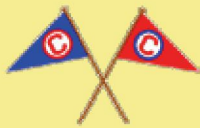


Attention On Deck

Another New Year 2012





MEMBERSHIP MEETING

SATURDAY OCTOBER 15, 2011 AT 4:00 PM

MINUTES SUMMARIZED BY INCOMING COMMODORE GENEVIEVE CARLSON

(For a more comprehensive view of the meeting please contact bridge for transcript.)

4:00 - Welcome - Commodore Diane VanDerbeek

Introductions of new members (Teal, Fifer, Grace) and the year in review, remaining 2011.

Report from International – International Commodore Larry Benson: By-laws are being reviewed, restoring the Commodore’s handbook, new photo album, new and workboat committee. Exploring the possibility of expanding the criteria for membership to work boats instead of just pleasure boats. Southern CA fleet has boats that used to be workboats. Goal is to expand the club, include more boats. This will be discussed at the International Meeting.

Budget – Treasurer Chip Kochel: Two parts - this year’s budget, next year’s draft budget. Current budget is what it is, and we are low on members - 163 paying members total. Budget is not quite balanced. Expenses - donations have not yet been disbursed. SCCC does not need our donation this year, they haven’t used last year’s yet. Larry: is sad to see us not make the donations. Chip: we simply don’t have the money in our checkbook. And he would like to wait until the end of the year. Margie moves, seconded - approved. Checkbook has \$3121.55 in it.

CD has \$30,138.74. \$24,000 is in the reserve fund. \$5,000 is available to the budget, but we have not used it. An unallocated amount in savings account of \$300.00. \$600 for future Int’l meeting.

Port of Seattle has closed their checking account, gave it to us to hold. -\$2,300 must be used for Bell Street.

2012 budget - forecasting 163 renewals, 12 new members, already have four. \$15,475 membership income. COW pays for itself. Auction money. The auction does not currently have a committee head. Are we going to have it? Bell Street - the port money now runs through us.



Photo Album - we have reserved \$3000 this year. Our expectation is that this will be \$6,000 total - 2012 and 2013.

Donations will continue.

Newsletter budget - 2012 the lease agreement expires. We have not yet decided what we will be doing - so the newsletter budget has not changed. We do expect it to go down, though.

Folks have been great about getting sponsorship money for events, and this really helps out.

The 2012 Calendar & 2012 Change of Watch February 25 at Salty’s Calendar - need a few volunteers for various events. Please check it out and contact Genevieve Carlson if you wish to help out. Thank you!

Motion: that Jim’s proposal is put forward as an agenda item at Int’l.

Election of Officers – Commodore Diane VanDerbeek

The three positions are running unopposed; a motion to appoint them is called.

Int’l Director - Ken Meyer

Vice - Jessica Freeman

Rear - John Schrader

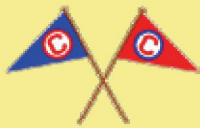
Moved and seconded, approved.

Dorin Robinson has submitted an Honorary Membership request for Michael Wollaston’s Northwest Marine Propulsion Museum. The Museum is a 501-C3 Non-Profit run by Mike with a host of volunteers. Dave Ellis: moved that NW Marine Propulsion Museum be made an Honorary Member of the PNW Fleet until such time a case could be made to the International Directors. This would mean that PNW pay the museum’s Int’l share of dues: International Honorary status, which can only be granted by the International Board of Directors, would make the museum dues free. A motion tabled the issue until we have a chance to have a field trip to allow our own members to visit the museum as a group.

Photo Album Report – David Huchthausen Int’l has recently decided that affiliates would not be included, but with current proposals regarding new classes, workboats, heritage vessels, numbers may go up. When is it going to be implemented? Probably end of 2012 will be actual implementation. David H. is currently collecting bids from both Canadian printers and US

5:30 – Adjourn for potluck. All had a good time!

~ Photo Art by Art Kunz



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~ Photo Art by Art Kunz

INTERNATIONAL DIRECTORS MEETING

By: Recently Installed Director, Ken Meyer -From the Bridge of the PATAMAR



Photos by Bob Crosby

Last fall our vice commodore asked me if I would accept one of the positions of director. This was voted on at the October 2011 and my first duty would be to attend the National CYA meeting this year being held in Mystic, Connecticut at the Mystic Seaport Museum. This is a site that I have visited many times because I had a daughter that attended a college nearby and staying in Mystic gave me a chance to visit the nation's great museum and to visit her. I also attended the previous CYA international meeting in Mystic in 2006. In some ways I thought I had seen it all and this would be a revisitation to an old friend.

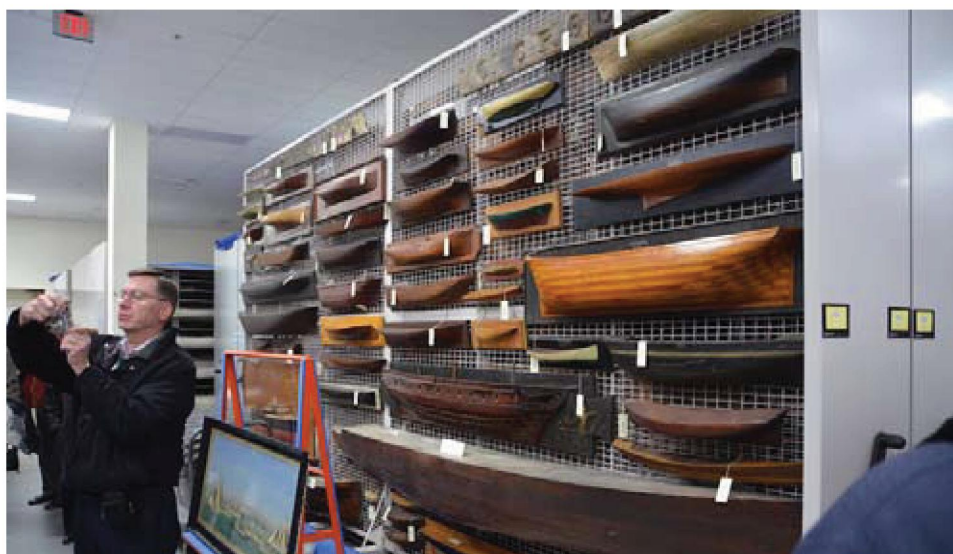
Our hosts had a great day trip planned to Newport, RI, to see the IYRS restoration center along with its new campus where composite materials and mechanical systems are taught. We visited the restoration of the Coronet which is being underwritten by a private individual. In Bristol, RI, we were able to immerse ourselves in the culture and genius of the Herreshoffs and

their era of pre-eminence in yacht design.

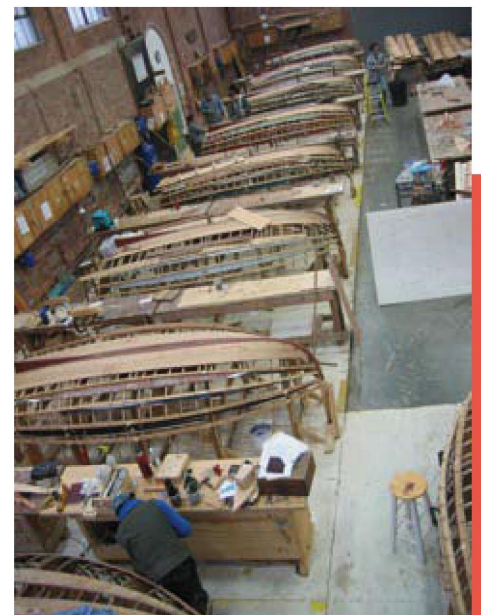
The highlight of the week end, for me, was the trip through the archives of the Mystic Seaport. These are viewed by special invitation only and not open to the public. Here in a 3.5 acre warehouse are kept over 150 boats 150 engines both inboard and outboard, the original boat plans by the historic naval architects, the photographic archives, and a room full of boat models, scrimshaw, figureheads, uniforms, nautical paintings, instruments, and other artifacts of the sea. One could pour

over any one item for hours. This was truly an awesome part of the weekend.

The meetings were polite and mostly forthright in moving the CYA along into the next year. Of note was the dropping of the word Regular Member to just Member, of which there are seven categories: Classic, Vintage, Affiliate, Associate, Life, Honorary and Charter. The white flag will be replaced by a triangular white burgee to denote the Affiliate class. The biggest distinction will be all the boats wishing to be members that do not fall into the



INTERNATIONAL DIRECTORS MEETING AT MYSTIC SEAPORT CONTINUED

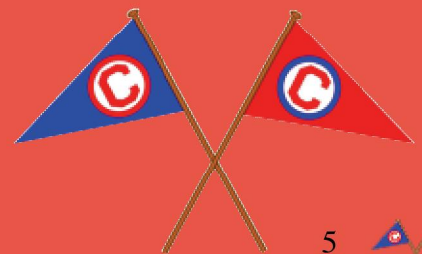


the Affiliate category and would fly the white triangular burgee. This would include power boats of classic design or build, and boats with special design i.e. workboats or conversions, or of historical significance or heritage. More information on this will come from our National Commodore to clear any confusion.

The next photo album is still in the works. A progress report was given by the album chairman, David Huchthausen. Be ready with your photos, guidelines are being prepared.

Of course, every annual meeting is about making new acquaintances and renewing friendships. This is done informally around the village and in restaurants on a casual basis and more formally at the banquet and change of watch ceremony.

the USA fleet cannot be thanked enough for organizing the week end and seeing to our comforts and needs. An especially nicely prepared welcome bag was waiting for us in our rooms when we arrived. This an all the many memories of events will carry us through the year and into another event filled year.

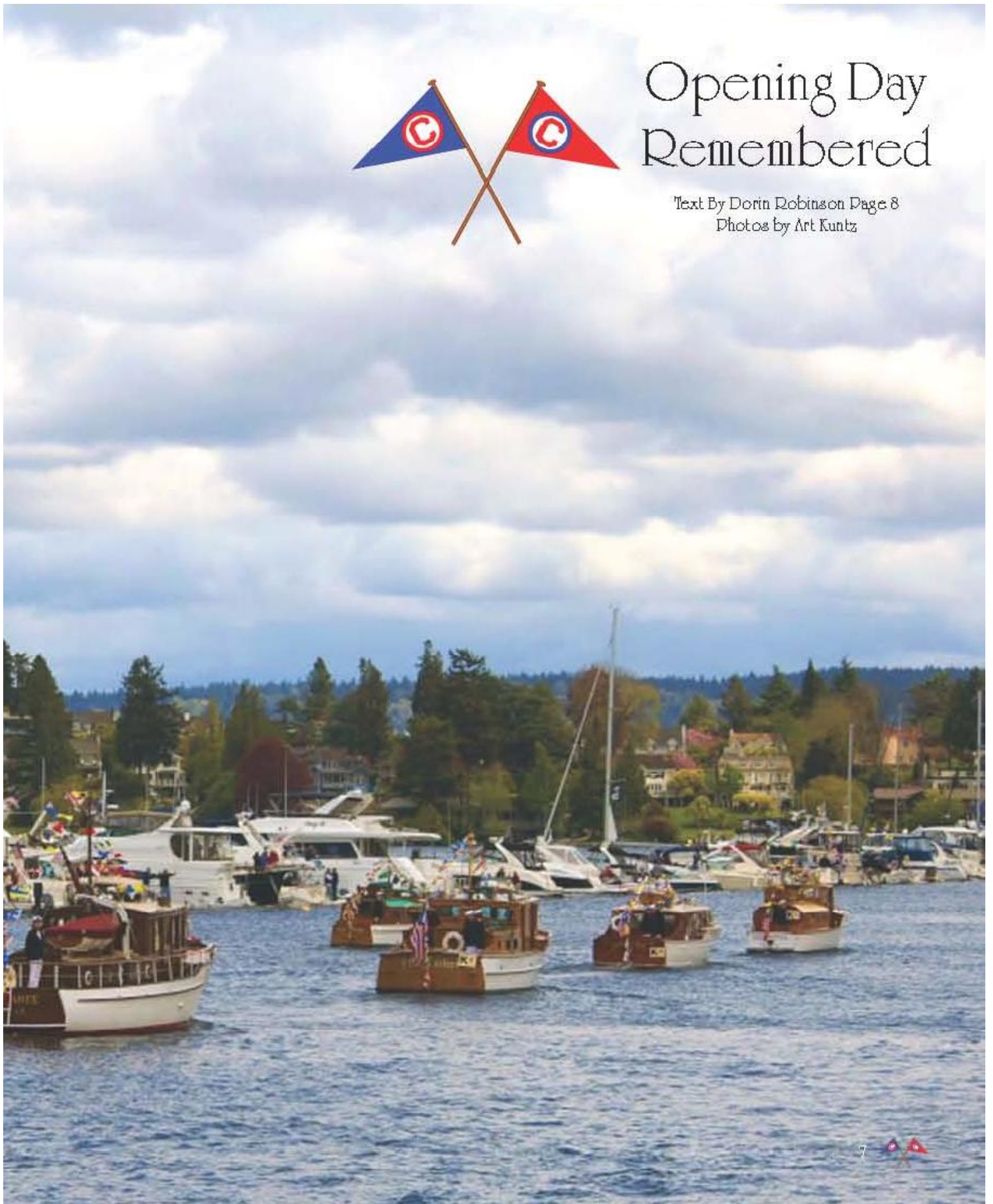






Opening Day Remembered

Text By Dorin Robinson Page 8
Photos by Art Kuntz





Opening Day Remembered

About two years ago I remember when our then Vice Commodore and now Commodore Diane Vanderbeek (OLYMPUS) said to me, "I think that next year the CYA should enter and win the coveted Wilson Seamanship Trophy." I thought to myself, "Sure Diane, I think that would be great." Then I thought back of the two occasions in the distant past when we did, in fact, enter our vessels to try and win this coveted award and remembered that we failed miserably.

I also thought that there was no way that we could win this trophy, no matter how hard we tried just because it was more of a true Yacht "Club" event and our ancient vessels chances would be what I like to call "slim to none" Then I thought well we will probably never do this and that Diane would forget about her conversation with me and the idea of us ever entering would just quietly go away. Let me now say that I was as about as wrong as anyone could be - - what happened was that Diane was totally serious and she and she alone just kept talking about how we could in fact win and that there was no question in her mind that the CYA could in fact enter and win.

Over a period of many months she (Diane) kept talking and talking, and guess what? About a dozen of us started showing up for practices in the cut and with the able assistance of her Captain and longtime

CYA member Rick Etsell we actually went out and practiced various manuevers to see just how we could pull off something that had never been done before. As a matter of fact in the many years of this competition being held, the only ones that had ever won it was in fact other bonafide Yacht Clubs like SYC , Victoria Yacht Club, Vancouver Yacht Club, and many others who tried and failed. The first few times we practiced it was much like herding cats. We had a difficult time staying in a straight line, then two straight lines along with several of what I call a, "Thread the needle maneuver" which we eventually practiced and got it to the point where we actually were able to do it and look good.

There are many other parts to this competition and we gathered this elite group courtesy of Stan & Robin Nelson at their home and practiced standing at parade rest, doing the proper salute, going over exactly what to wear along with how to wear it, where we would stand, who how where and when the salute would be done and last but not least which of our vessels would be paired up with other vessels so we would look sharp as we passed the Judges and reviewing stand.

So here is what happened: We went thru as the K2 group and pulled off one of the great moments in CYA History! Our formation was absolutely dead on just like we had

practiced. Someone said we were the "Blue Angels" in slow motion, and as you know, **THE CYA WON THE COMPETITION!** This award in the past has only been awarded to other YACHT CLUBS and has never to my knowledge been won and awarded to any other boating organization or association. This was truly an International effort as we were joined by our past International Commodore Mike O'Brien along wife his wife Peggy and of course their stunning Classic Yacht "EUPHEMIA II" all the way down from Vancouver B.C.

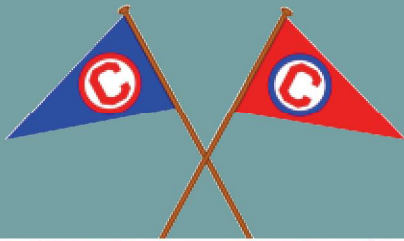
When we all gathered on the SYC lawn for the awards ceremony I happened to be standing next to a very long time seasoned member of SYC who's comment as he turned to me was, "Well I'll be dammed "

Boats who were the historical participants were;

OLYMPUS, LINMAR, PATAMAR, THELONIUS, MARILUS, SWIETENIA, BIG DIPPER, HESITATION II, EUPHEMIA II, SCANDALON, CAROUSEL, & CLE ILLAHEE.



SUBMITTED BY
DORIN ROBINSON member 209



BREMERTON BOUND

by: Bob Wheeler, Bremerton Port Captain



There were two CYA Cruise-Ins to the Bremerton area this past Summer.

The first was to the Bremerton Yacht Club over the 4th of July weekend (July 2-5) for nothing more than a relaxing social get together with no open boats and all facilities available at no cost. This was year number two for this event and both times we hosted only two visiting CYA boats. Though both these events were well enjoyed by those attending, it appears that there is just too much going on that weekend to attract more boats. And given that the 4th falls on a Wed. in 2012, there will be

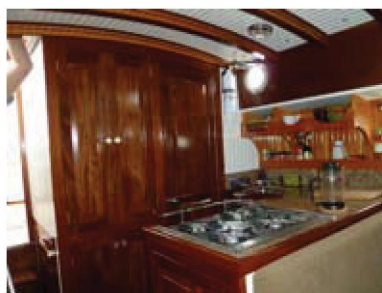
no long weekend to accommodate a cruise-in. For these reasons we will not have a CYA cruise-in to BYC next year. We'll see what the future holds.

The second was to the Downtown Bremerton Marina Aug 12/13/14. 10 slips were donated by the Port of Bremerton and we filled all of them and I thank International Commodore Larry Benson and Past Commodore Lew Barrett for helping to get the word out. It is planned to have this event again next year. A marvelous poster was developed by Dave Ellis and posted all over town. An attempt was made to get it in the Kitsap Sun but I never did see it.

The facilities were top notch and we had a large tent, tables and two BBQ's on the breakwater at our disposal. Facilities ashore were spotless.

The emphasis was on reduced galley effort so the budget accommodated HD's on Friday night, egg McMuffins from Carousel for breakfast on Saturday morning, a full dinner (featuring BBQ'd Tri-tip and chicken) with HD's prior on the breakwater Saturday night followed by a lovely sunset and then a \$7.00 breakfast at the new Bremerton Bar and Grill Sunday morning. There was also beer tasting from Der Blokken Brewery Saturday prior to dinner. Yum. Commodore Diane came over by ferry and joined in the fun too.

A good time was had by all! Put it on your cruising schedules for this year.



AN EVENT TO REMEMBER

By: Dorin Robinson, The Ancient Mariner

A NEW YEAR LOOK AT OLD MOTORS



17712 Noon, Saturday
Climb Aboard for some
CYA & Motor Museum Fun

Join a special Classic Yacht Association visit to: THE NORTHWEST MARINE PROPULSION MUSEUM

January 7th, 2012 The Fun Begins at Noon
Ewing Street Marina
(Next door to Foss Tug)

Dorin Robinson
is our Contact Person
206-226-3955
dellahee@w-link.net

Saturday Noon Jan. 7, 2012

Whenever I sit down to write an article - and if too much time has gone by I often will have a difficult time remembering exactly what happened at the event I am attempting to write about. On Saturday,

January 7th there was a CYA happening which deserves to be remembered - and as such I will endeavor to do the right thing by remembering just how this event came about - - so if you will allow me to start at the beginning!

Over my many years of being a small part and member of the CYA - - I often would be fortunate enough to talk to various knowledgeable individuals who I respected because of their many years of experience:

They would mention names like EAST HOPE, ATLAS, WASHINGTON, LORIMAR, STERLING, SCRIPPS, LATHROP, CROWN, HERCULES, and ROYAL. Of course I would listen intently while trying to make notes as I felt that someday perhaps I would be in the right place at the right time and actually get to see one of these wonderful engines. And then it happened.... Very early one morning, in an unnamed cove on what is now called by some "The Sunshine Coast" or if you prefer the "Gulf Islands" or try "The Canadian San Juans," I heard a sound like no other - kapuc - - kapuc - kapuc - - and it seemed to be coming from across the small cove where we had anchored the previous evening.

Everyone aboard my boat was sound asleep so very quickly and with a great deal of stealth I unhooked the dinghy and slowly started to row towards this wonderful sound - kapuc - kapuc - kapuc - - after about 2 or 3 minutes of rowing thru the mist, I could barely see a older open boat that looked to be around 22 ft long - there were two guys - one who was kneeling by the engine and the other fellow was standing on the small rickety float which, due to the fog, I had not noticed the day before when we had entered this pristine environment.

It turned out that they were two gill net fishermen who had motored into this cove to pick up their net which had been drying on the rickety float overnight. But here is the part I will always remember: There was a single stack on this engine which was pointing straight up to the sky, it was a very still morning, and on about every other uneven stroke of the kapuc - kapuc - kapuc the engine was blowing hot exhaust straight up in the air; not at all like any normal hot exhaust that I had ever seen! THIS ENGINE WAS BLOWING PICTURE PERFECT SMOKE RINGS - - straight up in the air one at a time - - these were a different kind of a smoke ring in that at any given time there would be as many as four smoke rings visible just above the engine. Because of the moist fog and very still air with no wind these rings just hung there. Again, to me it was a real show. I was

NORTHWEST MARINE PROPULSION MUSEUM

hooked - - or maybe a better way of saying it is I was "treble hooked" I had for the first time witnessed a fully operational 'SINGLE CYLINDER EAST HOPE MARINE ENGINE'. What I have just described has for many many years left with me an indelible footprint - - one I will never forget - - and its these memories have then led me to Jan 7th 2012.

The NORTHWEST MARINE PROPULSION MUSEUM is a special place - - and I must say that until the aforementioned date of Jan 7th 2012 it seemed to be one of the best kept secrets around. Over the past more than several years I personally had on various occasions visited this sacred place where I noticed that each time I would visit - - there were more Marine engines - - over a long period of time many of these rare engines were rebuilt and most all of what is displayed inside the Museum are in perfect operable or running condition. Many of our CYA members would say to me and I quote - "Yes I have heard about this place however I have never been there to see what they have - - it sure sounds interesting and I would like to see it" Then several of us thought that it would be a most interesting place to hold a sanctioned

CYA event and invite any and all members who would like to see exactly what this place is all about. We checked with the Museum Management and found that all we had to do was proceed forward with a date & plan. The Marine Engines that are displayed in the Museum embody the spirit totally of what the Classic Yacht Association is all about.

By Laws of the Classic Yacht Association - - Article II OBJECTIVES - - item A . to promote and encourage an interest in the preservation, restoration, and maintenance of fine old POWER DRIVEN pleasure crafts. Please note that without the gracious assistance and help of more than a few people in our fine organization - this event would have never happened - - for those of you who could not attend as well as those of you who were present - here is how it went down. Yours truly was asked to put something together - - I knew I would need a lot of help! David Ellis made up a handsome poster which Rick Etsell placed on our website and also e-mailed to each individual CYA member. Yours truly along with David Ellis split up the roster half and half and placed a telephone call to each individual member inviting each one of you to this event. While all of this was going on for



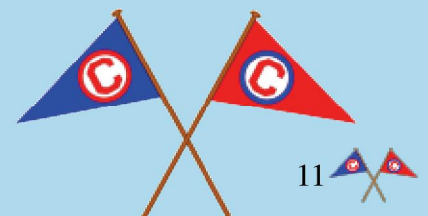
several weeks Steve Moen kept showing up each day at the Museum facility to assist Museum Management and several museum volunteers get the engine displays ready and in running condition for our event.

Our telephone calls turned into an unbelievable number of folks committed to attend and, thanks to CYA member Ron Stevenson, an additional 15 Antique & Classic Boat Society (ACBS) members wanted to attend. We said, "Why not? The more the merrier!" Heather and Dorin Ellis, along with Yurio Moen, very aptly handled the food arrangements, and the gourmet hot dogs, chips, water, etc were quickly consumed.

We far surpassed the 100 mark in attendance, and a very good time was enjoyed by all. There were three pages of names entered and signed by attendees in the guest registry, and I am sure that due to the large crowd we may have missed a few who were in fact present.

Teamwork with everyone pointed in the same direction will always get the best results. So on behalf of yours truly, I want to say a hearty thank you to all of those who pitched in and helped. None of this would ever have been possible without the venue of THE NORTHWEST MARINE PROPULSION MUSEUM. Our Classic Thanks to Mike Wollaston and his staff. Your gracious hospitality is appreciated by all of us!

THIS EVENT WAS TO MUCH FUN!!
CAN WE DO THIS AGAIN?????????



ATTENTION ON DECK

The Official Newsletter of
the Pacific Northwest Fleet
Classic Yacht Association

Diane VanDerbeek, '11 Commodore; '12 Staff Commodore

Genevieve Carlson, '11 Vice Comm.; '12 Commodore

Jessica Freeman, '12 Vice Commodore

John Schrader, '12 Rear Commodore & Editor

David Ellis, Layout Production

PNW Classic Yacht Association

5267 Shilshole Avenue NW

Seattle, Washington 98107

Your comments, stories and photos are welcome anytime!

Please send to:

dellis803@msn.com

COMING EVENTS

Change of Watch Banquet

Saturday, February 25 ~ Saltys @ Alki

Open the Gates Comm. Cruise

Sunday, February 26 ~ Lake Union 1100hrs

Swap Meet & Auction

Saturday, April 14 ~ Swap 1-5 ~ Auction @6PM

David Huchthausen & Jon Bengtsson

Opening Day

May 5 ~ SYC ~ Diane VanDerbeek

Olympia Wooden Boat Festival

May 12-13 ~ Ed & Suzie Docherty

Past Commodores Cruise

May 26-28 ~ Rick Etsell

Edmonds Waterfront Festival

June 1-3 ~ Bob Birdseye

Bell Street Classic Rendezvous

June 15-17 (Fathers Day Weekend) ~ Chip Kochel



Additional Sources of Information

Check out the revamped web site for updates and calendar.

Check out the PNW CYA Facebook Page

For Photos Check out:

Art Kuntz's Site: <http://www.artkphotos.com>

Bob Crosby's Site (Call Him)

For Videos, Dave's Site by searching dellis803 on youtube

Credits and Thanks

To our authors: especially Dorin Robinson, Bob Wheeler, and Ken Meyer

To our photographers Rick Etsell, Art Kuntz, Bob Crosby, Bob Wheeler, Dave Ellis and the great Jerry Matthews who delivered another great shot of the Space Needle going off for our cover.