

# ATTENTION ON DECK

Quarterly Newsletter by and for the Pacific Northwest Fleet of the Classic Yacht Association March 2008

## A NEW YEAR

By: 2008 Commodore  
John Murphey

I would like to thank the PNW Fleet for the honor of being your commodore for the 2008 year. Even though we did sell our classic, Madera, last year, we have a deep and abiding interest in classic yachts and concern for their well-being. You will see us, albeit aboard our 'new' boat, Hombre, at many events in the future, although at appropriate times we will be docking a bit apart from the woodies!

What a great Change of Watch Banquet at the ever-elegant Seattle Yacht Club. A huge 'Thank you!' to the volunteers and bridge members who orchestrated this wonderful evening. Ellen & I will never forget it. I'll wear my 'Hombre' hat with pride.

We have already started off the New Year with a huge success at our PNW auction. Joelle Blair, Heather Ellis & crew worked very hard to help us raise over \$10,500 and the location, Meydenbauer Bay Yacht Club once again proved a perfect venue for a fabulous potluck along with unreal deals on silent auction goodies beautifully laid out and our normal fantastic live auction items.

Next comes April 12, the Annual Herb Cleaver Memorial Log Race. This is a great way to hone your navigational skills and have a great day with friends, and of course food, to boot. After 10 years of putting on this event Jan & Kathi Skillingstead are instead going to compete with Shearwater. Ellen & I have relieved them of the duty and will be Chairing this year. The Skillingsteads leave big shoes to fill, as they have been incredible hosts. If you want to give it a try but are new to it, one of our seasoned vets will help with your predictions. Remember, this competition is all for fun, which leads to this being one of the most fun of all events. And we give

~Greg Gilbert Photo





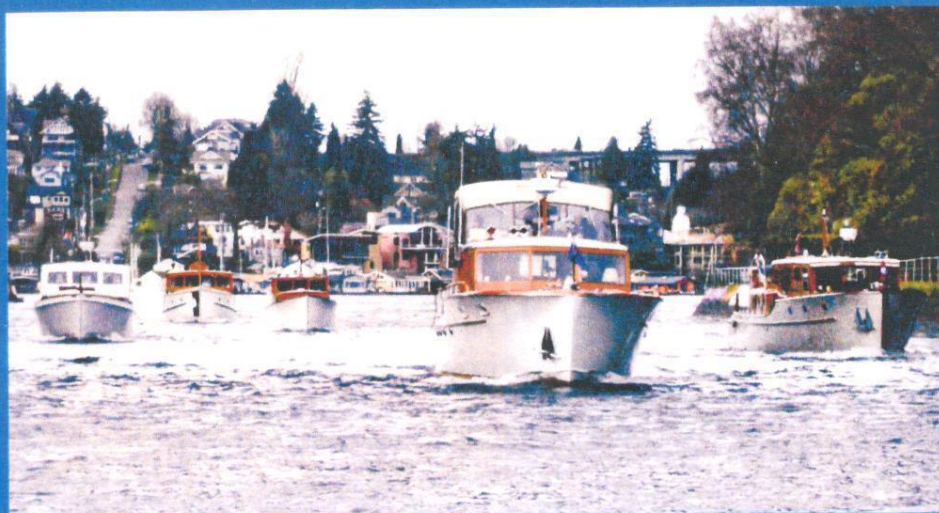
## Commodore Murphy Continued

lots of prizes! Come see if you can take home the hardware!

What about Opening Day? It comes up fast, so be sure to get your registration done early. You can register online via the Seattle Yacht Club website. Dock space is on a first-come basis. Andy Blair will be glad to answer any & all questions of concern. If you have not been a part of the Opening Day festivities previously, you're missing out on an incredible day. I would love to see just a huge number of classics turn out this year. The classics are truly the highlight of the parade, so spiff up and sign up. Attach your numbers and get in line for a very fun day.

The best boat is a boat you use. Be sure check out the event calendar on the website for the many upcoming events. Try to attend. No, don't try. Just do it!

~ Greg Gilbert Photo



## 2007 Remembered

~ By Staff Commodore Larry Benson

2007 began with a flurry for the PNW Fleet when, in January, we hosted the National meeting in Seattle at the venerable Fairmont Olympic Hotel. A highlight of that meeting was the announcement by outgoing PNW commodore Ken Meyer that he and another PNW fleet member, Martine Roudier, were to be married later in the year. Ken and Martine were married on August 26 aboard the CYA honorary member Virginia V.

Our PNW change-of-watch meeting was held at the Seattle Yacht Club in February. At that meeting I succeeded Ken as commodore, John Murphey became vice-commodore and newly-elected Lew Barrett joined the bridge as rear commodore. Long-time Canadian fleet comodore Mike O'Brien stepped down, and Bob Shaw was elected as his successor. (More about Mike later.) Our annual auction in March, held at the Maydenbauer Bay Yacht Club, was a stunning success - great turnout, much revelry, and a record amount raised for our treasury.

Everyone has their favorites among our on-water events. Certainly, the Seattle Yacht Club Opening Day, our Bell Harbor Rendezvous, the Victoria Classic Boat Festival, the Part Townsend Wood Boat Festival and our Poulsbo Rendezvous are highlights. Our Can-Am Cruise was also very special this year - held in Brentwood Bay, just north of Victoria, this was the first all-CYA event in Canadian waters in several

years. A great job of hosting by Peggy and Mike O'Brien.

Our calendar of events keeps growing as one water-front community after another asks us to participate in a waterfront festival. One such event, in Edmonds (a charming community just north of Seattle), was new to us in 2006 but is enjoying enthusiastic participation by our fleet.

The loss of Keith Weathers (member 548) after a long and valiant struggle with cancer was a sad note.

The year went remarkably smoothly, and relatively free of controversy, until the debate about the 501(c)(3) issue surfaced late in the year. Strong opinions on both sides of this issue have been viewed. The

outcome is now in the hands of our national directors. May clear heads and careful thought guide you in your decision.

All-in-all, a very good year for the PNW fleet. As of this writing, we have 27 new members in 2007 with six more in process, bringing our membership to near 190. And we still have a number of not-yet renewed memberships. I was very pleased that Mike O'Brien was elected to succeed outgoing National director Andy Blair. Ann Hay was elected to the PNW bridge, to assume the role of rear commodore. And David Ellis has brought vivid color to our newsletters.

I was very honored to be elected to the PNW bridge three years ago, and have very much enjoyed my year as commodore.

Respectfully submitted - Larry Benson  
2007 PNW Fleet Commodore  
2008 PNW Staff Commodore



Both Above: John & Ellen Murphey on their Commodore's Cruise aboard MADERA once again as guests of the Boyds. Left: Commodore John Murphey and Staff Commodore Larry Benson. Lower Photos by Ellen Murphey





# A Rear Commodore's Hail

By: Ann Hay



Do you remember at the beginning of each Walt Disney Mickey Mouse Club show when the kids introduced themselves? Annette and Bobby and the other Mouseketeers? Don't tell me you weren't even born yet! Ok, if you weren't, just pretend you were and that you remember it well and that will keep me happy, ok? Because those Mouseketeer introductions were swell fun for us kids back then. As the new Rear Commodore for PNW CYA in 2008, I'm going to introduce myself in this article so put on your spectacles (and your mouse ears if you still have them) and read on!

Born and raised in Seattle (Richmond Beach), one of my very first memories at about 3 years of age was visiting an elderly great-aunt who had a home just north of Seattle at water's edge but with the train tracks between the house and Puget Sound. My brother and I were strictly forbidden to approach even the back fence never mind the dangerous train tracks themselves, but I remember standing out in the middle of that back yard and staring with amazement and wonder and longing at the waters of Puget Sound for what seemed like hours. I really really wanted to be out there!

A year in Fargo (yes I saw the movie and yes they do talk that way) then five warm years in the Philippines brought our family back to Whidbey Island in the pacific northwest .. college at WSU majoring in math and computer programming .. a seven-year career as a Paralegal .. then a 16-year career as a diesel/gas truck/auto mechanic for Portland General Electric and then senior mechanic in the PNW for Federal Express .. two years not working (yay!) with lots of time spent on my first boat, a

26-foot fiberglass boat "Redhead" .. then back into computers and a third career as the one-and-only computer technician and network administrator at the statewide program, Washington Talking Book & Braille Library, from which I'm hoping to retire within three years.

As youngsters on Whidbey, my brother and I and neighbor kids all clambered around on the beach incessantly, swam most months of the year (wow, has the water gotten colder in the past 40 years or what!), and the guys all learned to water-ski with me driving the boat because that's what I loved to do the most. Let the crazy boys turn blue skiing, I was in heaven driving that bright yellow ski boat. Later, when I turned 40-something, I realized I was an adult and could buy my own boat. I bought a sturdy 1978 26' Champion and soon repowered her with a Chevy big block 454 and Volvo duo-prop outdrive. I loved that 33-knot boat and went everywhere in it for 12 years and, man, it did fly! (sigh, I do miss that) But I was stopping at every fuel dock along the way and, if the water was very lumpy, I didn't get anywhere any sooner than CYA's own "Willowbe G" did either (tho I did eat well hanging out around Dave) and that boat didn't have the amenities that I wanted to become accustomed to, so I started rethinking my priorities.

And that's when a friend (the self-same Dave actually) introduced me to a 39.5-foot 1940 "38" Matthews by the name of "Pied Piper" and I fell head over heels. That was six years ago and the rest is history, and a thinner wallet, and magic and wonder, and exhaustingly hard work,

and fun and frivolity, and irritation and gloom, and new solid lifelong friendships, and amenities aboard galore, and new skills learned, and absolutely perfect pure joy and peace .. so many blessings. There is nothing, simply nothing like owning and caring for a classic wood boat when you know the boat is your well-loved friend who loves the adventure right along with you .. cruising the waters of the US and Canadian pacific northwest .. watching a luscious, rich sunset from a quiet little bay securely on the hook in Desolation Sound .. watching someone's eyes gleam with pleasure while looking at YOUR boat at one of CYA's shows .. waking to see a brilliant eye-popping sunrise over Mt. Rainier in South Sound .. listening to a Great Blue Heron on the wing overhead .. or cruising with friends alongside knowing the next shared meal will be a great one .. again! Or whatever it is that strikes your fancy about cruising on these terrific old wood boats.

Whatever does strike your fancy, I'd say let's do more of it. The Seattle-area boats seem to get most of the attention in the PNW CYA, but I'd like to hear from the other folks out there. What were your first experiences on the water? What was your first boat? How did you get into owning a classic and what do you love about it? Do the waters of Puget Sound seem colder to you too? I'd like to encourage and help all the folks in areas outside of Seattle to start your own local email/phone tree and get together occasionally for a day, a weekend, an evening to watch an old wood boat video, a potluck to share photos or stories, to help each other with boat knowledge or projects ("Freya" just shared results of anchor research with "Pied Piper"), or whatever. Build friendships, build community, build the next group of folks who will continue to love these boats. And gosh darn, as my brother used to say when our parents weren't around, let's just go boating and enjoy this wonderful world.

So especially if you're new-ish to CYA (but even if you're old-ish) come on down, come on up, come on over, whatever, but just come on along, and join in the camaraderie of this fine bunch of classic folks and their classic boats. As the Mouseketeers would say at the end of each show: Why? Because, we LIKE you!

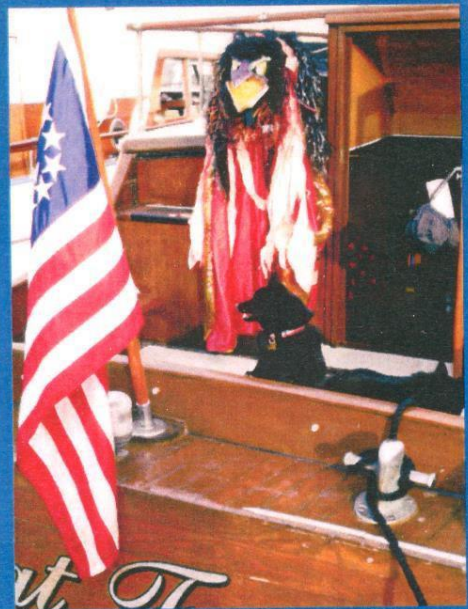
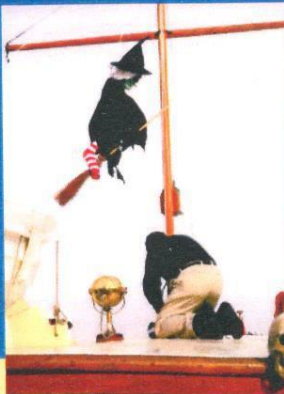
Ann Hay  
PNW CYA Rear Commodore  
[PiedPiper1940@yahoo.com](mailto:PiedPiper1940@yahoo.com)







~ Ellis Photos



## PUMPKIN CRUISE

~ By Admiral Frank N Steiner

Costumes, Witches, Decorations, and Pumpkins share the spotlight with the PAT FOSS dogs at the Pumpkin Cruise.

The Pumpkin Cruise, the PNW's oldest association rendezvous returned to Port Orchard Marina this past October to bring a festive, if not frightening, atmosphere to those brave enough to walk the docks. Several new members vessels joined the old veterans of pumpkin carving frenzie. Costumes were donned, boats decorated to the hilt, and huge portions of food consumed in a spectacular pot luck of horrifying proportions. Classics like SCANDALON, CILLE, & JUST ONE attended for the first time, joining

WINIFRED, FOREVERMORE, SKOOKUM MARU, PAT FOSS, ORBA, MUDSHARK, CLUPEA, and coming all the way from Montana was Todd Cochran and mate aboard CAROLINE. Joining the fleet was Slim Gardner, DEERLEAP, who gave a grand tour of his 1928 Hoffer Beeching for an inspection of his progress installing his Gardners. (now completed) If you missed it, you missed a great spooky time. Put it on your frightful schedule for this year, and don't forget your pumpkins.



Sea Otter arrives at the Thanksgiving Cruise



Jim Paynton and the MARANEE have been hosting the successful food drive event the day after Thanksgiving for many years.

## TURKEY FLOAT

DAY AFTER THANKSGIVING CRUISE

~ By Director Greg Gilbert, #288

The Thanksgiving Cruise, held on November 23, 2007, as always put on by Margie and Jim Paynton was a great success! A near-record fifteen boats arrived at some time during the afternoon. The Paynton's boat, MARANEE, was the center of the gathering. An added treat this year were fresh oysters from (where else?) Oyster Bay in Olympia. Most were served raw, shucked without injury, and a few were steamed in white wine and butter-YUM! Many thanks to Greg Gilbert's old time Olympia friend Nicci Johnson for driving up from Olympia with at least 4-dozen from her beach. Part of the tradition is a canned food donation box for the food bank. Boats in attendance were: ADAGIO, ARGONAUT II, BIG DIPPER, CLE ILLAHEE, FAUN, FOREVERMORE, HI'ILLANI, JOSEPHENE, KONA TRADER, MARANEE, PIED PIPER, SEA OTTER, WINIFRED, ZANZIBAR AND ZELLA C.



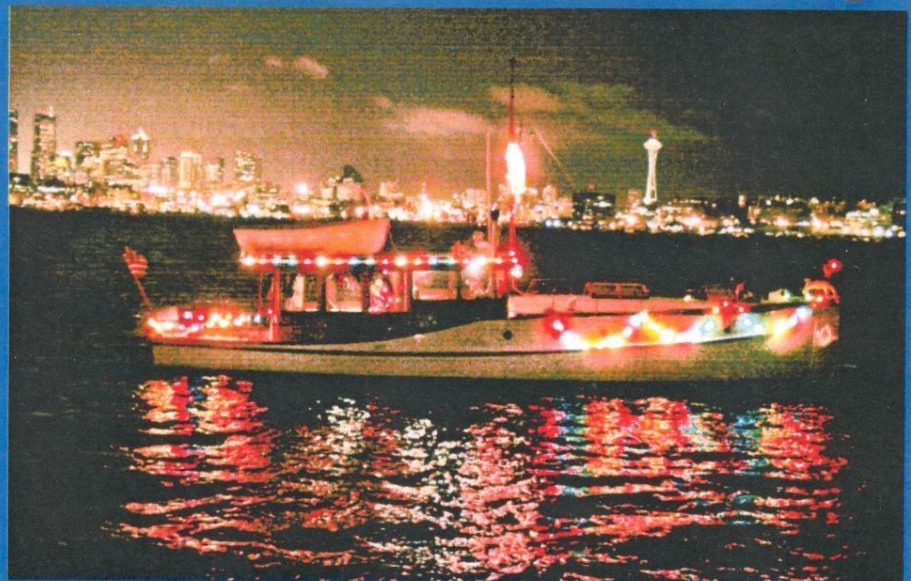
# CHRISTMAS CRUISE

~ By Jan Skillingstead

The evening of the annual CYA Christmas Cruise was chilly but clear and beautiful. Six boats motored out for the Pot Luck and Parade: Thunderbird, Pied Piper, Cle Illahee (with guests, John Shrader of Savona, Todd Phinney and Quillia Valdez of Grand Slam and soon-to-be new member, Bob), Winifred, Elegante (with guests John and Ellen Murphey of Madera), and Shearwater. Orba stopped by to say hello, but couldn't stay.

Room was found aboard Shearwater for all fourteen of us plus the dog for an outstanding pot luck dinner. And at seven o'clock the Queen City Yacht Club provided the entertainment with a terrific fifty-four lighted boat parade through the Cut and out to Lake Washington and points north.

The decks and the dock were thick with frost when everyone cranked up and cruised home.



Above: WINIFRED alight with decoration.  
Right: PIED PIPER & WINIFRED in position and awaiting darkness.

# NOT YOUR MOTHER'S COMMODORE'S CRUISE

~ By Ellen Murphey

Not Your Mother's Commodore's Cruise

Yup, the forecast was for wind, lots of wind, and beating the odds, this time the weather forecasters got it right. The morning of the 2008 Commodore's Cruise dawned overcast, very cool, and blowing. Eight intrepid classic cruisers met at 11:00 in front of Gasworks Park, as is the tradition, to recognize the Change in Watch with a cruise around Lake Union, followed by a potluck on the Husky Dock.

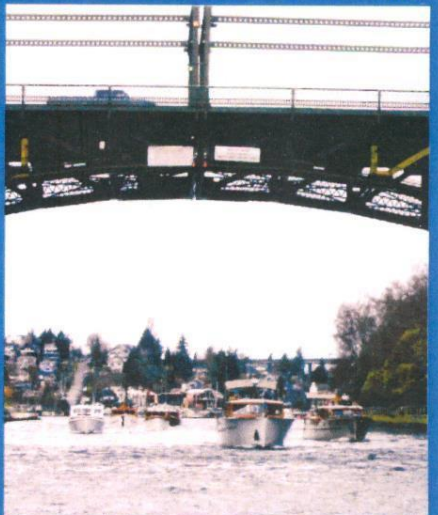
When you sell your boat, you only hope you have found a good new caretaker. We couldn't have found a better new owner for Madera than Robert Boyd. He generously gave over the keys to Madera and she was ours again for the day. It was an amazing feeling to have her boards under our feet as we started to form up the parade. We turned towards a stunning sight. Winifred and Zella C came together, plumb bow to plumb bow, in the choppy waves of the lake, then reversed to "Open the Gate" as we led the parade of classics between them. Thank you to Captains Greg Gilbert and Martine Meyer for such capable handling of their yachts under difficult conditions; they provided John and me with an unforgettable, once-in-a-lifetime experience and it will be forever treasured in our memories.

We circled Lake Union as the winds picked up. Greg Gilbert, displaying an amazing

generosity of spirit, had us all gather in the quiet of Portage Bay to catch our breaths, then line up to come through The Cut towards where he awaited on Winifred, taking photos to commemorate the day as we passed in formation under the Montlake Bridge. Sounds easy? Not so! The wind had whipped Greg's dingy line off the roof of Winifred and it wrapped around his prop. Quick thinking, Greg threw it into reverse and extricated himself, cutting the line and freeing his prop. Talk about being cool under pressure!

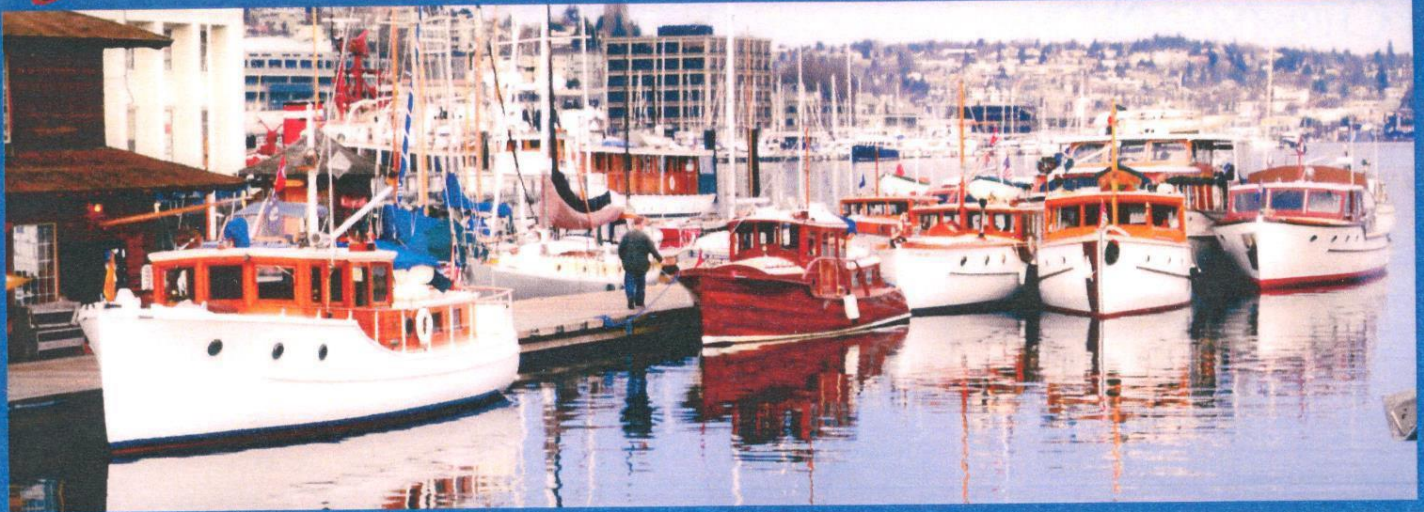
Getting onto the Husky Dock and getting lines secured with winds blowing off the docks at over 30 knots was one way to get warmed up! Another was all the great food brought to the pot luck, including the fabulous crab bisque brought by our current Galley Wizard, Jodi Olson. Wow! Madera's salon & galley were toasty as everyone gathered for plenty of food, laughter and good conversation.

We were the last boat to leave the dock and it was a bittersweet time as we headed Madera back to Robert Boyd's slip. We thank him for being our guest that day. And we appreciate the effort made by those who came out and braved the weather. Boats in attendance were Madera, Rita, Pied Piper, Woodrow, Winifred, Zanzibar, Zella C and Kay Dee II.



Bottom Two: MADERA & KAY DEE II  
Right: Parade under the Montlake bridge.  
~ Gilbert Photos





## NEW YEAR'S EVE CRUISE

~ By Vice Admiral Altman Tymer



Above: Newly weds kiss at the stroke of midnight.

Left: Diane (OLYMPUS) celebrates the New Year at the breakfast potluck on ELEGANTE.

~ Ellis Photos



Above Left: Party friends on VIRGINIA V.  
Left: Grand Slam at the CWB docks the morning of the New Year.

Above: Commodore Benson's WOODROW

What a turnout, and what a party. The fireworks being set off by hand at midnight after computerized controls failed came as no surprise to the savvy Classic Yacht enthusiast in attendance on the Virginia V for the grand Corinthian affair. The best party in ten counties had fantastic food and refreshment as the festivities progressed in full swing on manual, occasionally beverage enhanced, control. Many a happy crew didn't have far to walk was the CWB hosted at least twenty Classics at their docks near the VIRGINIA V.

Participant Classics included: FREYA, KAY DEE II, ADAGIO, WOODROW, FAUN, FOREVERMORE, TURNING POINT, ELEGANTE, GRAND SLAM, KING GUSTAF, KONA TRADER, MARANEE, PIED PIPER, FANDANGO, WINIFRED, NORTH STAR, SUMMERWIND, GLAYVA, JOSEPHINE, FLYING CLOUD, AND ZELLA C. ORBA left early, but that's another story. See pages 12 and 13.





The Changing of the Watch



Jan and Kathi Sillingstead receive PNW's highest award, "The Herb & Virginia Cleaver Inspirational Award"



## CHANGE OF WATCH

~ By Past Commodore Knot Bovyne

The Change of Watch Banquet aka Dinner Meeting aka COW Banquet this year was once again held at the Seattle Yacht Club. The food was fantastic! The food was fantastic! The food was fantastic! And, in addition to the great nautical setting of the SYC, THE FOOD WAS FANTASTIC! The new bridge was installed and the new officers line up as follows:

Commodore - John Murphey

Vice Commodore - Lew Barrett

Rear Commodore - Ann Hay

Secretary - Lindy Barrett

Staff Commodore - Larry Benson

Both Lindy and Ann are new to the bridge.

Lindy is replacing Heather Ellis who is stepping down after many years in the position

that in the old days was always filled by the Commodore's wife. Times changed as not only many singles took the helm, but also females. Hooray CYA.

Right Top: Rear Commodore Ann Hay becomes the Charter Recipient of the "Best Classic Motor Preservation Award."

Next Down: Jerome and LeeAnn Barton, Argonaut II, receive the coveted "Dry Rot Award."

Another one Down: Director Greg Gilbert introduced the Queen Mother of PNW Fleet, Honorary Member Sally Laura. Sally shared some great insights in to the PNW's early days including stories about Norm Blanchard's table behaviors.

Bottom Right: CYA High Priest Steve Moen is a class act in his appreciation of caring friends in the association.





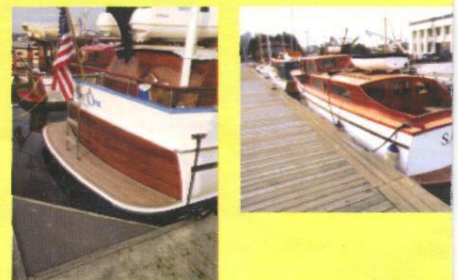
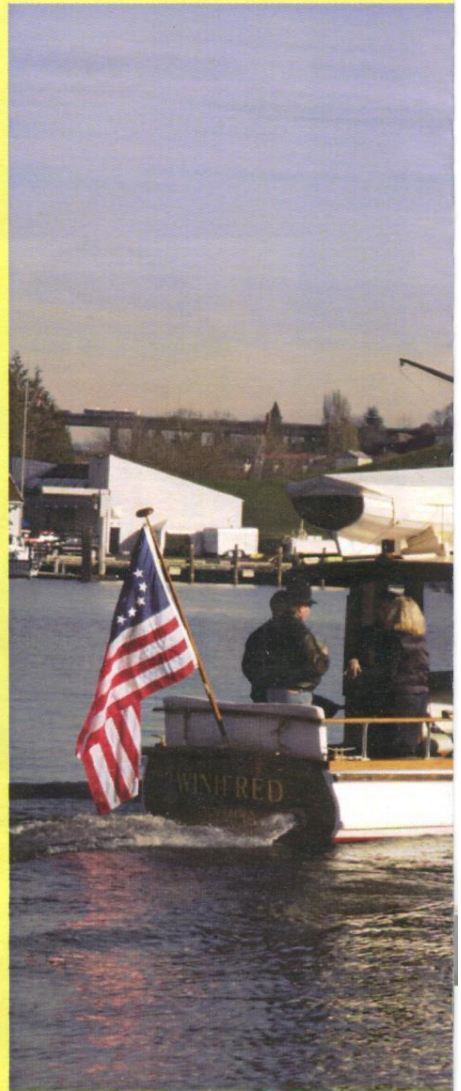


Above: ELEGANTE New Years Day

Right: Larry Benson & Greg Gilbert at Antiques by the Sea in Seal Beach Calif.

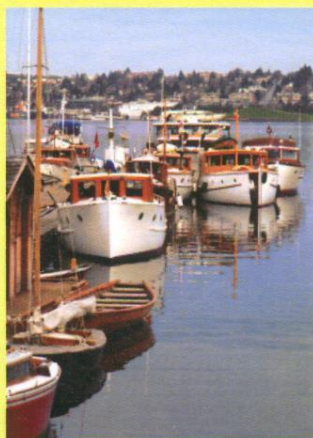
Below: MUDSHARK at the Pumpkin Cruise

Bottom: Mike Wol-lostan's Monk, CILLE





Left: Dave, Steve, and Frank on VIRGINIA V New Years Eve.  
 Below: Laura at home on FAUN NEW YEAR'S DAY  
 Below Right: Andy Blair's family & GLAYVA CWB New Years  
 Right: ZANZIBAR AND FOREVERMORE at the Turkey Float.



Above: WINIFRED cruises on the water to the Turkey Float.  
 Far Left: JUST ONE and Dog at the Pumpkin Cruise.  
 Nest Left: SAVONA at New Years CWB.  
 Left: SCANDALON at the Pumpkin Cruise.

Above: KAY DEE II and New Years Fleet  
 Next Up: Pumpkin Cruise family carvers..  
 Three Up: CWB New Years Fleet.  
 4 Up: CAROLINE with crew from Montana.







# A CHIP OFF THE OLD BLOCK

By: Vice Commodore Lew Barrett

## IN HOT WATER AGAIN



A few of you may have heard some grumbling coming from my general direction recently, but I assure you, it was entirely justified. I had to replace Rita's domestic water heater. To quote the opening of an old soap opera, "As the sands through the hourglass, so the days of our lives." This may seem arcane, but what I am taking effort to explain is that time passes and you know, stuff happens. When we observe the tides, the clockwork nature of our sphere becomes abundantly clear. Everything gets on, gets old and craps out eventually. We can pretend this isn't so, but it is. The human ability to deny aging is of course the subject of another discussion.

Was it really fourteen years ago that I installed a water heater, new and unsullied, into the bowels of the boat? I'd given it no thought since then and notwithstanding all the risings and fallings of the sea, surely that heater has required but little attention. In fact, it has, as the sands have passed through the glass, received none whatsoever. Does this sound familiar?

Water heaters, like so many useful but unseen systems on a boat, do in fact grow old and tired and will with time, become moribund. Should my experience be anything remotely universal, I'll wager there are many such items in our fleet wanting for attention. In fact, most, if not all marine water heaters that are connected through a heat exchanger to the boat's cooling system have a sacrificial anode somewhere in their little bodies. This zinc thing serves the purpose of protecting

the appliance from corrosion. But how many of us would think to look for it and replace it as required? And, should this unseen item do its job well and erode, giving up its life for the greater health of the whole, where does one suppose the dissolved minerals might end up? In the engine heat exchanger, of course! All of this requires some consideration, if not timely action. Me? Never gave it a thought.

So, should we possess such a thing as a water heater that is so connected (and perhaps wired to a 120V or 240V AC mains circuit as well) it behooves us to look in upon it at some regular interval and check for the health of the anode, replacing it as required. Is that, after all, so much to ask? Apparently so in my case. Yet by doing this we will limit wear and erosion of the system, which provides a full measure of benefits to all the connected mechanicals. First, we will assure the long life and a useful return on our investment as regards the heater. Second, we may well help to keep antifreeze out of our potable water, as the coils and connections in the heater will be less likely to corrode through. As good and proud stewards, we're on top of our game. Even better than not poisoning the family parakeet, we avoid the annoying and costly early demise of the heater in the first place, thus sidestepping such little extras as greater familiarity with hose barbs, flare kits, hacksaws, crimping tools and the like.

A word then to those who have enjoyed the blessing of hot water aboard but given the appliance that provided it but little thought.

. Seek out your manual, or lacking that, the manufacturer, and determine where the anode is located. Do this in a timely fashion. Buy a spare zinc and keep it handy, that you may renew it on a periodic basis. While you're at it, check those little pencil zincs in the engine as well. If you have failed to do this, and remain derelict in your duty, I will be happy to discuss how to install a new water heater in an upcoming column. One thing I can promise you is that the new heater that the manufacturer has assured you will have exactly the same fittings and alignments as the old one, wont. Small and annoying differences will cause you to reapply some dormant skills, like proficiency with the tubing bender and flare tool. I promise you however, that the column and my description will be thorough, and replete and a great start towards instructing you on how to replace the heater, and will include instructions on the best ways to grumble, plenty of which we'll hear from your general direction.



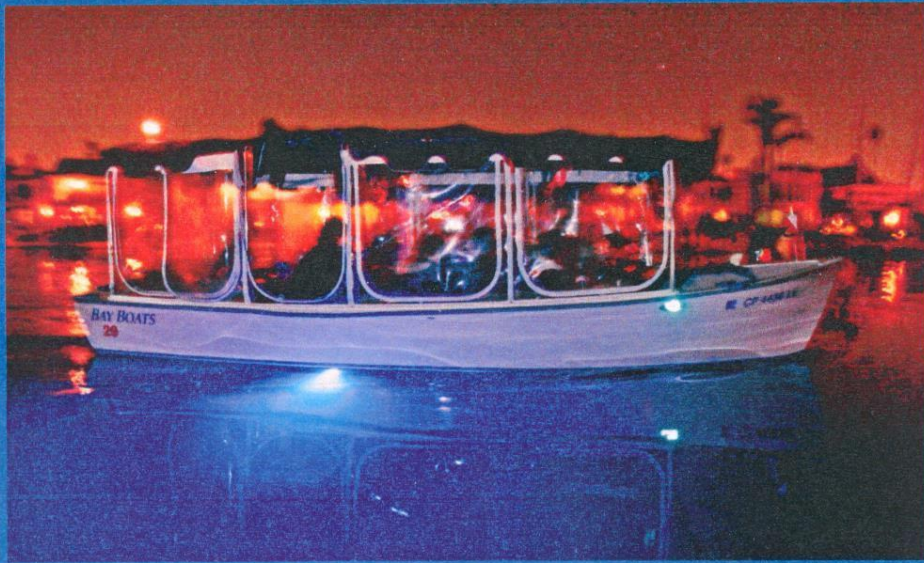
Vice Commodore Lew Barrett (RITA) takes a long deserved nap.



# INTERNATIONAL BOARD MEETING OF THE CLASSIC YACHT ASSOCIATION

@ LONG BEACH

By Dave Ellis, Director



Enchanted Evening Electric Boat Cruise on Naples Canals.

The Southern California Fleet of the Classic Yacht Association really rolled out the red carpet in hosting the LAST "National Classic Yacht Association Board Meeting" and FIRST "International Classic Yacht Association Board Meeting." It is fitting and proper that this should happen in SC, the birth place of the Classic Yacht Association. Also fitting, that on day two of the board meeting, the PNW supplied the our first Canadian PNW Director, Mike O'Brien, who now sits the new "international" bridge of the association as International Rear Commodore Mike O'Brien.

The board meeting takes place over two days, in two very distinct meetings. Saturday, Day 1 deals with the old business of the year with the officers and directors of that past year.

Sunday, Day 2 deals with new business with the new bridge and any incoming directors. The Change of Watch for the coming year is set up on Day 1 and ceremoniously takes place at Saturday evening's Change of Watch Banquet.

The several social events serve as venues for the directors and members to engage or disengage in conversation concerning upcoming issues of the organization in an informal manner prior to the actual business meetings. Such events fun for everyone, and interesting in their own right and allow directors to get acquainted with not only each other, but with members of other fleets. This

year, the events provided by our SC hosts were nothing short of fantastic.

Thursday, after a wonderful welcome at our hotel by SC hosts, Cocktails were served on Mike & Janie Horton's 1946 Fantail Yacht MARIAM, followed by a perfectly enchanting evening cruise on electric launches through the Naples Canals. Was it mentioned that the temperatures in LA were in the upper 70s...In January?!

Friday brought an delightful cruise to Avalon on Catalina Island. Visits were paid to its various shops, cafes, the Casino Museum, the game reserve, and hotels. Quaint hotels are only \$40 a night in the off season, and if it were not for the business meetings the next day, many of the CYA visitors would have preferred to stay in the relaxing charm of Avalon in the off season. Interestingly, the best coffee in Avalon is brewed in Olympia. Reluctantly returning from Avalon, the next event that evening was a delicious reception buffet at Parkers Lighthouse hosted by our own Jim Hackworth of Hackworth Insurance.

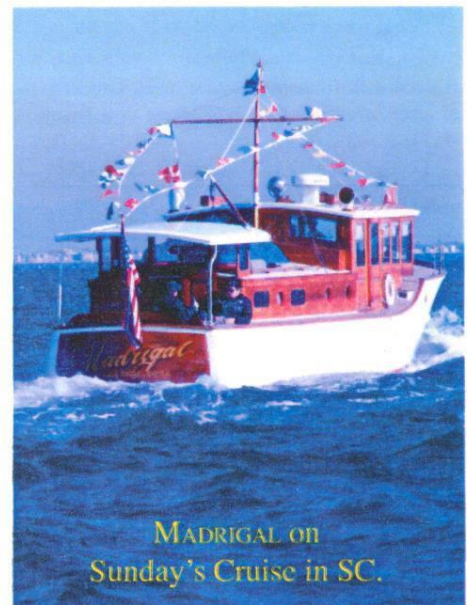
On Saturday, the Day 1 business meeting took place. Proving to be both controversial and consensus, the idea of changing the purpose of the CYA and its activities in order to attain a public charity 501-c3 IRS status was defeated by a vote of 7 - 3. (Director Greg Gilbert and I both voted against it while Director Andy Blair, unable to attend, filed a proxy in favor. If

you wish to know more about why we voted the way we did, on this or any other issue, just ask.)

Besides some house cleaning issues concerning membership, other business of Day 1 set the bridge for the coming year. Commodore David Gillespie, USA was approved to serve another year and Mike O'Brien, PNW came on the bridge as Rear Commodore as Jim Sweeney, NC moved up to Vice Commodore. The best business of Day 1 came when the board voted to award SCs Jim Butz the honor of Life Member. Jim has served the entire CYA for many selfless years. Jim, skipper of classics BLACK DOUGLASS, WIL-O-BEE, & INTENSIVE CARE, recently sold SEA DOG to PNWs Les Gunther. The award was given at the Change of Watch Banquet that evening.

Sunday brought Day 2's business with the new officers and any new directors in place. Big on the list was the change in the by-laws of any word "National" to "International." The budget was set for the year, and the decision was made to obtain Officer's and Director's Insurance Coverage which compliments the Event and Activities Insurance Coverage already carried.

Sunday's meeting was followed by a fine cruise in SC waters aboard several of their beautiful classics. Our thanks go out to the Southern California Fleet for being great Classic Hosts. We look forward to our journey next year to Northern California.



MADRIGAL ON  
Sunday's Cruise in SC.





# A HYPER-BARIC NEW YEAR

By: Dorin Robinson



The following is a brief synopsis of an event I would rather not talk about - however in the interest of boating safety I am compelled to reiterate exactly what happened due to the fact that fellow boaters in the future may benefit from a perfectly innocent mistake - not planned by any of the cast of characters involved. Furthermore I would suggest that as you read this --take the time to realize that it could very well happen to you -- One more item to keep in mind as you read this - **I WILL NOT CHANGE THE NAMES TO PROTECT THE INNOCENT** -- some of these folks you will know - some you may not - and as you read on you can decide who the potential innocent victims / and heros really are as the story unfolds -- several are very glad that they are still here - and as you might surmise - several are glad that by some quirk of fate they were there to help!!

December 31st (New Years Eve Day) started out like any other except that the weather was very nice - crisp, cold, clear and sunny with the expectations of celebrating the change of year with many good friends from the CYA. At various intervals here on the Stimson dock it was easy to get caught up in the excitement as folks arrived, boarded their Classic Yachts and prepared to leave for what promised to be a CYA Traditional Gala New Years event held each year at the Center for Wooden Boats.

Due to some other commitments that same evening I knew that it was probable I would not be able to go - however around 3:30 PM when my good friend Steve Moen said to me "would you like to take a brief run down the canal?" I said sure thinking that we would be gone maybe a couple of hours and then return. We pulled away from the dock and had a nice leisurely cruise ( about one hour) down to CWB -- said hello to numerous folks already there and then headed on back. to our marina/ along the way meeting several other CYA

member vessels headed to the event. We were away for about 2 and one half hours.

On the return trip as we were passing under the Ballard Bridge I noticed that I was all of a sudden a bit dizzy -- nothing to worry about - however it became worse so with- out saying anything I sat down and watched as Steve did an expert job of putting his boat back in the slip. I got off the boat - still really dizzy and sort of walked up to the bow - put on the forward lines -- thanked Steve for the trip and went back to my boat which is three slips away. I got on board and sat down as the whole place was spinning around and the thought occurred to me that maybe I was starting some kind of a heart attack. After about ten minutes of this I called my son and mentioned to him how I felt and of course he said he would come to the boat --- I replied that this would probably go away and for him to call me back in about a half hour and if there was no response come on down





and see how I was doing. He said I should call 911 and of course my reply (being the macho idiot) was no and that I WAS SURE IT WOULD BE OK. I laid back down and by then my chest was feeling very tight -- I thought to myself that I will just take a little nap and things will be OK.

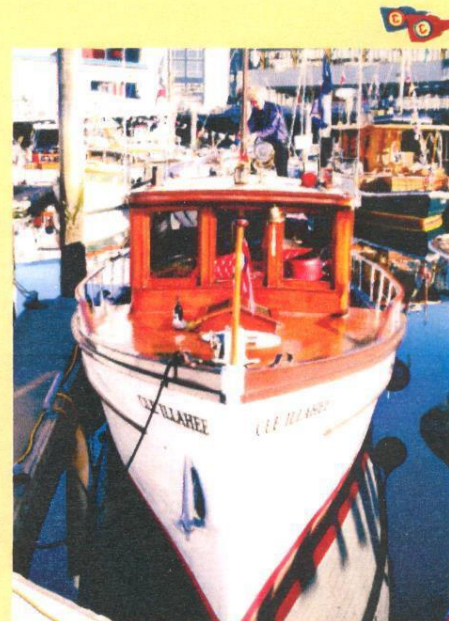
My next recollection was my telephone ringing -- it turned out to be Kathy Skillingstead who wanted to know Steve Moen's home telephone number -- I replied "just go over to his boat and ask him" she said he is not on his boat -- just give me the number -- my mind was not working well - I fumbled around and by the time I started to reply with the number she said "are you ok?" -- I said not really and that I was very dizzy and somewhat shaky -- there was a long pause and she said thank you for his number -- then another long pause and she said -- "were you out on the boat with Steve?" - I replied yes --- she said we are at Ballard Hospital with Steve and he has carbon monoxide poisoning -- Jan will come and get you right away -- In a daze I said OK -- she hung up // Jan arrived a few minutes later helped me out of my boat and into his car ( I was very shaky, dizzy, and somewhat disoriented) then on to Ballard hospital

After very quick blood tests they found Steve's carbon monoxide level to be 48 % and mine was 27% - more information revealed to us later said that any reading over 25% is considered lethal -- and if it hits 51% that you are as good as dead --- if untreated anyone over the sustained level of 25% can and do very often die. Oxygen masks were put in place and much to my surprise we were told that they were immediately transporting us to Virginia Mason where we would be placed in a Hyper-baric Chamber - the same

place they would put a deep sea diver who had surfaced to quickly from a deep dive suffering from Oxygen Narcosis - more commonly known as the bends. I knew we were in trouble on the ride to Virginia Mason Hospital as they had placed us in two separate ambulances and left Ballard Hospital with sirens blaring - each one of us had an attendant to make sure the oxygen masks stayed in place.

Thru the course of maybe two or three more hours -- inside the chamber we were pumped full of oxygen - in a controlled pressurized atmosphere and gradually were brought back to acceptable levels --- As I recall we were finally released around two or three A.M. and were taken home by another hero - Yurio Moen who patiently and bravely waited while these two macho idiots were in the process of recovery -- In many years past we had always spent NEW YEARS EVE together usually out somewhere with the the boats - however this was a first --- we looked at each other in total disbelief and I believe we wished each other -- HAPPY NEW YEAR. or was it HYPER-BARIC NEW YEAR? honestly I can't quite remember.

To further put all of this into its proper perspective -- here are two guys with over 60 years of combined boating experience - that if you had asked either one of them - could anything like this ever happen to you --- I would bank on everything I have left that they both would have said NO WAY -- then you might ask - Why do you say NO WAY? And they both would answer "BECAUSE WE ARE SMARTER THAN THAT". My point here is that experience or not -- BEWARE AS IT CAN AND DOES HAPPEN TO ANYONE!!!



Originally we suspected that this entire escapade was precipitated by a very small propane heater which was turned on in a enclosed space - however in further checking we have discovered a crack in the main engine exhaust system which allowed fumes from the engine to come directly into the boat. After we arrived back in the slip - Steve stayed in his boat - I went back to my boat and that explains was why his carbon monoxide level was much higher.

By some ironic quirk of fate along with just plain old luck - Jan Skillingstead went by Steve's boat just to say hello and found him to be all but none responsive - he and Kathi loaded Steve in their car and made a quick trip to Ballard Emergency Hospital. After they arrived Kathi called me to get Steve;s telephone number so she could tell Yurio (Steve's wife) what had happened - and of course discovered my unhealthy condition

In my ever so humble opinion - they along with Yurio Moen are the unsung heroes -- if it wasn't for their diligence - along with their quick thinking -- two of us would not be here for 2008 -- Quite honestly I have never had to thank anyone for saving my life - much less the life of one of my best friends -- In that regard I think its appropriate that on behalf of my good friend Steve and yours truly -- we say THANK YOU -- BECAUSE OF YOU OUR LIVES WERE SAVED!! everyone involved made the right call and let it be known to anyone reading this that we are forever eternally grateful!

Submitted by:

Dorin Robinson (just glad to be alive)







# COMMING EVENT ABCs



## A. LOG RACE

11th Annual Herb Cleaver Memorial Predicted Log Race  
Saturday, April 12th, 2008  
Skipper's & Observer's Meeting at Noon  
Race starts approximately 1:00 PM  
Husky Docks

If you think you may attend, please call John & Ellen Murphey (206) 335-3333 or e-mail [murphey.e@gmail.com](mailto:murphey.e@gmail.com) to obtain a packet containing course description & instructions.

Predictably, a Pot Luck will follow the contest. Even if you don't come to "race", come to cheer on the participants & join us for food, friends & flimsy excuses!! Observers are always needed, so please consider observing if you are not planning to race -- a great opportunity to take a ride on someone else's classic!



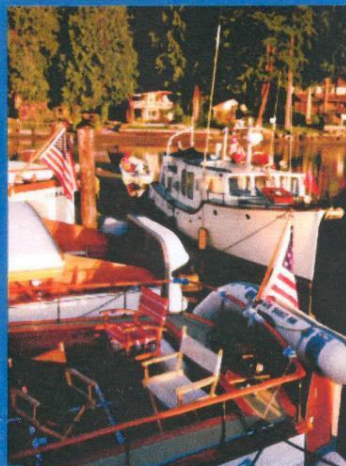
## B. OPENING DAY

With the days getting longer and Spring just around the corner, there can be only one conclusion to draw: Opening Day is Coming!

Mark Your Calendars: Opening Day Weekend is May 2-4.

If you haven't done so already, you need to register to participate. It's free, so the price can't be beat. You can register online here: [http://www.seattleyachtclub.org/Opening-Day/Opening\\_Day\\_Reg\\_Select\\_2008](http://www.seattleyachtclub.org/Opening-Day/Opening_Day_Reg_Select_2008)

Do it now, and let's assure a big turnout for this perennial Hallmark Event! Remember, you can't participate if you don't register! Do it now!



## C. OLYMPIA

### WOODEN BOAT FESTIVAL

The 29th Olympia Wooden Boat fair is coming up May 10 & 11, and its web page is up and running. [[www.olywoodenboat.org](http://www.olywoodenboat.org)] A copy of the registration form should be on line now. There are some photos of the last two years on it. Hope to see you there, Ed Docherty.



## D. MAPLE BAY

Contact Mike O'Brien about attending this fantastic Canadian Wooden Boat Festival the weekend of May 16 - 18.



## E. MANZANITA BAY

### PAST COMMODORES CRUISE

AS IN HOSTED BY THE PAST COMMODORES FOR THE REST OF YOU!

Memorial Day Weekend, May 24 - 26 is historic in its good weather and this Classic Rendezvous is hosted by Steve Moen of ORBA and all the Past Commodores at our friend Dan Allen's house on Manzanita Bay. Just pass under the Agate Pass Bridge and keep Bainbridge on your Port to this fine piece of heaven. Saturday we dig clams and have "Unreal potluck" #1. Sunday, Tom and Patti Henderson, KIYI, open their Pulsbo home off Scandia Road to us for "Unreal Potluck #2" for the completion of what has to be the finest pair of potlucks on the planet. Plan now to indulge yourself in this pure Classic Corinthian Yachting experience.





# FOR CLASSIC RENDEZVOUS



## G. HARBORVIEW

Hey! The Harborview Cruise is on! No, wait, it's off. NO, for real, IT'S ON!

Late last year, our 2008 Harborview Cruise was cancelled. New people are in charge of Harborview's major fundraising auction event this year, and they had decided to use all new Live Auction items. So, as Heidi Klum would say, 'You're out'. But wait...there arose such an overwhelming clamor from the rabble-rousers who had been our guests in previous years that the Harborview committee reconsidered and on January 31<sup>st</sup> called Andy Blair and asked for our help. Could we again offer the event they called the Summer Solstice Flotilla?

We responded with a resounding YES.

After hurried consultation with the ever-helpful Greg Reed, Dock master at the Center for Wooden Boats, we secured Saturday, June 7 for our Harborview Cruise date (the week prior is the Edmonds Rendezvous, the June 14 weekend is the Bell Harbor Rendezvous, and the June 21 weekend was already reserved at the CWB). Here's Harborview's auction listing:

PNW Comm. John Murphey invites you to step back in time into a grander era of boating. Come aboard the restored wooden crafts of the Classic Yacht Association for a cruise on Lake Union and Lake Washington. Your flotilla of 10 to 12 classic boats will set sail on Saturday, June 7 at 4:00 p.m. from the Center for Wooden Boats on Lake Union. You will enjoy delicious wines and savory hors d'oeuvres onboard, followed by a summer solstice barbecue picnic back on land at the Center. This flotilla will accommodate 50 guests. Bidding will start at \$500 per couple (and yes, you may purchase space for friends!). The Blairs have retired from hosting this event and

## F. EDMONDS

### WATERFRONT FESTIVAL

The dates for the 2008 Edmonds Rotary Waterfront Festival & 3rd Annual CYA Rendezvous are May 30, 31 and June 1, 2008.

The Port of Edmond's is providing guest moorage to the Classic Yacht Association again this year. This will be CYA's 3rd Annual Rendezvous at the large event. They were thrilled to have our participation for the last two years and feel that our vessels have special public interest.

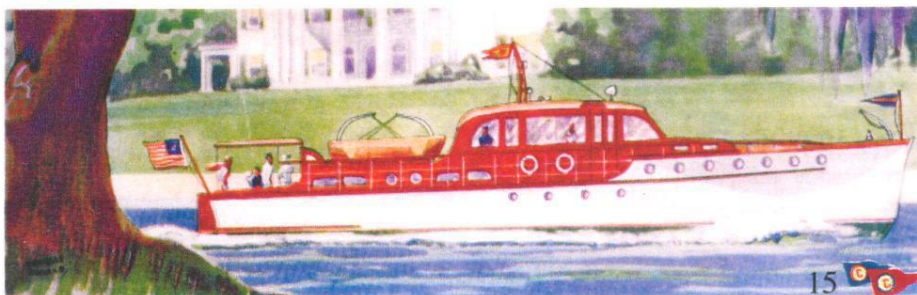
They will hold space for up to 20 vessels if they receive a commitment from me for CYA vessels to utilize the 20 spaces by March 30, 2008. Please check your cruise calendars' and let me know if you'll be attending...first come first served! I need all the info on your vessel, length, beam, if you intend to arrive on 5-30 or 31, and if you will stay the night of the 1st of June as well. Every vessel gets a brass plaque for participating and a bag of goodies from the Port of Edmonds (including a discount card for over 40 businesses in Edmonds), and as in the past, the Port is working with Anthony's Home Port and Arnie's to take care of us Friday and Saturday night at the event. I plan on lining up the Edmonds Yacht Club for another great potluck as well! The Port also has a shuttle to run people into

town which is walking distance from the Marina.

The following CYA vessels are currently registered:

Forever Young, MV Hecate Ranger, Clupea, Shinn's Alden Motorsailer, Elegante, Mudshark, Winifred, Old Man IV (USN Admiral's Barge)

Please...don't put off making the decision... check your calendar and let me know ASAP if your vessel will be attending. E-mail Frank Young at fpyiii@yahoo.com with details.





# ATTENTION ON DECK

The Official Newsletter of  
the Pacific Northwest Fleet  
Classic Yacht Association

John Murphey, Commodore  
Lew Barrett, Vice Commodore  
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Editor's Note:  
Your comments, stories and photos are welcome anytime!  
Please send to:  
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COMMING EVENTS



**PREDICTED LOG RACE**  
Saturday, April 12th  
Husky Docks - John & Ellen Murphey

**OPENING DAY**  
Saturday May 3rd  
Seattle Yacht Club - Andy Blair

**OLYMPIA WOODEN BOAT FESTIVAL**  
Friday - Sunday, May 9th - 11th  
Percivals Landing - Ed Docherty

**MAPLE BAY RENDEZVOUS**  
Friday - Sunday, May 16th - 18th  
Maple Bay, Canada - Mike O'Brien

**PAST COMMODORE'S CRUISE**  
Memorial Day Weekend, May 24th - 26th  
Manzanita Bay - Steve Moen

**EDMONDS WATERFRONT FESTIVAL**  
Friday - Sunday, May 30th - June 1st  
Edmonds Marina - Frank Young

Call or email your contact person now!

## ATTENTION ON DECK

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