love By: *Stiles Bichley* Member 209 ~ *Dorin Robinson & Clellahee* ~Gilbert Photo on Muskrat Lookout.

Those of us who have become caretakers of a grand old classic are most usually concerned about anything, and I mean anything, that could have both the cause and the effect of sinking our boat. What might come to mind is the standard "oh I hit a log" - or wouldn't you know it - "there was this rock which was not clearly marked on my chart and I ran over it". These types of accidents are somewhat avoidable in that the skipper of the vessel can look at the surroundings or study a chart to see the potential water hazards; appropriate action can be taken, with the end result being positive rather than negative. We all do this and in fact it is a part of good safe boating. But what about your classic when its SAFELY tied up in the slip...fenders are correctly placed, electricity is properly plugged in, lines/spring lines are tied in a secure manner. You walk away knowing that because of the precautions you have taken your boat is safe...safe, you say. Well, think again.

If you are moored anywhere on fresh water i.e. the Ship Canal, Lake Union, or Lake Washington - - then let me be the first to say that an introduction is in order. Please step front and center while allowing me to introduce you to "Ondatra Zibethica", better known as ...the MUSKRAT.

This furry little animal is described by Webster as an aquatic rodent indigenous to all freshwater lakes, rivers and backwaters of the USA and Canada. This gregarious rodent has a long scaly laterally compressed tail, webbed hind feet and dark glossy brown fur. They are excellent swimmers, with their size being a bit larger than a standard rat. They are able to stay underwater for up to 15 minutes and are known to travel great distances under the ice in a frozen lake environment. After having seen many of these creatures swimming around

my moorage, I have decided that they are not good for boats...so with that in mind let me explain why.

Over the past several years there have been documented accounts of these creatures boarding boats and SINKING them right in their slips. Well, you might say that your boat has a high enough freeboard, that they certainly cannot jump aboard from the water level, and they have rarely been seen walking up and down docks. What you now have to realize is that they are smarter than that. This furry little creature, while swimming around your marina, is on the lookout for a safe place to nest, and one of the safest places that they find is your boat's exhaust outlet. They do not ask permission to board - rather they swim around until they find just the right place and before you are aware of the circumstances, they have entered your boat and built their nest without asking you if it's OK. (Cont. p. 7)





(Muskrat Love Cont.)

Any boat with an exhaust outlet below, at, or even slightly above the waterline is fair game. Believe me, they will swim right in and make themselves at home. They have been known to swim all the way in and crawl up into the muffler. They will chew any part of the rubber or plastic material they find along the way and use it for nesting inside of the exhaust. Over a period of time they can, and will, gnaw a hole in the exhaust line which can cause any water that is backed up in the system to run into your boat. Eventually, if conditions with outside water levels are just right, water will hydraulic back thru the hole they have made and SINK (definitely a 4-letter work) your boat.

The other part of this story is: what if you are on the receiving end of some errant Muskrat's nest-building endeavors and your boat sinks in the slip-- does your insurance cover a total loss or does your policy have some kind of a rodent or vermin exclusion clause that says a Muskrat-sinking is not covered? Might be a good idea to check on this set of circumstances to see if, in fact, a loss of this kind is covered by your insurance provider. I honestly know very little about Muskrats. Back in the day I remember a popular song entitled MUSKRAT LOVE. How can there be love towards a creature of this kind who has the potential of sinking your boat? You might ask "how do you know that one of these creatures has in fact boarded your boat and set up

housekeeping"? Let me suggest that the next time you start your engine you want to immediately check your exhaust outlet from the outside of the boat. If you see odd bits of sticks, grass, or even twigs etc laying in the water just behind where your exhaust exits your vessel - - - then ask yourself "where did this stuff come from?" I can guarantee you that the last time you were hauled out of the water - - whoever worked on your boat did not stuff a bunch of sticks, grass or other junk into your exhaust pipe! What has happened is you now have a unwanted guest as a live-aboard.

In doing my research I have discovered that there are some redeeming qualities associated with this animal. For many years they have been trapped throughout the US and Canada for their fur (when was the last time you saw someone in a Muskrat fur coat?). Also, I have discovered that there is a Muskrat cook book which extolls the virtues of such gourmet delights as Muskrat meatloaf, Muskrat stew, and of course the ever-popular Minced Muskrat salad. In my wildest dreams I cannot imagine that you would purposely eat one of these animals. However, there are some adventuresome folks who find them quite tasty, apparently. The next question is, how do you keep them away? Actually its quite simple: you have a screen made that fits over the extended part of your exhaust outlet. I have seen some boats with a rubber or neoprene flap--those will not keep them out; they will swim right under the flap and gain entry. By the way, this writer is having a screen made as this article is being written - - my only question is ...Any one for for Muskrat meatloaf?

Thanksgiving Cruise 2006

By Jim Paynton

Four PNW classics cruised to the University of Washington Husky floats on November 24 for the annual Thanksgiving Cruise. A lovely autumn day saw the *MARANEE*, *JOSEPHINE*, *WINIFRED*, AND *ZANZIBAR* gather for the traditional "progressive potluck" featuring leftovers from the previous days' feasts. Each boat hosted one course of the meal, which allowed for pleasant conversation and plenty of appreciation for each family's recent achievements on the restoration of their yachts. Two boxes of non-perishable food items were collected for the less fortunate, and were proudly donated to a food bank in the West Seattle area.



Matt Paynton and Greg Gilbert prepare to devour large quantities of turkey and trimmings. ~Jim Paynton Photo

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The Official Newsletter of
the Pacific Northwest Fleet
Classic Yacht Association

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



National Board Activities

See list inside to this weekend's festivities.
Come join the fun!

PNW Change of Watch

February 3rd - Seattle Yacht Club
RSVP for Reservations Now!

Commodore's Cruise

Sunday, February 11th
Lake Union
Help Larry Benson start the year off well!

PNW Fantastic Auction

Saturday, March 10th
Maydenbauer Yacht Club
Let's make this the grandest auction ever.

Predicted Log Race

Saturday April 14th
Time to dust off the Navigational Skills

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