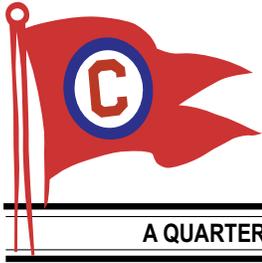


September 2018



Classic Yachting

A QUARTERLY NEWSLETTER BY AND FOR ALL THE FLEETS OF THE CLASSIC YACHT ASSOCIATION



MINDFUL 103 rushing to the Wood Boat Festival

2018 Festivals, Shows and Rendezvous Sometimes getting there can be half of the fun!



ONO traveling to San Pedro



LOUEDA enroute to the Ladysmith Festival

top & left Photo by Rick Olson, right lower photo by Owen Bubb

Canadian Fleet

British Columbia, Canada 2018 Classic Boat Show Circuit

by **Owen Bubb** - Canadian Fleet Rear Commodore
Burrard Yacht Club info by **Michael Topliss** CYA Fleet Rep
Vancouver Wooden Boat Festival by **Larry Benson**



The ladies of LOUEDA and BIANCA

Burrard Yacht Club Classic Boat & Car Show

In British Columbia, the classic boat shows started on June 9th with the CYA-sanctioned Burrard Yacht Club Classic. This year they provided 27 boats on display, a new record! They were happy to include DEERLEAP and several other southern boats in their show. \$4,200 dollars was raised and donated to the Disabled Sailing Association.

This year's awards went to:

1ST PLACE BEST VINTAGE VESSEL:

ESCALANTE – Owner **Mike Mikelson**

1ST PLACE BEST CLASSIC VESSEL:

ALONDRA* – Owners **Pat & Dave Cook**

1ST PLACE BEST MODERN CLASSIC:

REEL NAUTI – Owner **Jesse Miller**

HAGERTY AWARD:

WORKING GIRL – Owner **Chuck Heath**

SPECIAL MENTION:

LOUEDA* – Owners **Owen Bubb & Melissa Preston**

PEOPLE'S CHOICE AWARD:

EUPHEMIA II* – Owners **Peggy & Mike O'Brien**

*(Vessel names followed by an * indicate CYA members)*

Maple Bay Wooden Boat Festival

Next we took our '47 Monk cruiser, LOUEDA, to Maple Bay to join their Wooden Boat Festival. We attended this year along with fellow CYA members **Maurizio Hublitz** and **Cecilia Rosell** with their '59 Chris Craft Express, BIANCA. The show also featured a number of wooden pleasure craft, including a few of Ed Monk's later designs, along with work boats and self-builds. Entrants were also invited to both a welcome potluck and an



awards dinner. LOUEDA had the good fortune to win the Participants' Choice award, which netted us a pair of return float plane flights back to Vancouver and enough free moorage to leave her in Maple Bay until the end of the week. This played into our hands nicely as we had just been conscripted into featuring in the Ladysmith Heritage Boat Festival the following weekend. On Sunday we packed our bags and jumped on the Harbour Air flight in Maple Bay to Vancouver Airport's South Terminal, landing less than 50 feet from our usual slip in Vancouver.

Ladysmith Maritime Festival

The next Friday we took the 35 minute flight back to our boat which even allowed time for a sunset cruise up the

Photos by Owen Bubb

coast to Ladysmith. The festival is held at the fantastic Maritime Society marina, arguably one of the finest facilities on the West Coast. The festival is low key, with another selection of yachts and work boats. A steak dinner was presented on Saturday and the whole affair had a very friendly atmosphere. Catching all the right tides we managed a return run across the Strait to Vancouver in our fastest ever time.

Cowichan Bay Wooden Boat Festival

Cowichan Bay Maritime Centre is a fascinating place to visit at any time, with a working marine ways, workshops and museum arranged around its own large pier. In early July they hold their Wooden Boat Festival. The docks have very limited space and the festival fills up quickly. Again we attended with the captain and crew of BLANCA, along with fellow CYA-er **Bruce Grey** in the 1939 Monk, SOJOURNER. BIANCA arrived at midnight, having to pick her way through dozens of unmarked derelicts at anchor in the bay. We eventually guided her in by flashlight. Along with a superb salmon dinner, the highlight of the weekend must be the Seagull races – open to dinghies of any construction. The idea is to compete using only the power of the venerable British Seagull outboard motor. Completing the circuit is often victory enough for some of the competitors and the first corner saw a spectacular crash involving five boats.

Pender Harbour Days Festival

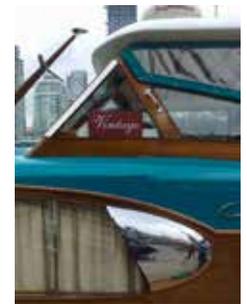
A last minute suggestion by a marina neighbour had us signed up for the Pender Harbour Days festival, predictably in Pender Harbour on the Sunshine Coast. In addition to regular CYA partner BIANCA, we were pleased to meet CYA member **Peter Harvey** aboard the 1939 MERVA. The festival's unique selling point is the parade around Pender Harbour, open to any boat that cares to hang up a few flags and blow their horn. Having never visited the area before, this presented a great opportunity to see all the sights (which nearly didn't happen as I had to rapidly diagnose a non-starting issue with the engine.) We overcame this to follow up the rear around the harbour.

Vancouver Wooden Boat Festival

The Vancouver Wooden Boat Society hosted the 31st Annual Wooden Boat Festival on Granville Island on August 23 – 26, 2018. These four days were used to celebrate, showcase, and highlight the marine heritage and culture of British Columbia, Canada. The festival

included opportunities for the public to tour 25 wooden boats. Children's boatbuilding adventures and a variety of demonstrations and entertainment were also held on the plaza outside the sumptuous Granville Island Public Market.

Classic Yacht Association boats that attended this year's festival include DOUBLE EAGLE, SUNRISE NEW YORK, BIANCA, and LOUEDA from the Canadian Fleet, and DEERLEAP, MARIAN II, and THELONIUS from the Pacific Northwest fleet. While we saw our first rain in many months on Saturday, a fun-filled time was had by all.



CONSTITUTION
owned by Russ & Lyn Tretiak

View from Granville Island across a collection of wooden boats towards the busy waterway and a pretty glass city



Dee Dee & Rus Chernoff with SUNRISE NEW YORK



Ruth & Roy Bickerstaff with ALICE MAY

Victoria Classic Boat Festival

The final British Columbia festival took place from August 31 - September 2, 2018. Over 100 classic boats were on exhibit along with sailing races, many activities, workshops, and events. It is always well attended by Canadian and Pacific Northwest fleet members. ⚓

Photos by Christian Dahl

New Classic & Vintage Members



Rusty Areias and Ted Harris
JOIE
 59' 1960 Stephens Brothers
 SC Fleet
Rick Olson, sponsor



Rand Siegfried and Andy Cunningham
SEADOG
 55' 1932 Stephens Brothers
 NC Fleet
Gerry Kamilos, sponsor



William Griffin
SHEARWATER
 45' 1933 Schertzer Bros.
 PNW Fleet
Jim Paynton, sponsor



Eric and Brenda Courtney-Robinson
TENANGO
 42' 1930 Elco
 Canadian Fleet



Evan and Sara Bailly

DUFFY

36' 1950 Adams Boat Co.

PNW Fleet

Jim Paynton and Larry Benson, sponsors

Reinstatements

Marcus Sr, and Marcus Jr, Raichle

BARNACLE

38' 1932 Blanchard

PNW Fleet



Official Newsletter of the
Classic Yacht Association
www.classicyacht.org

Commodore.....**Scott Andrews**, NC

Vice Commodore.....**Garth McBride**, CAN

Rear Commodore**Diane Lander**, PNW

Staff Commodore **Rick Olson**, SC

Newsletter Editor **Dave Sharrock**, CAN

Please send queries, suggestions, complaints, articles, artwork and photographs to: **cya.newsletter@gmail.com**

The FIRM deadline for submitting material for the November Issue of the Classic Yachting Newsletter will be **October 15**. ⚓

New Members

Nick E.

JUBILEE

30' 1930 Richardson

PNW Fleet

Paul Williams

PNW Fleet

Aaron St. John and Angelina Allen

DULCINEA

31' 1958 Owens

PNW Fleet

Paul and Teresa Sabin

TOMARA

36' 1941 Edison Technical

PNW Fleet

Bill and Leticia Wadsworth

LETICIA

36' 1952 Ed Monk

SC Fleet

Larry Sentena and Dan Phillips

BUENA SUERTE II

42' 1960 Stephens Brothers

SC Fleet

Membership Fee Changes

Please note - all yearly fleet dues have now been increased by \$15. While fees to change the primary Owner or add an Additional Vessel remains at \$60, the new yearly dues are as follows:

- Canadian Fleet yearly dues: \$100 (in Canadian dollars)
- Northern California Fleet yearly dues: \$110
- Pacific Northwest Fleet yearly dues: \$100
- Southern California Fleet yearly dues: \$105
- USA Fleet yearly dues: \$75

Any new membership applications made in the last months of 2018 will include membership for the rest of the 2018 year as well as all of the 2019 membership.

Southern California Fleet

Southern California Fleet, Sizzling Summer Schedule **Busy, Busy, Busy & Hot, Hot, Hot...**

by **Rick Olson** Southern California Fleet - International Staff Commodore



JOLIE & SEA BOARDER on their way to Newport

Our schedule of events has been going strong since the Newport Wooden Boat Festival on June 9th at the Balboa Yacht Club. CYA provided 12 yachts out of the more than 40 that attended. This show is heavily advertised and draws several thousand visitors who are brought in by shuttle bus from the Newport Country Club parking lot and by water taxi from the many Newport yacht clubs in the harbor. The show offers food, vendors, and entertainment along with our boat tours. On Sunday, the show ends with a harbor parade of classic wood yachts that passes by all the waterfront restaurants full of dining onlookers. Four boats stretched the weekend and stayed on Sunday night at Newport Marina Park.

On the weekend of June 30 - July 1 2018, CYA gathered in San Pedro at the Port of Los Angeles' Downtown Harbor Cut. Besides a general get together for fun and a visit to the LA Maritime Museum, we had scheduled two days of harbor cruises to take out the volunteers from the adjacent Battleship USS IOWA. During the weekend we took out about 50 volunteers on six separate trips. They had a good time and so did we.



Dianna Ettel on ATHENA



LARK & USS IOWA



Downtown Cut San Pedro

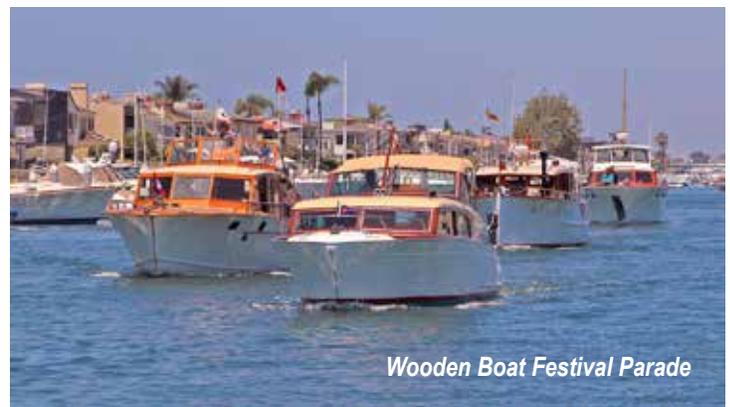
The 42nd Annual Old Fashioned Day in the Park is our most famous event. We fill Burton Chace Park in Marina del Rey with Antique Cars and the guest docks there with Classic Yachts. Although the event is actually held on Sunday, most of the boats arrive on Friday and go home on Monday at dawn. This allows for a good deal of dinners, socializing, and we even fit in a fleet bridge meeting on Saturday afternoon. The open to the public show is a lot of fun. Amongst the hundreds of guests, we always see people we have seen at previous years' shows who have come back for another day of fun. Many of us dress in costumes from the era of our boats and for the last few years we have invited the members of the LA Art Deco Society and they to come dressed in period clothing.



Gerard & Mia at MDR



Nicole, Cris & Carly at Old Fashioned Day in the Park



Wooden Boat Festival Parade



COLNETT at Wooden Boat Festival

Sunday after the open boat show, we traditionally break out the blenders and enjoy Mudslides on the docks. Attending this year was a 103-foot fantail, the 1918 yacht ZUMBROTA, that was built for Charles Ringling and named after one of his circus elephants. They have applied for CYA membership and invited us to bring the mudslide mixers on board and celebrate in their bar, which we did willingly.

Attending this year was our new member **Rusty Areias** and his family with their Stephens yacht JOIE. They also were at the Wooden Boat Festival in June with a small entourage of members from the Northern California fleet. You see, **Rusty** also has a Stephens yacht in Northern California named MISS 102. Two fleets and two boats - that is a serious enthusiast. They encouraged us to come north for the Stephens Rendezvous in August which we did. We are inviting the NCF members to come down and enjoy our events too. Although it is a 500-mile trek I expect that we will be exchanging members as guests more often. We would enjoy taking some guests to Catalina sometime and this goes for members from any other fleet as well. ⚓



Rusty, Ted, Jonathan, Janice & Tom

Photos by Rick Olson

Northern California Fleet

The Ultimate Stephens Rendezvous

by **Jim Kroeger** - Vice Commodore-SC Fleet - Sea Boarder, 1951 Stephens tri-deck cruiser

Webster's defines rendezvous as "a meeting up" of ships "at an agreed time and place". This is exactly what the Bridge of the Southern California Fleet had in mind as it traveled to San Joaquin County for a very special event.

Located in Northern California, this is also the home of the California Delta consisting of 1,000 miles of levees that border 700 miles of inland waterways. It is called the "Delta" because it forms a triangle connecting Sacramento, Stockton and Benicia.

The City of Stockton was built during the California gold rush and is California's largest inland port. As many of our members know, it is where Stephens Brothers Boat Builders was located. From 1902-1987 they produced nearly 2,000 yachts -- many of which are still afloat. We had come to experience a Stephens Rendezvous.

Hosted by the Northern California Fleet, this four-day event took place at Village West Marina on the Delta. Yachts, cruisers and runabouts started arriving on Thursday. Sixteen yachts were registered with eleven being Stephens. On Friday, August 3rd, the Village West Yacht Club hosted a buffet dinner in their clubhouse that was abundant and delicious.

Normally rendezvous are events in themselves but this year was an exception. The Delta Chamber of Commerce hosts an event each year called Taste of the Delta. Wineries, restaurants and local artists are invited to participate in a large festival of tastings and music.



For the first time the Stephens Rendezvous and Taste of the Delta were combined as one. What a great idea -- touring classic yachts, tasting new wines and sampling fresh food. It did not disappoint.

With Taste of the Delta scheduled from 1-4 pm the SC Bridge had some extra time on its hands. In stepped CYA Commodore Scott Andrews, his wife Susan and their 1929 Stephens yacht, MAKOTO. We were invited for a cruise on the Delta with the destination being the historical Port of Stockton. We departed at 8:30 am and proceeded to head down river. MAKOTO is a 34-foot, trunk-cabin cruiser which glides along smoothly at a quiet 8 knots.

Our three-hour-tour took us past many interesting sights. We came across the U.S.S. LUCID, the last Aggressive-class minesweeper afloat in the U.S. It is



U.S.S. Lucid,

now undergoing a restoration as a museum shop. Farther down the deepwater channel we spotted KLAMATH, a steam-powered auto ferry built in 1925 for the Southern Pacific. She now serves as office space for local businesses.



KLAMATH



Stephens Bros. Yacht MAKOTO

Photos by Jim Kroeger

As we cruised under the interstate bridge approaching the industrial area of the port, a large building slowly came into view. It was what we had all come to see -- the holy grail of ship yards -- Stephens Bros. boat builders. For 85 years, this yard built some of the world's most elegant yachts and cruisers. That so many exist today is a testament to the craftsman of yesteryear. If you own a Stephens you know what I mean.



Stephens Brothers Shipyard

Today the building is owned by 5-Star Marina which uses it as a boat storage facility. The property still has its ways as we spotted a ship on the hard being worked on. A feeling of nostalgia crept over us knowing that the MAKOTO had been built at this exact spot 89 years ago.

Next to Stephens shipyard, we came across an industrial waterfront in decay. Buildings from Stockton Iron Works and Colberg Boat Works still stand but have



Stockton Iron Works



Colberg Boat Works

been abandoned long ago. One can almost sense what shipbuilding was like in this once thriving port during its golden years. We finally reached Weber Point, turned around and headed back to the marina where Taste of the Delta awaited. Sunday morning the SC Bridge said its goodbyes but had one last stop to make. We had already seen where the boats were built and now it was time to meet the man who designed them. We were invited to visit



Jim Kroeger & Dick Stephens

97-years young Dick Stephens on our way home. Dick is the son of one of the founding brothers, Thod Stephens and he served as chief naval architect. His designs ushered Stephens into the post war boom. He and his lovely wife Donna live on the water off the deep water channel not far from the original

yard. They enjoy hearing about the boats they built and keep an updated list of new boat owners and boat names. Occasionally Stephens owners cruise by and wave.

Dick and Donna kept us enthralled for over an hour but we did not want to overstay our welcome. The SC Bridge presented them with a loaf of home-made raisin bread as we said our farewells until next year. This truly was the ultimate Stephens Rendezvous. ⚓



Southern California Fleet Bridge with Sir John Peckham, Rick Olson, Janet Beggs, Jim Kroeger & Elissa Olson

USA Fleet

Antique & Classic Boat Rendezvous - Mystic Seaport, CT

July 28, 2018 By **Ted Crosby** - Commodore USA Fleet



ANNIE LAURIE

watercraft and this year's featured entrants viewed from **John Alden's** deck. By late afternoon all the judging was over and the owners were gathering on the deck of the new Thompson Building. Both ANNIE LAURIE and NISCA were awarded prizes; NISCA for 'Most Original and Best Maintained' yacht, and ANNIE LAURIE received a Special Citation for 'Ongoing and Active Participation in Support of the Mystic ACBR'.

The weekend sported several new events this year partly because of smaller numbers of boat entries. There was an antique car rendezvous along with the muster of the Coast Guard's incoming Class of 2022.

It is always a mystery until the last bridge before entering Mystic Seaport as to who actually will be there for the third weekend in July. The Mystic River Bascule Bridge in downtown Mystic seems to always detain a few entrants for the Antique and Classic Boat Rendezvous. This year NISCA was caught with ANNIE LAURIE but only for a short while. Once berthed at the Seaport, several familiar tunes were heard on ANNIE LAURIE's onboard pipe organ. Friday night preparations were now underway with dinner at the bar at Latitude 41 Restaurant.

Saturday morning starts with the rush to inspection in the judging of entrants from runabouts to motor boats and on to larger



MISS ASIA & APHRODITE

Of note this year, we found a new member of the Ocean House fleet in Westerly, Rhode Island. APHRODITE joined the ranks under command of Captain **Kirk Reynolds**. We are hoping to add MISS ASIA to the USA Fleet as a member in 2019.

I am pleased that **Mike Fazio** will be taking the Commodore's office for the coming year, 2019, and to giving you all a new perspective on USA Fleet activities. Thanks **Mike**. ⚓



NISCA

KATIE MACK

by Pam Harwood - USA Fleet



Back in March 2013 my husband Hugh returned home from the annual Maine Boatbuilders Show with a funny look on his face and an idea: “What if we sold the house, the alpacas, and most of our stuff and moved aboard a boat?” Sounds crazy doesn’t it? He caught me at the right time, and I surprised him by saying, “I could do that.” But I had a major parameter: although we have always been sailors, I didn’t want to live aboard a sailboat. I didn’t want to live in a cave or be exposed to the elements in the cockpit, I didn’t want a mast in the middle of my living space, and I didn’t want my home to be canted at a 45 degree angle at any given time. Also, power boats of the same length tend to have 33% more storage space than sailboats. We both also agreed it had to be wood, and the older the better.

Early on we ran across a listing for CYA member KATIE MACK in Tacoma, WA. She became the standard by which all other possibilities were compared. Eventually we decided to fly to Tacoma for a sea trial and boat and engine surveys, and we really liked what we saw. We made an offer, and soon KATIE MACK was loaded on a transporter and making her way from Washington to Maine.

After a summer of cruising around

Casco Bay, in October we were ready to commit to having some repair work done. The restoration turned out to be much more extensive than we had expected but we were happy with the high quality work that was being done by Chip Miller and Scott Conrad of Six River Marine in nearby North Yarmouth, ME. The job included: a new section of Douglas Fir keel scarfed on, and her horn timber, transom, stem and all planks and frames were replaced. Planks are Alaska yellow cedar from Vancouver. Steam-bent frames, floor timbers and stem are local white oak. Wiring and plumbing are all new. Propeller shaft, struts, bearings and rudder have been replaced. Upgrades were made to the engine with added crankcase air ventilation, a new alternator, and engine mounts and a solar panel was placed on the pilothouse roof.

Finally, KATIE MACK was relaunched in October 2017. Chip invited Matt Murphy, editor of WoodenBoat Magazine, to come down for one of the sea trials in November, and Matt hired Alison Langley to photograph the boat a week later. Lo and behold, KATIE MACK graced the cover of WoodenBoat’s May/June issue #262.

Hugh and I have spent the summer as “coastal cruisers” -- we prefer to get up early, travel for a few hours, tuck into a harbor, take a nap, explore the town and harbor, cook dinner aboard, and get to bed soon after sundown.

We will soon return to Martha’s Vineyard for the winter, where Hugh is filling in as a locum tenens Family Physician and I am working part time at Island Alpaca Co. We will spend our evenings planning next summer’s voyage “The Little Loop” beginning in June: up the Hudson, through some canals, across Lake Champlain, through more canals, down the St Lawrence Seaway, around the Gaspé Peninsula, between New Brunswick and Prince Edward Island to Cape Breton’s Bra D’Or Lakes, down the southern coast of Nova Scotia and across the bay of Fundy to Maine!

Perhaps we will even cross wakes in our travels. ⚓



Hugh & Pam Harwood are awarded the Concours d’Elegance Best in Show for Professional Restoration of a Power Boat for KATIE MACK in the 2018 Wooden Boat Magazine show at the Mystic Seaport Museum on June 22 - 24, 2018

2019 Classic Yacht Association International

CHANGE *of* WATCH

Sacramento Reception - *The Sutter Club*

By **Gerry Kamilos**, Northern California Fleet Commodore

For those who will be participating in the 2019 Change of Watch, it will truly be a nautical gold rush in the most classic sense as the Classic Yacht Association convenes in Sacramento, California on January 18, 19, and 20th. Sacramento was founded by Captain John Sutter in the early 1800's whose property along the American River in 1849 brought that eureka moment to begin the California's Gold Rush. Sacramento was incorporated in 1849 sitting on the confluence of the Sacramento and American Rivers. Sacramento was the end of the famed Pony Express; mail destined for San Francisco was shipped from Sacramento via steamship through the



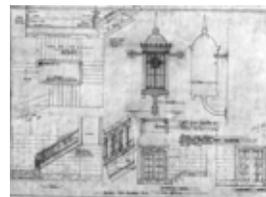
Delta waterways. Sacramento soon became the capitol of California, after a move from Benicia. Unknowing that California would become the 5th largest economy in the World in 2018, a group of the original "Forty Niners"

(after months of discussions and planning by the city's commercial, agricultural, navigational, governmental and social leaders,) founded The Sutter Club in 1889, which is now one of the oldest private clubs in California.

Many of the city's leading businesses and legal firms were started by early members of the Sutter Club. Those companies and firms still thrive and have contributed for multiple generations to the Sutter Club. Most of California's governors have belonged to the Sutter Club and have entertained friends and colleagues there over the last century and more.

On the evening of January 18, 2019, The Sutter Club will be our venue for our welcoming reception. In 1930,

the present home of the Sutter Club was completed and opened for occupancy. Though the building has undergone many internal refits, a remarkably high degree



of integrity has been maintained in the Sutter Club building in terms of location, setting, materials, workmanship, feeling, and association. Architect, Charles Dean, drawing from Mediterranean and Spanish architecture, the architects

created a striking Spanish Eclectic building. The interior of the Sutter Club continues the Spanish motif with a combination of stucco and dark wood paneling on the walls. The same materials, along with heavy wood beams, are used on the ceilings as well. Glazed terracotta tile floors are found throughout the clubhouse.



As a native Sacramentan and Sutter Club member whose grandfather immigrated by steamship to Sacramento arriving in 1908 and, as



Commodore of the Northern CA Fleet, it is a great honor to be able to have my hometown host the first ICoW event in nearly 50 years of Classic Yacht Association history. Over the coming months, you will hear more exciting details of the 2019 ICoW Committee's event plans. The ICoW Committee in Sacramento

has such incredible events planned, that I know it will not be another 50 years until we meet up in Sacramento again. ⚓

