



1990 John Lyons



COMMODORE JOHN LYONS'S BOAT
1990 PORT BROWNING

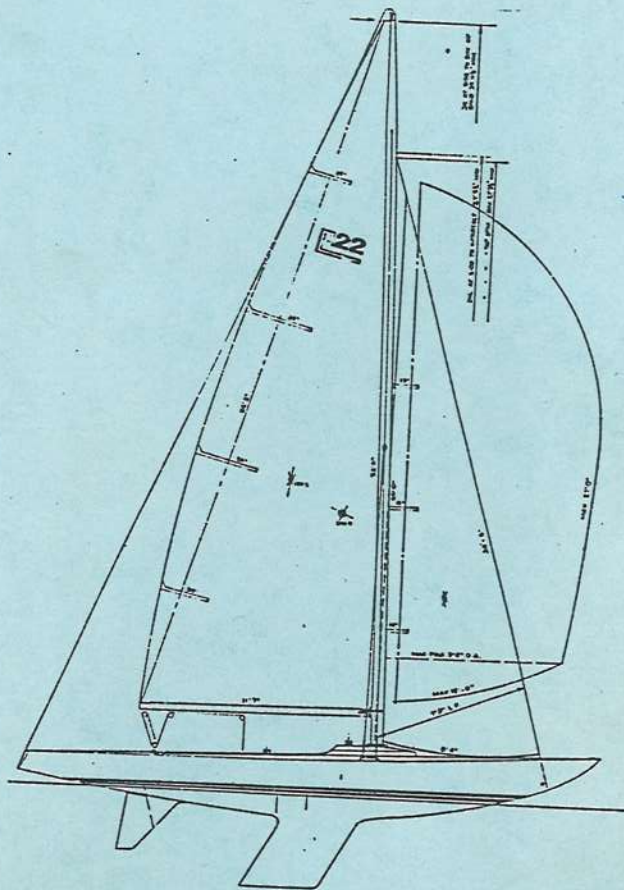


BENTZEN, Dan
660 Beresford Rd., F.H.
98250



Friday Harbor Sailing Club

P.O. Box 62 • Friday Harbor, Washington 98250



1990

YEAR BOOK

FRIDAY HARBOR SAILING CLUB

MONTHLY MEETINGS

The FRIDAY HARBOR SAILING CLUB meets the second Tuesday of each month at 6:30 p.m. In January through May and September through December, the meetings are held in the lower level of the American Legion Building on First Street, overlooking the Port of Friday Harbor Marina. Members contribute dishes to a Potluck. During the summer months of June, July and August, we hold a picnic on the beach at Turn Island, just outside Friday Harbor.

Head Hostess: Gloria Bentzen

| <u>Date</u> | <u>Host/Hostess</u> |
|-----------------------------|----------------------------------|
| January 9 | Joan Lawrence, Merle Ross |
| February 13 | Betty Jane Craddock, Peg Hoepner |
| March 13 | Bonnie Naftalin, Nancy Roemers |
| April 10 | Judy Henley, Mildred Orvold |
| May 8 | Linda George, Irene Meredith |
| June 12 | No Host Picnic |
| July 10 | No Host Picnic |
| August 14 | No Host Picnic |
| September 11 | Helen & Nate Benedict |
| October 9 | Anne Bitman, Jean Taylor |
| November 13 | Judy Bentzen, Bob Padgett |
| December 11: | |
| <i>Christmas Party</i> | Gloria Bentzen, Ruth Mary Rice |

MEMBERS ARE ENCOURAGED TO BRING GUESTS

BOARD MEETINGS are held the fourth Tuesday of each month at 5:00 p.m. in the meeting room of Shipyard Cove Marina. We appreciate this courtesy extended by the Shipyard Cove Mariners.

FRIDAY HARBOR SAILING CLUB

Tentative Events List 1990

CRUISES: Bob Padgett, Coordinator

| | |
|--------------|--|
| May 26,27,28 | Memorial Day Cruise to Port Browning |
| June 9-10 | Joint Race/Cruise; Prevost Harbor -- A & C |
| June 16-17 | Joint Cruise -- A,B,C & D; Fisherman Bay |
| Sept. 8-9 | Cruise to Montague, Canada |
| Oct. 6-7 | Cruise to Ganges, Canada |

RACES: Wes George, Fleet Captain

| | |
|-------------|--|
| April 14-15 | Spring Series #1, West Sound -- A, 3 races Saturday, 2 races Sunday |
| April 28 | Hein Bank |
| May 12-13 | Spring Series #2, Griffin Bay, 2 races Saturday, 2 races Sunday |
| May 19-20 | 'Round the Island Race -- B |
| June 3 | Single Handed Race |
| June 9-10 | Joint Race/Cruise; Prevost Harbor -- A & C |
| June 24 | Jack & Jill |
| Aug. 4 | Shaw Island Classic -- B |
| Sept. 16 | Fall Series #1 |
| Sept. 22 | Le Mans Race |
| Sept 30 | Fall Series #2 |
| Oct. 14 | Fall Series #3 |
| Oct 28 | Fall Series #4 |
| Nov. 10-11 | Round the County -- A & C |
| Dec 30 | Polar Bear |

- A)O.I.Y.C. = Orcas Island Yacht Club
B) S.J.I.Y.C. = San Juan Island Yacht Club
C)F.H.S.C. = Friday Harbor Sailing Club
D) L.I.Y.C. = Lopez Is. Yacht Club

FRIDAY HARBOR SAILING CLUB

Officers 1979- 1990

| | <u>COMMODORE</u> | <u>FLEET CAPTAIN</u> | <u>SECRETARY</u> |
|------|------------------|----------------------|--------------------|
| 1979 | Cindi Hallmark | Gary Boothman | Doug Matoon |
| 1980 | Doug Matoon | Bob Ankersmit | Mary Slocumb |
| 1981 | Bob Ankersmit | Rob Moore | Anita Welch |
| 1982 | Gary Boothman | Steve Swanberg | Tom Bogardus |
| 1983 | Fred Krabbe | Gary Roberts | Jim Fricke |
| 1984 | Steve Swanberg | Pat Hurley | Jim Fricke |
| 1985 | Pat Hurley | Bill Matheson | Virgil Hennen |
| 1986 | Virgil Hennen | Bill Evans | Jo Bailey |
| 1987 | Frank Hutchinson | Steve Swanberg | Olshefsky/Borschel |
| 1988 | Bill Taylor | Hugh Lawrence | Naftalin/Carter |
| 1989 | Fred Henley | Arne Bentzen | Rice/Carter |
| 1990 | John Lyons | Wes George | Hugh Lawrence |

FALL SERIES FIRST PLACE OVERALL

| | | |
|------|----------------------|---------------|
| 1980 | Gary Boothman | "Grasshopper" |
| 1981 | Roy & Eric Jewett | "Tess" |
| 1982 | Bill Cumming | "Endeavour" |
| 1983 | Sunny Vynne | "Alert" |
| 1984 | Lum, Martel & Varley | "Allegrias" |
| 1985 | Sunny Vynne | "Alcor" |
| 1986 | Steve Swanberg | "Corsair" |
| 1987 | Gary Boothman | "Grasshopper" |
| 1988 | Steve Swanberg | "Corsair" |
| 1989 | Hugh Lawrence | "Ulan Bator" |

1990

FRIDAY HARBOR SAILING CLUB

ROSTER

* Charter Member

| | | |
|---|--------------------|-------------------|
| BALLENGER, Patrick & Jo Ann .. P.O. Box 2292, F.H. | Tug | "F.L. FULTON" |
| | Sport Fisher | "RANGER" |
| | Etchells | "MICKEY" |
| BARNES, Dick | San Juan 21 | "ALTA MIRA" |
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| BATCHELDER, Cliff & Barbara Box 356, F.H. | Hans Christian | "LA FEMME d'OR" |
| | 378-2239 | |
| BENEDICT, Nathan D. & Helen | | "LIZ B" |
| P.O. Box 1218, F.H. | 378-2430 | |
| BENTZEN, Arne & Judy | Etchells | "TOR" |
| 740 Turn Point Rd., F.H. | 378-3139,5101 (w) | |
| BENTZEN, Dan | | |
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| BENTZEN, Erik | Davidson 40 | "SNOOK" |
| 2925 Fairview Ave E, Seattle, WA | | "SWEETY" |
| 329-4459 | Star | "HEART BEAT CITY" |
| BENTZEN, John & Gloria | Etchells | "ODIN" |
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| BITEMAN, Anne | | "KANAKA" |
| 24324 Military Ave S | (206) 804-5826 | |
| Kent, WA 98032 | | |
| BLACK, George & Florence | Glassply | "HAIDA-WAY" |
| 981 Black Rd., F.H. | 378-4521 | |
| *BOGARDUS, Tom & Karen | Nonsuch 30 | "GALAHAD III" |
| P.O. Box 1279, F.H. | 378-4942 | |

* BOOTHMAN, Gary J-30 "GRASSHOPPER"
P.O. Box 255, F.H. 378-2459

BORSCHER, Hans & Anne Catalina 30 "ODIN"
P.O. Box 1453, F.H. 378-2763

BRYNNER, Samantha Thunderbird "OLD CROW"
P.O. Box 1053, F.H. 378-2760

CALVERT, Brian 36' Trawler "ORIANA"
P.O. Box 2328, F.H. 378-4047,4055(w)

CARTER, Loyd & Joy Ericson 27 "AD LIB"
1640 Port L'Entere Dr., F.H 378-5766

CHAMPLIN, Dave & Mary Ericson 32 "NAIA VII"
2027 Fir Lane Dr., F.H. 378-5192

CHAMPLIN-MARTYN, Jan K
953 Oldfield Rd., Fairfield, Conn. 06430

CRADDOCK, Donovan & Betty Jane "AQUARIUS"
4976 Fir Way, F.H. 378-4108

* DICKINSON, John C.B. Sloop "KNUCKLE"
991 Argyle Ave., F.H. 378-2289

EVANS, E.W. "Bill" Evergreen "TEMPEST"
5998-A Cessna Ave., F.H.

FROULA, Dave & Donna 22' Starsport "ROSE"
P.O. Box 1411, F.H. 378-5782

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P.O. Box 727, F.H. 378-2999

GENESTE, Bud & Helen Catalina 30 "JEUNESSE"
P.O. Box 426, F.H. 378-2417

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4965 E. Harbor Dr., F.H. 378-3182

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2603 Mt. Shadows Ln., F.H. 378-5733

HENLEY, Fred & Judy Marshall Cat "PURSY"
P.O. Box 2262, F.H. 378-3348

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5597 San Juan Dr., F.H. 378-5284

HIERONYMUS, Richard & Nancy
2866-A MacGinitie Rd., F.H. 378-3566

HOEPNER, Fred & Peg CT 41 "MARIANA"
2369 De Haro Lane, F.H. 378-4213

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San Diego, Ca. 92106

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1161 Argyle Place, F.H. 378-2746

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 1828 37 E. ,Seattle, 98122 378-5155, 325-4836

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 374 Channel Heights, F.H. Ericson 25 "BUTTERFLY"
 378-4025

SHULL, Dan & Dorothea North Sea 27 "DOROTHEA"
 P.O. Box 1345, F.H. 378-2164

STROH, John & Carla Etchells "BOGATA"
 900 Carefree Way, F.H. 378-5394

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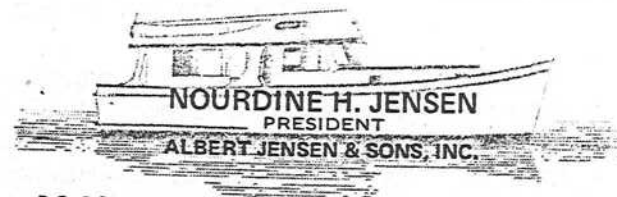
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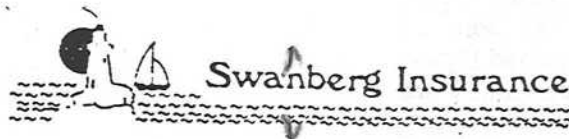


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FRIDAY HARBOR SAILING CLUB HISTORY

The First Ten Years

On March 27 1979 at 7:30 p.m., a group of 41 enthusiastic sailors gathered in the upstairs meeting room of the Turnagain Restaurant on Front St. in Friday Harbor in order to form a new Sailing Club on San Juan Island. The meeting was chaired by Cindi Hallmark, destined to become the club's first commodore. Dave Merner, Fred Krabbe, Bob Ankersmit, and Rob Moore each spoke on what they felt the purpose of the club should be.

A steering committee of Krabbe, Hallmark, Chuck McKillop, Moore and F. Stevens met in Krabbe's office on March 29 and discussed by laws and a questionnaire to find out more of the prospective members' wishes. The number one desire of the club at that time was a clubhouse, perhaps showing the fallacy of questionnaires. From all early members recently interviewed the main energy from this young membership was to organize sailboat racing. This impetus has persisted until the present time.

Fred Krabbe teamed with Charlie Schmidt to frame a set of bylaws patterned after the Corinthian Yacht Club of Seattle. These bylaws served the club with minor revisions until updated and streamlined in a new set approved on May 8, 1988. The Friday Harbor Sailing Club's Articles of Incorporation in the State of Washington are dated June 8, 1979. They were notarized by Carol DeBoer, one of the club's most enthusiastic founders.

At a meeting of the prospective members on April 10 several names for the club were proposed, including "The Last Real Sailing Club." The present name was selected and a contest for the club burgee initiated. Our present burgee was selected as designed by Doug Matoon. On the plan submitted are the suggestions "Make it yourself," "Fly it with pride and skill." These may in part reflect some of the spirit of the new club. From down sound came protests of plagiarism by the Seattle Yacht Club, their burgee having a narrower stripe and a star.

Of the 41 founding members, only 8 remain in the club at the present time. Their names are duly recognized in this year's roster. Membership has fluctuated over the years to a low of 23 in 1983. Between 1987 and 1989, we have had 14 members resign, but have gained 17 new members, for a total of 65 in 1989. Counting wives and significant others in the complement, we have 114 active club members.

Club records in the early years were usually colorful, replete with month and day, but no year and no secretary named. Nevertheless certain facts are retrievable and some confirmed by interview with founding members of good or convenient memory. The calligraphy of

Mary Kay Slocumb makes the minutes of 1980 a collectors item. The years since Anne Borschel took over in 1987 have been of Bristol quality, succinct and dated. She and her successors are to be complimented.

Who won the first sailing race? In the spring of 1980 our founding member John Dickinson sailed his Bristol Bay "Whisker" to first place in a race from Jones to Stuart Island. Fred Krabbe was third in Lucky Lady. John won a trophy donated by the Wild Hare (ex-Hectors, now Riptide) which was indeed a stuffed Hare. He had led the gang in a sing-a-long the night before at Jones. Salient comment in the minutes "a racoon came down to join in."

The names of other early races hardly need amplification. Hang Over Cup, Sucia Sleeper, Barge Cup, Beer Can Series, New Years Eve, and President's Cup. Many of the early races were sponsored by local business firms, i.e. Boothman's Cabinets and Swanberg's Insurance, the latter staging a race around Hein Bank.

The early races were usually rehashed either at wharveside or at the Electric Company. The latter sponsored The Great Electric Circuit race.

Looking at the race results over the years, certain boats have been constantly recurring winners; Gary Boothman's J-30 "Grasshopper" has been in the winner's circle year in year out. Likewise, Steve Swanberg's San Juan 28 "Corsair" (nee "Lucky Lady", F. Krabbe). All three of these skippers have won in regional races such as Swiftsure and Bash. Other competitive boats: Rob Moore's "Candide," and Sunny Vynne's "Alert" and "Alcor". Charlie Nash in his "Saltchuck" proved a wizard of the currents on numerous occasions.

Samantha Brynner's Thunderbird "Old Crow" has been a consistent heavy air threat since 1982, placing first in the LeMans Race that year. Jo Bailey in "Sea Witch", Tami Oldham in both "Sabra" and "Blondie," and Maxine Schwedler in "Butterfly" have upheld their distaff skipper role in club races. The club staged a race series of regional stature, the Rhumb Regatta between 1980 and 1986. This race, usually held at Roche Harbor, characteristically attracted boats from Royal Victoria Yacht Club who placed first in all but two races. Bob Vynne won in 1981, and his father Sunny Vynne won in 1985.

The club has held a Fall Series since 1980. The trophy for this event, a barometer in a handsome case, was crafted by club member Rob Moore. Sunny Vynne, Steve Swanberg, and Gary Boothman each have two legs on the trophy. Yes, that winner in 1983 is our San Juan County Sheriff who recounts that the wind averaged 30 knots throughout the series, just suited for his 38 foot steel yawl. The winners are listed elsewhere in the yearbook.

Recently the club has cohosted the 76 mile "Round the County" race with the Orcas Island Yacht Club in November. Often sailed in heavy

weather, this event appears to be headed for regional significance. Hugh Lawrence's Ulan Bator has placed second in class each year, and Wes George's G'Day took first in class in 1989.

Our present dues and initiation fee has increased only ten dollars over the decade despite a marked increase in the cost of liability insurance which uses up nearly one half the clubs yearly budget. This yearbook cost had doubled in the last year.

In mid-decade, the membership's initial enthusiasm began to fade, perhaps due to the aging and family responsibilities of some of its early members. Under the guidance of Virgil Hennen and Frank Hutchinson, along with Pete Risser, vitality was reinstilled. Leonard Orvold and John Lyons actively recruited new members. Quarterly meetings were returned to a monthly basis complete with a potluck supper and programs.

A recent addition to the racing program has been the Etchells one design fleet, now comprised of eight boats in Friday Harbor. Thirty feet six feet overall and twenty two feet on the waterline, these boats appear to be the ideal one design for races in the protected waters of San Juan Channel. The Bentzen brothers have been repeat winners in this one design class.

A look to the future would indicate that the club should further inspect its mission. It is estimated that about 10% of any fleet competes in racing. Racing has become increasingly expensive, with sophisticated electronic navigation aids, kevlar sails, and ultralight hull design. Our club's membership has on the average grown older and many of its members have turned to power in preference to sail.

How might more energy be directed towards a cruising program? It is hard to get solid data for this historical review as there has been virtually no documentation of cruise events other than the point of call. Perhaps we need such a scribe with a column in the newsletter.

Many like to journey to a harbor and dine at a local restaurant, others like a more informal setting with a cookout or salmon bake such as the two cruises Bud Naftalin arranged two years ago. These permit ease of contact and informality. Joint cruises with neighboring yacht clubs have been met with some enthusiasm.

Nearly all interviewed have expressed a fond hope that the Friday Harbor Sailing Club will always remain waterbased, informal, friendly and spontaneous in its activities.

Article II BYLAWS - PURPOSE

The purpose of this club shall be to organize, promote and encourage amateur sailing and power boat activities to include races and cruises and to provide regular social and educational meetings for its members and their guests.

ARNE BENTZEN

YACHT SURVEYOR AND CONSULTANT

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Susan Risser

Peter Risser

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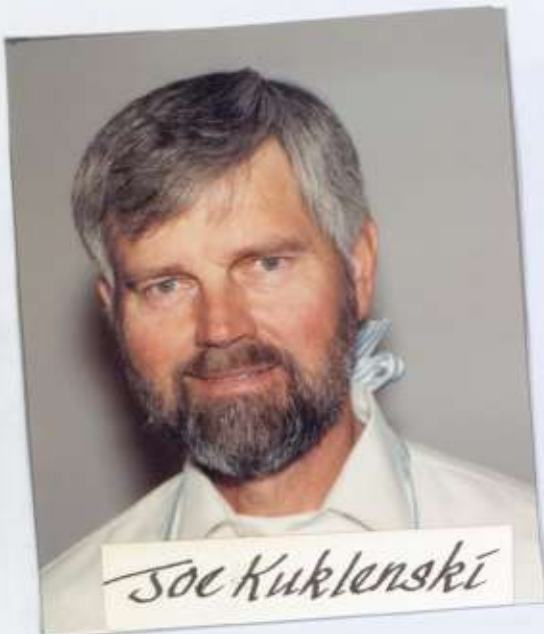
Gloria Bentzen
Paul Schwedler



John Lyons



Gloria Bentzen



Joe Kuklenski

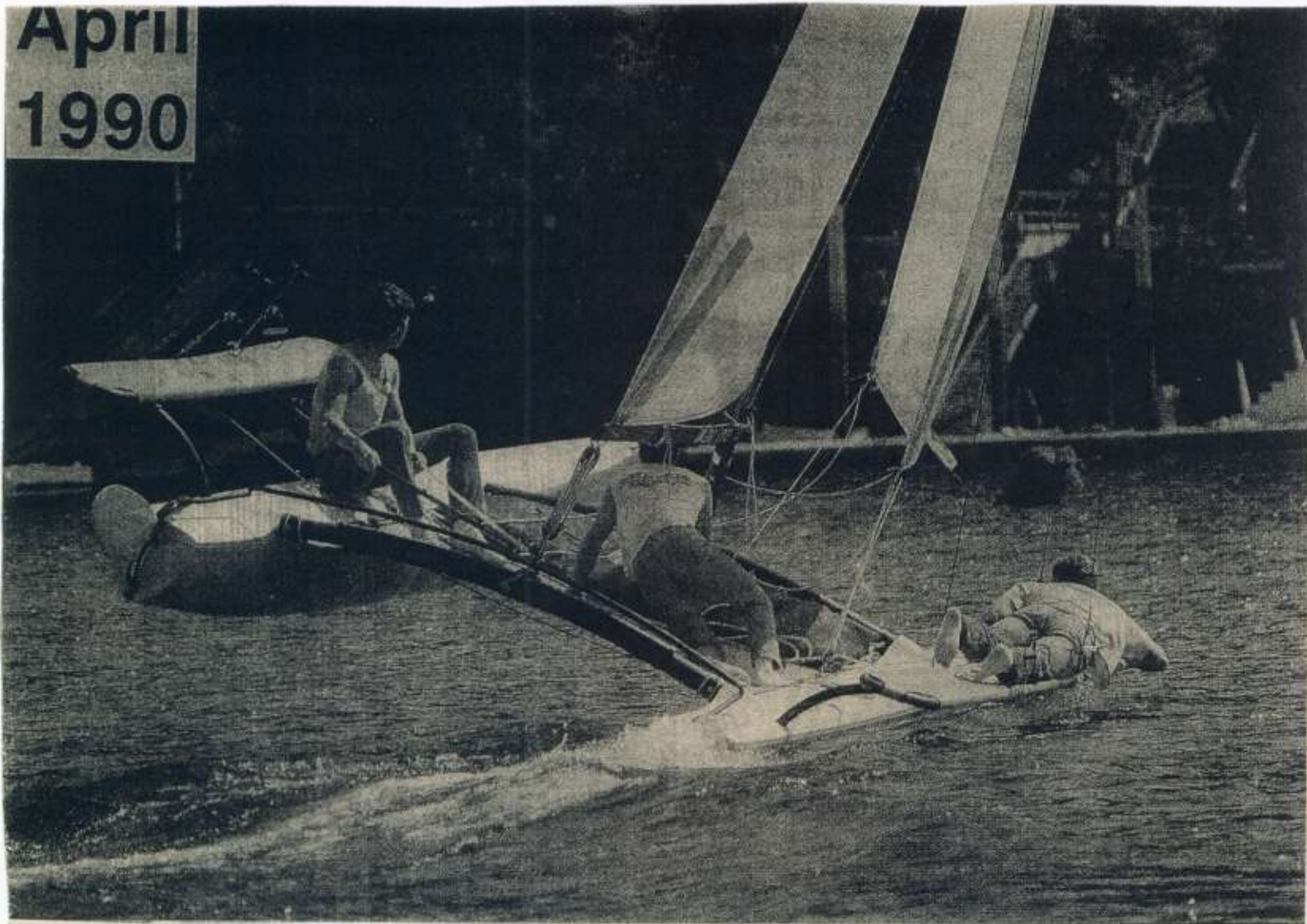


Pat Kuklenski
Marilyn & Frank Hutchinson
Guest ~ Bill Rice



Jill Carey

April
1990



Bentzen wins single-handed race around Jones

June 6/1990

John Bentzen skippered his Etchells *Tor* to first place Sunday in the Friday Harbor Sailing Club's single-handed race around Jones Island.

Predicted high winds never materialized and the fleet of 10 boats enjoyed sunny skies and great sailing for much of the race.

Etchells-class racers dominated. Arne Bentzen finished second in *Odin* and Hugh Watt was third in *Mickey*.

The first annual Prevost Harbor Race/Cruise will start at 11 a.m. Saturday near McConnell Island with the return race to McCoanell Sunday.

Co-sponsors of the race are the Orcas Island Yacht Club and Friday Harbor Sailing Club. A beach barbecue after the

race Saturday will be at Prevost Harbor on Stuart Island.

For more information contact Len Warchem at 376-2838 or Wes Georg... A 378-3182.



Front Row: F.Paul Schwedler, John Lyons, Alice Hutchinson, Bob Padgett, ?, Cecil Ashley,
Second Row: Rod Mager, Arne Bentzen, Frank Hutchinson

*“He said,
‘Hey, come
over to Tai-
wan. I need
somebody
who can do
the drawing
and manage-
ment end of
this business.
We’ll make
millions.’ ”*



Jo and Peter Hoyt began building and selling boats because of the environment they live in.

Sense of adventure turns couple to boating

July 1/1990

By GEORGE CLARK

New San Juan Island residents Jo and Peter Hoyt have spent the better part of their adult lives building and selling boats.

But they were trained in two very unrelated occupations; she as a flight attendant and he as a sociologist. She actually worked as a flight attendant. He never worked as a sociologist.

So how did they end up building boats? The safest answer is to simply say they did it “because it was there.” And while that may at first seem a flippant answer, it contains a grain of truth.

The Hoyts began building and sell-

ing boats because the boating world was all around them and if there is one permeating feeling that emanates from them it is that they very much participate in life, whatever it may bring them.

If they found themselves deposited in hog and corn country of Kansas, they would probably soon own a herd of prize pigs and be involved in the latest methods of hog farming.

They met in Los Angeles. After earning an undergraduate degree in sociology, Peter had gone into the insurance business and needed a part time secretary. Jo, a flight attendant flying in and out of L.A., needed a part

time job.

“I worked for him for three months,” she says, “but he wouldn’t pay me enough money, so I quit.”

“Then she became the boss,” quips Peter. Romance had blossomed.

A bit of the adventurer is in each of them. It’s not hard to understand how their interests soon turned from the tedium of policy writing and flight schedules to the romance of boating. Peter already had a start in that direction.

“I had always had boats,” he says. “I had a Cheoy Lee at the time, and

Please see HOYT on Page 4

wanted to get a bigger one and started looking at Taiwan boats because they were the only bigger ones I could afford."

"At that time," recalls Jo, "we could buy a 45-foot boat for \$18,000." A similar 45-footer today costs closer to \$180,000.

Scottish Taiwan boat builder who was in Seattle at the time and he flew down to Los Angeles to talk to them.

"We signed up to buy this 45-footer he was building at the time, a Garden design Porpoise," says Peter.

Discontented with the interior design, however, Peter began making changes, and when the Scotsman observed his work, relates Peter, "He said, 'Hey, come over to Taiwan. I need somebody who can do the drawing and management end of this business. We'll make millions.'

"That company eventually went bankrupt," says Peter, "but as part of what they owed us we got a hull and some materials and found a Taiwan power boat factory and arranged with its owner to bring in our own tools and employees and finish the hull off there."

another. They took

of these themselves until their new home, two and a half miles from Friday Harbor, is finished.

The home they have been living in in Seattle has sold, and completion of the new house is lagging somewhat. So the Gatsby may be their residence a little longer than they originally intended.

One could easily do worse. Standard Gatsby accommodations, which may be customized to fit the owners' needs, include a queen sized double berth aft, a full sized head with sepa-

"Then, as we got higher, the view got better still, so to take advantage of it we started adding windows. When we started out the house was 1500 square feet, and we ended up with 2800."

Despite the couple's originally disappointing experience with Taiwan boat building, they have nothing but good to say for the Taiwanese people themselves, describing them as wholesome, industrious and hardworking, and having come a long way since their

"That company eventually went bankrupt," says Peter, "but as part of what they owed us we got a hull and some materials and found a Taiwan power boat factory and arranged with its owner to bring in our own tools and employees and finish the hull off there."

One thing led to another. They took on a Taiwanese partner, then went to the now well known marine architect Bob Perry and developed and started building the Landfall 39, then the Passport 40.

Meanwhile, they had been joined by a friend from the States who took over the production end and Peter and Jo returned to the U.S. to start marketing the boats.

The Landfall and Passport were successful lines and soon led to the ketch and cutter rigged Liberty 49, which they still build. They also built the Passport 37, 42, and 51 lines. The Passport 40 remained their most popular model — 150 have been built.

Still designing and building boats, their latest creation is the Gatsby, a 39-foot traditionally styled cruiser, designed for use by a couple, either as a power or motorsailer.

They are temporarily living on one

new house is lagging somewhat. So the Gatsby may be their residence a little longer than they originally intended.

One could easily do worse. Standard Gatsby accommodations, which may be customized to fit the owners' needs, include a queen sized double berth aft, a full sized head with separate shower, multiple hanging lockers, a full galley placed amidships for stability, a spacious, comfortable salon, and a large wheelhouse.

True to their feather, the Hoyts, after selecting a Lindal Cedar Home to build, were not content with its standard design, and have changed it considerably from the original plan.

Some of the changes they made to their house were due to the location of the property, perched on a cliff overlooking San Juan Channel.

"When we bought the lot," says Peter, repeating an often told island experience, "I climbed up on a ladder and said, 'Gee, if I lift this house up a little bit, our view is going to be pretty good.' So we put it on stilts with the garage underneath it.

"That left a center section of the house unused, so we put a couple of rooms down there.

2800."

Despite the couple's originally disappointing experience with Taiwan boat building, they have nothing but good to say for the Taiwanese people themselves, describing them as wholesome, industrious and hardworking, and having come a long way since their early years in the industry.

"And they are not only producers in the boat industry," says Peter, "but now, along with Japan, are also becoming enthusiastic consumers.

"I have read several recent write-ups on the boating market in Japan," says Peter, "in the trade publications, indicating that it is the coming place for the exportation of U.S. boat products.

"Originally they just saved every penny they earned. Now they are starting to spend it on themselves; buying boats and building marinas and all the rest of it."

"I have heard the cruising grounds are pretty fantastic over there," says Jo.

"And the same thing is happening in Taiwan," says Peter, "so we are pretty excited about all the possibilities opening up over there right now."

Room for everyone as annual Shaw Classic fills Friday Harbor

Aug 8/1990
By JACQUE SHERWOOD

Sailboats, like people, come in an incredible array of shapes, sizes, colors and abilities. Anyone visiting the Port of Friday Harbor Saturday could people-watch and sailboat watch as the 20th Annual Shaw Island Classic got under way.

The harbor was filled with sails. Each boat and crew began tacking and timing themselves to start across the line at the gun and not a second earlier while also avoiding collisions.

THE STARTING LINE ran from the race committee boat *Panacea* anchored off Brown Island to the rocks in front of the UW Labs, at the entrance to the harbor. The race finished at the same imaginary line.

There were two official starts, at noon and 12:15 p.m. The first start included most of the "faster" boats.

Brian Calvert, the marine events coordinator for the San Juan Island Yacht Club, operated this year's chase boat. He frantically tried to reroute all potential interference with the start, with mixed results.

The state ferry *Nisqually* managed to avoid the confusion by heading around the south end of Brown Island just before the first start.

The second round starters weren't as fortunate as the *Spirit of Semiahmoo* pushed his way through the sea of sails less than five minutes before the second cannon.

Most competitors chose the southern route, counter-clockwise. Less than a handful started to the north.

Calvert, normally a competitor in the event, predicted the start to be the most exciting part of the race. Unfortunately, he was right.

The mylar sails and expensive gear didn't have a chance to make a difference with the lack of wind.

The bulk of the competitors were becalmed in Upright Channel and had to be content with a

gorgeous, sunny, albeit calm, afternoon on the water.

IT LOOKED AS IF the clockwise competitors had an edge at the midpoint. Chuck McKillop and his crew were the first to pass the midpoint race committee boat *Queen and I*, anchored in Harney Channel.

Later, the *Queen and I* reported the first two boats over the halfway point had been pushed backward by the current and were struggling to regain the lost distance.

At one point, there seemed to be a possibility no one would finish.

Calvert placed the finish buoy at about 4 p.m. and the race committee waited for a sailboat to pass in front of them that was registered and had passed the halfway point.

At 4:52:01, the multi-hulled *Double Trouble* became the first official finisher of the Classic, nowhere near the record of just over two hours, but a finish nonetheless.

The official results are as follows:

Green Class, cruisers/racers; fast and modern: *High Tension*, Hiller, 4:58:45.

Yellow Class, cruisers/racers; modern and medium fast: *Shaula*, Jensen, 5:50:07.

White Class, cruisers/racers; modern and medium speed: *Dehaba*, Susol, 5:51:32.

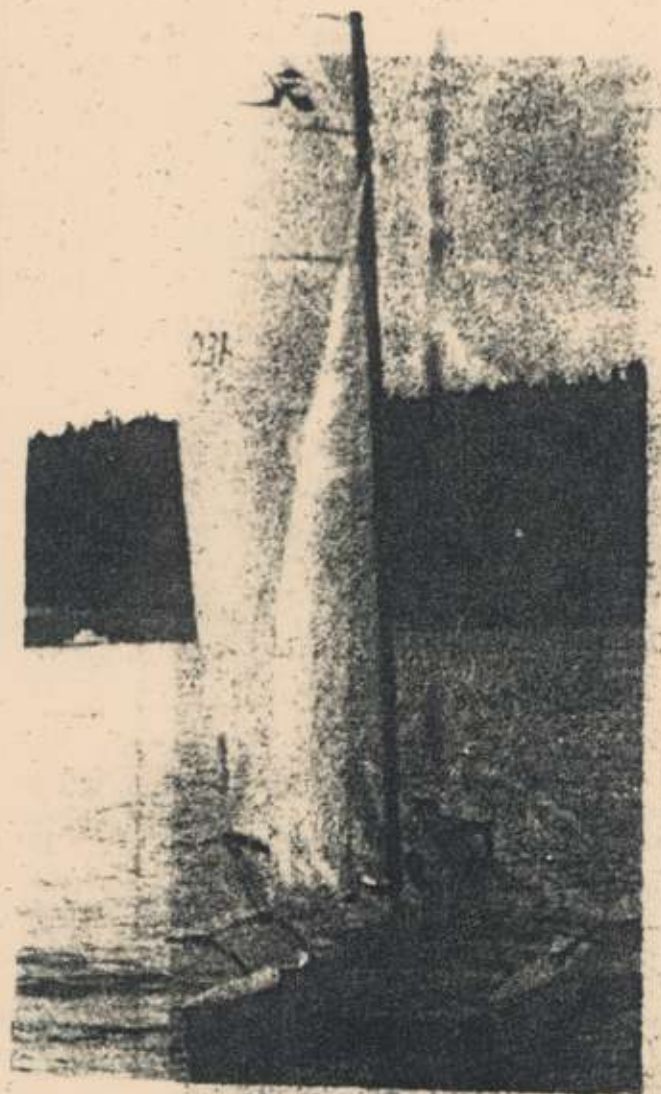
Blue Class, cruisers/racers; modern rig, slower: (midpoint finish time) *Shark*, Hiss, 4:16:02.

Red/White Class, Keel racing boats: *Owden*, Arne Bentzen, 5:13:40.

Overall Winner and Multihull Class, *Double Trouble*, Dan Bentzen, 4:52:01.



Some even took the challenge in one-person sailboats.



Double Trouble stayed out of trouble and captured first place in the Shaw Island Classic with Dan Bentzen at the helm.

1990 Annual Le Mans sailboat race to be run this Saturday

Sept 22/1990
Saturday, Sept. 22, will see the tenth running of the annual Le Mans race for sailboats. This novel race, jointly sponsored by Friday Harbor Sailing Club and San Juan Canvas Co. requires that contestants row to their anchored boats from the committee vessel rather than crossing a starting line under sail as is the usual practice in sailboat

racing.

The race will start at 11 a.m. in Beaverton Bay between the port docks and the Friday Harbor Labs. It is open to anyone without charge and will be followed by a potluck dinner at the sailoff at 6 p.m.

For further information, call San Juan Canvas at 378-4119.

Plenty of wind powers LeMans race

Sept 26/1990

Sailing enthusiasts last Saturday in the LeMans Race had better luck than this year's Shaw Island Classic's sailors.

When asked if currents presented any problems, Darryl Rehkoff, a member of the second place finishing team, smiled and said, "Someone once said to me that sailing in the Northwest is like river rafting, at times." I took that as a yes.

Patterned after the famous French car race, the race course and instructions (including seven different route options) were not given to participants until 30 seconds before the start.

The participants then rowed their dinghies back to their anchored vessels to start the race. This year, the course was 6.4 miles and ran from Beaverton Bay to Wasp Passage around Yellow Island and back.

There are no tricky rules. You can't use engines though.

The race began 10 years ago when the Canvas Company was new and

On the water

By Jacque Sherwood

was trying to think of a fun event to sponsor. It has been held every year since and is now co-sponsored by the Friday Harbor Sailing Club.

Three larger islands were well represented both in the overall race and in the top finishers. Lopez was the only no-show this year. There were no off-island competitors so it was truly a "local" event.

The winners were first: Peter Christensen of Shaw Island on his 25 foot, wooden hulled Nordic Folk boat, *Ghita*; second: Randy Swanson and Darryl Rehkopf of San Juan Island in a Sailing Foundation's 21 foot Columbia, *Salt Chuck* and third place went to Wally Lum of Orcas Island in his 21 foot Soling Class

racing sloop, *Red Tide*.

Next year race organizer Peter Risser offered to hoist me up the mast to get a picture of the start when everyone is diving into their dinghies and heading off in all directions. Sounds like fun!

The Friday Harbor Sailing Club opened its fall series September 16.

First place went to Gary Boothman on *Grasshopper*, second place went to Bill Evans on *Tempest* and third went to Wes George on *G'day*.

The next scheduled race will be this Saturday and every two weeks until October 28. The cost of the series is \$20 for non-members and \$10 for members of any Pacific Northwest Yachting Association club.

All races begin at 11 a. m. and will be conducted in either San Juan Channel or Griffin Bay depending on race-day wind conditions. Entry packets are available at Shipyard Cove Marina, Tanbark Marine or by calling Wes George at 378-3182.



John Lyons





Dick Challace

Liveboards fare same as others: Some good, some poor

Dec 26/1990

By FRED FLAXMAN

If you experienced the Great Storm of 1990 from your home on the San Juan Islands, you might wonder what it was like for those who live on boats.

For William Stevens, 28, a commercial harvest diver who lives on his converted 30-foot Bristol Bay gillnetter, the night of Dec. 18 was rough and cold. His jury-rigged diesel stove had been taken apart for repair. Blankets were his only source of heat.

But for Linda and Craig Goring, 41 and 46, whose houseboat is tied up at the end of Capron's Landing in Friday Harbor, life was rocky but more comfortable than for many on land. With the electricity off, they had a candlelight dinner for five, using their propane oven/range, and keeping relatively warm with the heat of their wood stove.

True, their meal was delayed for hours while Craig and his friends put on life jackets, braved the high winds, icy docks and pitch-dark night to help secure their own and other boats in the area. And dinner was interrupted frequently by frightening blasts of wind. But the principal damage to their property was the loss of a propane barbecue grill which the wind stole from their deck and fed to the fish below.

THEY HAD NO TREES to worry about falling through their roof, just as, in kinder, more gentle weather, they have no lawns to mow or gardens to weed.

Craig is a marine engineer and designer by profession, so he knew what needed to be done.

The Gorings were preparing for their dinner party at 3:30 p.m. when one of their friends called to ask if the party was still on. At that point, Linda and Craig didn't see any problem.

"If I had only known how strong the



photo Fred Flaxman

Linda and Craig Goring gave an unusually exciting dinner party for five on their houseboat during the height of last week's windstorm.

wind was going to get," Craig said, "I would have tightened the mooring lines then, instead of waiting until it was dark and treacherous outside."

By 4:30 p.m. the wind was picking up when another friend called to cancel. Craig, a volunteer fireman, was summoned to a fire. He had to go on foot as his car doors were frozen solid.

Next he heard that someone had fallen in the water, but that turned out to be a false alarm. It was a man on the dock yelling for help with his boat. Craig helped to secure this and other vessels in the area.

"When I came back, the winds were in puffs bigger than I had ever experienced," he said. "We are protected by Brown Island from a steady flow. But these huge blasts would come and the boat would surge with the mooring lines.

"WE CAN IGNORE WINDS up to 40 knots on the boat. But the winds that night were so much above that, it was

all-encompassing."

"By 9:30 p.m.," Linda added, "the wind was so loud it was frightening." With the aid of one of the dinner guests, Craig went out to put an additional line on the north side and tighten up existing lines as added protection against the winds. "The wind was so severe, we weren't riding well," Craig said.

"Up until this point we had had high confidence in our lines and chafing gear. After all, we had made it through seven winters here. But this wind was so strong, we began to lose our confidence.

"Our houseboat was almost entirely redone four years ago and it's very tight. But the wind cracked the window frame in the living room and the Christmas cards came off the wall."

The Gorings have wind chimes hanging from the ceiling of their living room. They call them "motion chimes." There was plenty of motion that night, but the wind was so loud it drowned out

the chimes.

Nevertheless, the dinner party went on, though with different guests than originally scheduled. And it was interrupted frequently by big gusts. But it must have been the very definition of an exciting party.

WILLIAM STEVENS SPENT a less comfortable night. Without an operating heater or sufficient clothing, his toes were numb. He doesn't have kitchen facilities at all, much less a living room to entertain guests.

But the next day the San Juan Fitness & Athletic Club on Spring Street had a dollar "freezing day special." Bill Stevens spent it in the hot tub, hoping that the weather would change and permit him to resume diving.

He turns sea urchins into dollars when the weather's right. And he needed those dollars desperately if he was going to have a merry Christmas.

A day later the sun returned and Bill's boat, the *Alaska*, went to sea.