

ATTENTION ON DECK

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

A New Bridge

By: *Commodore*
Larry Benson (WOODROW)

THE BANQUET

On top of the tremendous effort put into hosting the National Change of Watch in January, the Pacific Northwest Change of Watch was very well organized and very well attended.

About 90 people were at the Seattle Yacht Club on February 3, the largest turnout in recent years. Festivities included a presentation by the Seattle Yacht Club Trio, leaders of the SYC Opening Day events; introduction of new members; presentation of awards; and the official change of watch, when outgoing Commodore Ken Meyer presented officer flags to the incoming bridge. New to the bridge this year are Rear Commodore Lew Barrett and Canadian Fleet Commodore Bob Shaw.

Before I launched into my acceptance speech, my lovely date Debera Reiley read, in French, a recipe for a successful relationship, commemorating the engagement of Ken and Martine.

My comments reflected my concern that there seems to be a disconnect between those of our fleet in the Puget Sound area and our British Columbia members. I expect to work with Bob Shaw to find ways to close this gap. The Can-Am cruise this year will be in Canada at Brentwood Bay - the first time in some years that there will be an exclusively CYA event in Canadian waters.



~Dave Ellis Photo

Hopefully this will be well attended by both Americans and Canadians. I also addressed the matter of our outstation goals. I feel that, as an alternative to investing in a property of our own, we might form an affiliation with a yacht club for CYA use and club privileges.

Woodrow, PNW Flagship for 2007, leads the way into a new year with the new bridge in smart order.

Woodrow with Commodore Benson, Madera with Vice Comm Murphey, Rita with Rear Comm Barrett, and Patamar with Staff Comm Meyer



Commodore Larry Benson sets course for a 2007 season of Corinthian Yachting. Larry might be hard to keep up with now that he has repowered his Stephens Bros. Stock Cruiser with a powerplant said to deliver 17 knots as originally claimed in 1929. ~Dave Ellis Photo

(Comm. Benson: Cont. from Page 1)
If any of you has ideas or opinions on either of these issues, I'd very much like to hear from you.

THE CRUISE

Traditionally, the Commodore's Cruise is held on Sunday, the day following the COW banquet. This year, as last,

it was postponed a week because of conflict with Superbowl. No matter! Beginning at Gasworks Park in Lake Union, our parade started out with our new tradition - Zella C and Winifred lining up bow-to-bow, then backing off to symbolically 'open the gates'. Very cool! We then paraded around Lake Union, past honorary-participant

Capriccio, and on to the Husky Docks.

A great turnout, mild weather, a typically superb potluck and, best of all, good friends.

Thanks, one and all, for such a warm and wonderful beginning for my year as your Commodore.

Staff Commodore's Report
By: Ken Meyer from the bridge of PATAMAR ~ Ellis Photos

The year 2006 was a very busy year for the PNW CYA Bridge. I would like to thank all the coordinators and the bridge for their help and hours. Bi-Laws have been revised, the Vice Commodore now oversees membership recruitment, we have budgeted and funded the Harborview Charity Cruise, and set aside funds for the future in an account for the "Outstation". The PNW and National Newsletter have taken on a fresh crew and a new look under the masterful eyes of photojournalists Greg Gilbert and David Ellis.

In the meantime we will maintain our own boats for the sake of the boats themselves, for ourselves, and for those interested in viewing fine old motor yachts. We will continue to cruise to distant places and find camaraderie there, and then return to our home dock, share the experiences, and be better off for our adventures. It has been an honor serving as your Commodore and I look forward to many seasons of enjoying Classic Corinthian Yachting experience with you, my friends.



From the Rear

By: Rear Comm. Lew Barrett

To begin, let me admit that it's nice to be here on the bridge, even if it's only to hold the binoculars for our senior officers. I'm informed that this bit is where I get to say what it is that makes me want to serve the CYA. Well, for me it always starts with the boats. It was the old boats that brought us here and I think it's the old boats that represent the commonality of our interests.

Saying that makes me feel that I may be interpreted as having shorted a really important aspect of the CYA, which is the sharing and camaraderie that inevitably develops around our mutual passion. Let's agree then that what makes our relationship to our club special is the people we have met and the warmth and good fellowship that has resulted from our work. People make it tick, In other words.

But even if the people are why we stay here, I believe it has always been the boats that appealed to us and drew us in the first place. My interest in them has only grown since Lindy and I first got involved in 1994. So I'd like my focus to be presented as about the boats and

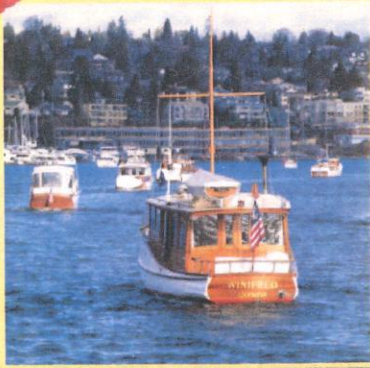
more specifically, about generating and fostering an understanding of what good boat keeping is, and how our personal involvement matters in keeping these glorious vessels alive for years and owners to come.

My own journey of wooden discovery started when I began to realize that I could possibly learn to refinish my own boat, and that knowing how to do so might be useful, both for exercise, for the health of the boat, and for my wallet. As I tried to learn some skills, I found that many had been there before me and that as a student, I have a great deal to learn. But what has been equally valuable as picking up individual skills and some self reliance has been to discover that there are many who are willing, even happy, to teach these things to me. Many indeed are happy to teach me by doing, on my boat or theirs. And so as a student, I have continued to go to the School of Classic Yachting, learning from some great people and by so doing slowly but steadily expanding that collection of skills that is so necessary in keeping one of these beauties alive. The list of my teachers is long, almost as long as the list of people that have helped me, either for pay or for beer and pizza, to keep Rita alive and humming.

In that spirit, the spirit of community, where the boats join the people, and the people join the boats and we all help and learn from each other, I declare my goals as Rear Commodore. I'd first encourage each and every one of us to learn as much as we can about our own boats, why and how they tick and how to keep them ticking. I'd then promote the open sharing of that knowledge and the skills that go with it. Let's paint some boats together and in the process, learn how. Let's cut some wood and in the process, be enriched. Let us work together on our boats for the joy of a job well done, and the pride that comes from first learning, then doing simple work ourselves and together. Let's not allow one of us to ever be hauled on the hard without a visit from others of us, and if help is needed, let us raise the boats, our skills and our spirits, together.

Of course, after that, we should have a big potluck. Or maybe before. Or during. Hey anybody seen that box of donuts that was sitting on the tool chest over by vacuum?





The New Bridge



Above:
Opening of the Gates
All Photos by Dave Ellis
Greg Gilbert and Ted Hoheisel

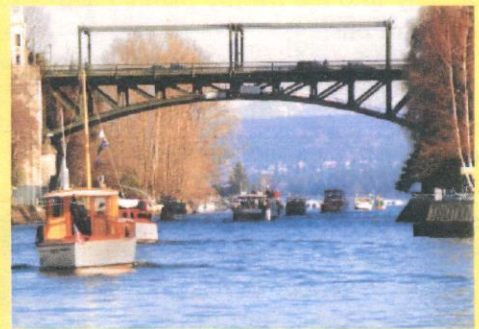
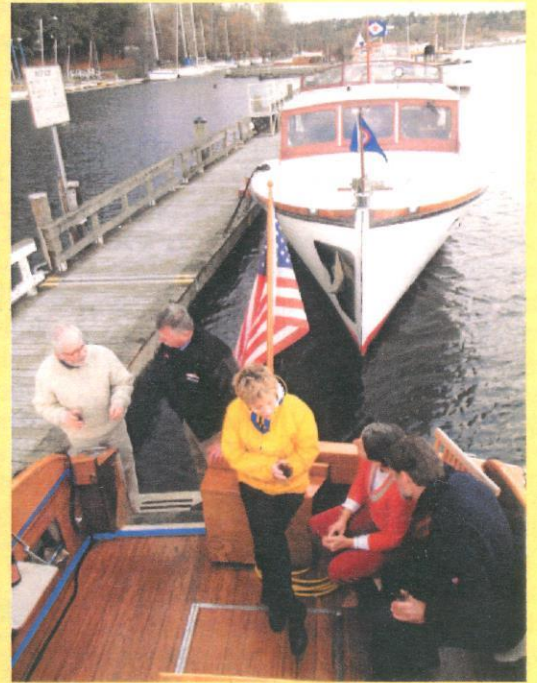


Hi'Illani



Canadian Staff Commodore
Bob Shaw

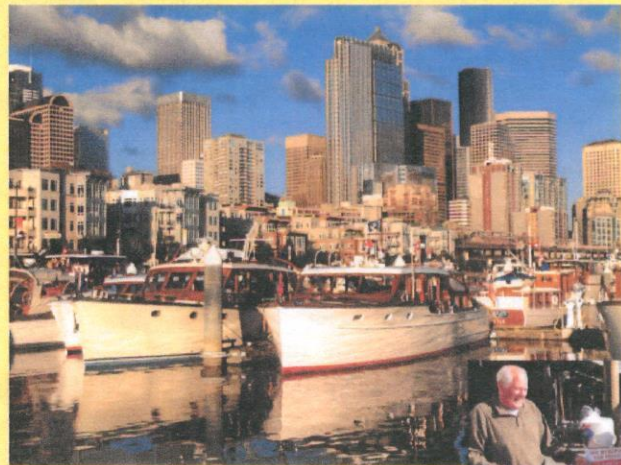




In case you can't tell, we love photos. Send us yours. Get Published.



Betsy Davis and Sam Johnson



Early Morning for Bell Street Fathers Day Weekend



A Chip Off the Block

By: Rear Comm. Lew Barrett

This introduces the first of what may be a series of Chips, each one offering some advice or insight into practical boat keeping. Your editors invite you to contribute your own Chip in the form of an article or series of tips regarding how you accomplish needed tasks around your boat. For our purposes a A Chip is how-to-do it article or tip, or more properly, how-I -or we-do- it tip.

A couple of weeks ago, while at the Husky dock following a beautiful Commodore's Cruise, an unfortunate incident occurred. One of those pesky little sailboats (and aren't they annoying with their maddening right of way demands?) managed to lose control and sail directly into the freshly painted and faired hull of our

Vice and Mrs. Vice Commodore's beautiful Madera. Just parked there (possibly without permission) the annoying mosquito took a bite from the mighty vessel, leaving a small but unmistakable scar. The stout hull limited the blow to cosmetic damage, but an unsightly little hunk was removed from the fresh and glistening paint. The question of the moment became; how do we repair small dings in an otherwise perfect surface? And so was born the idea for the first Chip Off the Block Article.

When a small damage that doesn't demand immediate repainting of the entire boat occurs, there are two options. Leave it for later, or repair it using some body work tricks. Frequently, it doesn't pay to give too much thought to these little

dings, but if the damage is limited to a specific area and a repair is desired, there are ways to make an expeditious fix and trick even the most studied eye into never seeing the ding again. Here's one way to do it, and it happens to be the one I use most frequently. It's sometimes called "a square patch."

Tape off the offending area in a square. Prep the hole for repair by cleaning the

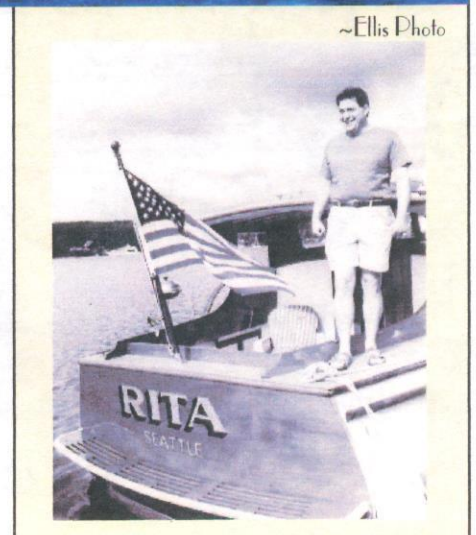
area and sanding lightly. Mix a batch of epoxy filler. In the bad old days we'd have used Bondo, but the new two part epoxy fillers are superior because they aren't hygroscopic, and typically sand very easily. When taping, I sometimes try to land on nearby natural breaks. For example, if you finish taping to a seam line or grooved line in the hull it makes some of the steps that follow easier. Having taped the square and leveled the hole with filler, sand smooth to a painting grit (320). If the area to be repaired is small, shoot any bare areas and the raw, but dried filler with spray marine primer. Z Spar makes a product called "105" in spray cans that is perfect for the application. If you have your paint's system primer

You should now have a repair that is invisible to the eye except for a very light square ridge that follows the line of your last tape square. This can be very lightly sanded with a high grit wet/dry paper; 600 grit or finer is recommended. It's not necessary or even desirable to knock all the ridge off. Sand the ridge only, not the bulk of the repair, and only to lightly knock it down. Do not sand back to the primer. You will now have a smooth, but dulled area that follows the outline of your last square. Polish this with 3M Finessit polishing compound or an automotive equivalent. Voila! No more ding, and an invisible repair. Madera never looked better!



available, that can also be brushed on. Allow the primer to dry and lightly sand to 320 grit. Tack, and paint on a layer of top coat.

Pull the tape, and move the lines just a hair or two out from the place where they previously rested. The idea in moving the tape is to avoid painting two or three times to the same taped line, as this will build a visible ridge that will be difficult to remove later. Having moved the tape out, you can now sand to 320 for the final coat. Tack the surface, and again paint to the masked tape lines. Pull the tape.



National Commodore's Cruise

By: Director Greg Gilbert
From the Bridge of WINIFRED

The final day of the CYA National Board Meeting ended with a spectacular day on the water. We departed from the CWB docks at 1:00pm and headed along the houseboats along the East side of Lake Union. The Californians on board Winifred asked several times: "How much would that houseboat cost?"

We proceeded under the University Bridge, where we swung close to the stern of CAPRICIO where Past PNW Commodore Keith and Louise Weathers were in the aft sundeck. We waved and saluted Keith and Keith waved back. Then we headed along the south side of Portage Bay where more houseboats, a few for sale were on display for viewing. Heading East through the Montlake Cut I looked astern to see a row of perfectly lined up boats, just like Opening Day. WOW! What a great bunch of skippers!

Heading South under the West high rise of the 520 bridge, Martin McNair pointed out that when he rowed for CAL, the UofW invited the CAL rowing team up to compete in the opening day regatta. Some 50-years ago (Marty did you start early in college?) the competition was a three-mile course, not 1000 yards, as it is today. They just don't make 'em like they used to! Marty pointed out that CAL beat the UofW so many times that they were not invited back.

Lake Washington was like glass, and Mt. Rainer was out on view. Passengers aboard WINIFRED were assured it's not like this all the time, in fact it hasn't been as nice since that day. WINIFRED hugged the West shore, south of Madison Park, pointing out Howard Schultz' home with the flagpole in the yard. Then letting the little Detroit 453 in WINIFRED's chest kick up her heels, we headed East to see the ultra modern Charles Simony's aluminum and glass work of art on the water. Turning North we cruised slowly by the Bill Gates Hotel/lodge/home, complete with security guards stepping close to the water's edge to let us know we couldn't tie up and pay Bill and Melinda a visit.

Heading on North under the East high rise, there was ELEGANTE adrift in the sun, Ted Hoheisel's Grebe looked great. This ended our little tour in the sun, we peel off and headed back to the CWB docks. Thank you Betsy for allowing us to all dock there.

A total of 16 classics turned out that glorious afternoon: ARGONAUT II, ELEGANTE, FOREVERMORE, GLORYBE, HI'ILANI, LAWANA, MADERA, MARANEE, MARIAN II, PATAMAR, SAVONA, THUNDERBIRD, WINIFRED, WOODROW, ZANZABAR, ZELLA C. and CAPRICIO serving as our salute vessel.



The Canadian North

By: Canadian Staff Commodore Bob Shaw
From the Bridge of AMANHA

It's mid February as I put away the dog sled for another year. Digging our classic boat out from under metres of snow, I dream of the cruising season which will soon be upon us. As usual there are many events scheduled for the PNW classic yacht association with the majority in U.S. waters. As the new Canadian Staff Commodore, I would like to invite any fun loving members from south of the border to Maple Bay for our May 24th long weekend. Mile and Peggy O'Brien host the event which has always proved to be popular with the number of boats and the public who swarm the docks from dawn to dusk Saturday and Sunday. There are many small boat builders of traditional skiffs who display their winter projects during the weekend. The marina has a pub and restaurant for those who refuse to cook. The evenings in the pub show off local musicians who entertain the crowds until closing time.

Several old tugs join the show and the steam tug Master (1922) has been a fixture at this event for several years. There's lots to do around Maple Bay if you need to get away from the crowds. A local character has managed to collect a barn full of old boats, mainly Chris Crafts. It is always a fun afternoon to visit his collection and hear his embellished tales of collecting his wares.

This event is one of three events in the Gulf Islands this summer. August will have the Can-am event at Brentwood Bay followed by the Victoria wooden boat show which is a must for any true classic boat lover.

Hope to see you this summer at one of the many events or anchored in some secluded cove where we can share a glass and tell a tale that only a true boater would believe.

May your bilge pumps keep pumping!

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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!
Please send to:
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COMMING EVENTS



PNW Fantastic Auction

Saturday, March 10th
Maydenbauer Yacht Club

Herb Cleaver Predicted Log Race

Saturday, April 14th
Time to dust off the Navigational Skills

Opening Day

Saturday, May 5th
Seattle Yacht Club - Montlake Cut

Olympia Wooden Boat Festival

Friday - Sunday, May 11th - 13th

Past Commodores Cruise

Friday - Sunday May 25th - 27th
A bunch of old guys and a young gal play host

Edmonds Waterfront Festival

Friday & Sunday June 1st - 3rd

Dinghy Daze @ Husky Docks

Saturday, June 10th
Does Your Classic Launch Really Float?

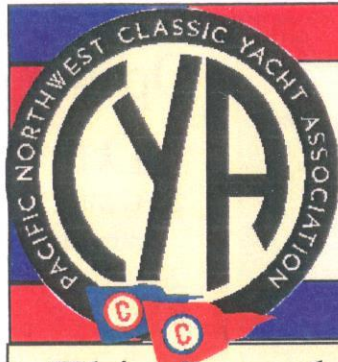
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IT'S AUCTION TIME!

Special Feature by and for the Pacific Northwest Fleet of the Classic Yacht Association March 2007

This Saturday, March 10th @ Meydenbauer Yacht Club

5:00 PM Potluck & Festivities Begin ~ 6:00 PM The Auction Begins

You don't want to miss this year's greatest Auction ever, in the fantastic facility of the Meydenbaure YC! ~ Let's Party!

The Classic Yacht Association wishes to recognize the business establishments that have donated to this year's 2007 Auction and that we had logos for...

But by all means, don't forget the great stuff our own members donate: PMB Mags, Gilbert Photos, the Frank and Karen collection, Graf Chairs, and much more.



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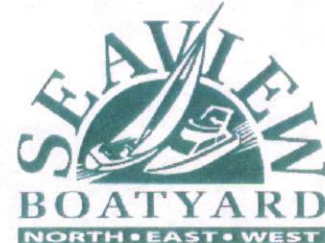


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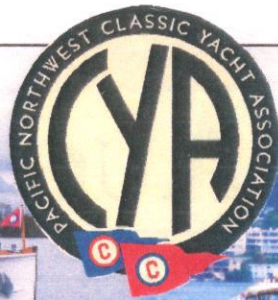
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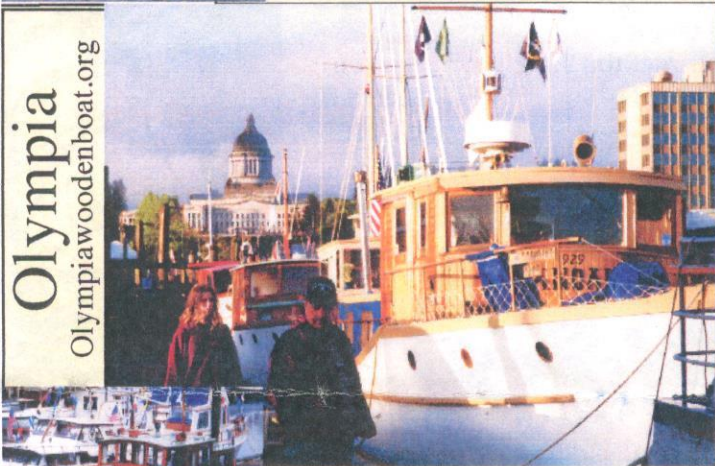


Opening
Day
SYC May 5th
Andy Blair
206-329-9716
If Not yet Reg.
call or go online
seattleyachtclub.org



April 14th ~ Jan Skillingsteadt
Call Jan, He's got the plan.
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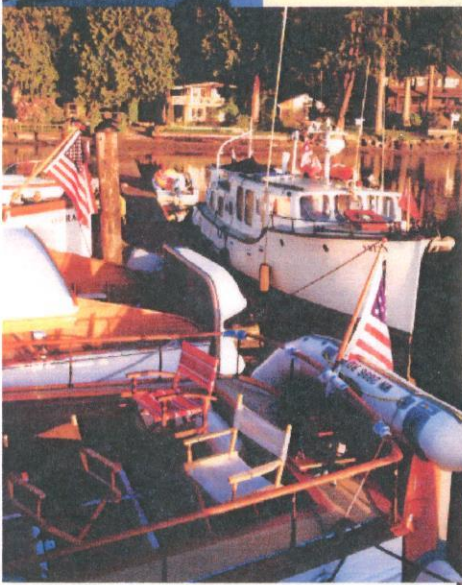
Olympia
Olympiawoodenboat.org



Maple Bay

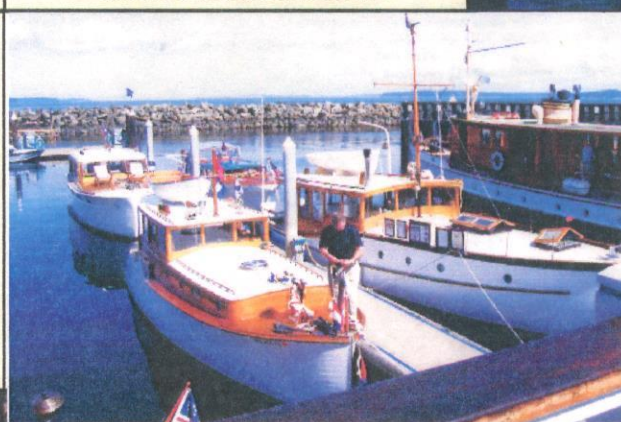
May 11-13 Pre-Reg. by April 9th
Ed Docherty 360-866-1315

May 19 & 20
Canada ~ Mike O'Brien
mike@dockmaster.net



Past
Comm.
Cruise

Manzanita Bay
May 26 & 27
Steve Moen
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June 1-3 Contact Frank Young
20 spots available Call Now
Marina of the Year!
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2nd Annual Gig Harbor Classic Yacht Festival

Also June 1-3 in Association with Gig Fest.

Two nights free moorage at Arabella's Landing Contact Jennie Dahlby at
jldahlby@hotmail.com or phone (253) 376-8003.

