

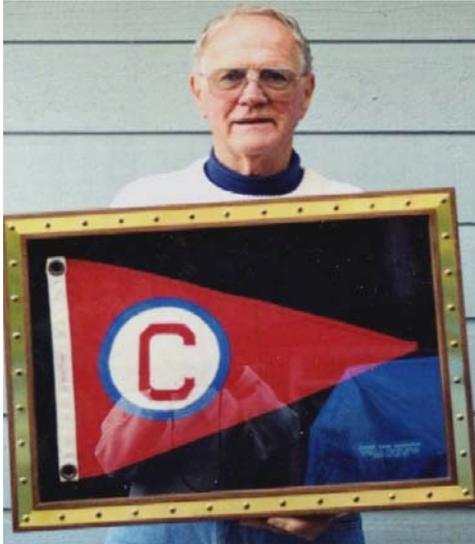


March, 2009

# Classic Yachting

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

## We Remember ...



Bob Ekoos with the original CYA burgee

CYA Member #1, Bob Ekoos, of Nanoose Bay, B.C., passed away on June 3, 2008. Bob was the driving force behind the founding of the Classic Yacht Association in 1970 and, most recently, had signed the petition to form a Canadian Fleet. Bob was an inspiration to many of us in the CYA with his fund of tales and good humour. He will be sorely missed. Our prayers go with him. Our heartfelt sympathies and continued friendship remain with Bob's wife, Cherry Ekoos. The following article, written by Bruce Dobson in 2000, seems a small but fitting tribute.

### **Classic Yacht Association Commemorating The First 30 Years, 1970 - 2000**

Saturday, November 18, 2000

Just three weeks ago, the Classic Yacht Association began its 30<sup>th</sup> year of dedication to the preservation, restoration and maintenance of fine old power-driven pleasure craft built prior to World War II.

Tonight, it is appropriate that we take a few moments to commemorate those 30 years and to pay tribute to those who founded our Association on October 28, 1970. It was hoped that Bob Ekoos, Charter Member #1, would be present tonight to help us mark this occasion, but most unfortunately his travel from Nanoose Bay, BC, where he and Cherry now live, has been prevented by some medical problems. With a "haul-out" coming up shortly, he still plans to be with us at our National Change of Watch Banquet on January 13, 2001. Meanwhile, it is my honor to be his humble substitute tonight.

As students of history know, historical events seldom happen in a vacuum. More often than not, they are the result of the right person, with the right idea, being in the right place, at the right time. This was certainly the case with the founding of the Classic Yacht Association.

The "right time" was at the end of the 1960's when people began to seriously appreciate that old boats built prior to World War II were something very special. As we well know, designs tended to be a little different then, with more vertical lines and square corners as compared to the slanted windscreens and coved details that came later. Hulls tended to be of the displacement variety with their leisurely 8 to 10 knots, rather than the planing hulls that would ride upon the waters and go fast. Materials tended to be traditional as compared to the glass fiber reinforced plastics and plywoods that came later. Methods of construction tended to rely mostly upon the skills of a craftsman rather than upon the techniques of mass production that came later. And finally, people began to appreciate the minor miracle involved when an old wooden boat could survive bobbing in seawater for decades, survive exposure to the destructive elements of dry rot and electrolysis, and survive the fickle luck of indifferent ownership, all for more than a quarter of a century.

The "right place" just happened to be Alamitos Bay in Long Beach. Today, it is hard to believe that Alamitos Bay Marina was once nothing more than a mud flat, with the San Gabriel River dumping its alluvial deposits there as floodwaters ran out to the ocean. Plans to convert Alamitos Bay into a marina go back well before the start of World War II, but - for a variety of reasons - remained in limbo. In the early 1950's, a fellow by the name of Larry McDowell was one of a group that pushed for the construction of a marina at Alamitos Bay and when the City of Long Beach finally opened Basin 1 in 1953, Larry became the first Marine Director there, a position he held for 15 years until his retirement.

Larry owned an old wooden boat that you are quite familiar with, the *Vera Lee II*, and, among many other organizations, was a member of the Hollywood Yacht Club. The history of the Hollywood Yacht Club is another story for another time, but in this club were a bunch of other guys who also owned old wooden boats. In fact, Thol Simonson was a principal

player in creating that club and both he and Larry are Past Commodores. So, when Alamitos Bay first opened, Larry made sure that all of his old boat cronies got slips. Most of these guys were also members of the Long Beach Yacht Club and they had even kicked around the idea of having a special group within LBYC for members who owned old wooden boats. No one, however, took the initiative to make that happen. The net result of this was, that by 1970, there was in Alamitos Bay a small cadre of old boat owners quite amiable to forming a club for their old boats and just waiting for someone to show them the way.

Now enters the "right person." Lovingly stated, if there was ever a prototype of the "Type A Personality," it would have to have been Bob Ekoos. He was - and still is - a high-energy guy, a builder, a creator, and one who doesn't let grass grow beneath his feet.

At age six, Bob was sailing along the John Day River in Oregon in a converted fish packing box. Next came a duck boat that he outfitted with sails but he didn't realize the importance of a rudder. He'd sail down wind, then paddle like hell to get home. By 17, Bob was in Astoria, Oregon, working and living on an old steam-driven tugboat, the *Defender*, that had been pressed back into service because the United States was by then engaged in World War II. Watching the big ships leaving for overseas, Bob was desperate to get into the action of the war and joined the Navy. The Navy first transferred him to the Reserves and then to the U.S. Maritime Academy. The training facility at that time was located on Santa Catalina Island. Wartime service saw him sailing Liberty ships, loaded with ammunition, into the South Pacific for two years, followed by service on troop ships and oil tankers sailing from South Hampton, England, to LaHarve, France.

After the War, Bob settled in Long Beach, started a 40-year career in banking, and took up pleasure boating. First came a Snipe, then a ski boat, and then a wooden racing-cruising sailboat, all intermingled with his marriage to Harriette and the adoption of a son, Kirk.

"For sure," Bob wrote recently, "the fact that classics like the *Colnett*, *White Heron*, *Nada III*, *Vera Lee II*, *Sea Gypsy* and the *Largo* were in Alamitos Bay influenced Harriette and me to decide to find a boat of similar caliber. As a matter of fact, Don and Dee Horton's *Ranger*, moored in front of their home was a strong influence. I would ride my bicycle all through Naples, where we lived, and never miss the opportunity to stop and gaze down at the *Ranger* with the wicker chairs in the cockpit and see them enjoying cocktails."

Decision made, Bob and Harriette set out to find a classic wooden powerboat that was within their means and they searched from San Diego to San Francisco. In March, 1968, they finally found the *Alicita*, a 36 foot 1937 Stephens, which was moored at the old Seventh Street Landing in Long Beach. Vic Carson, general manager of the Dominguez Water Works, had been *Alicita's* only owner for 31 years. And his maintenance man, Charlie, had lovingly taken care of the boat for the same 31 years. *Alicita* was like a brand new vintage boat. Proud as punch with their new classic, the Ekoos' renamed the boat *Banquero*, Spanish for "banker."

Finally comes the "right idea." Bob looked for an organization to join - one something like those car clubs - where owners of classic boats could get together, share ideas and experiences, and have fun together with their classic boats. However, no such club existed. For more than a year he talked and talked of forming such an association. Finally, Harriette told him in no uncertain terms: "Please do it or quit talking about it!" With that challenge, Bob sent letters to 12 people who owned classic powerboats and invited them to a meeting at the Long Beach Yacht Club. The night before the meeting, the Ekoos family painted the purpose for the proposed association on a large placard, which read, "To promote and encourage an interest in the preservation, restoration, and maintenance of fine old power driven pleasure craft." Sound familiar? And, Bob, Harriette, and Kirk each painted a picture of a sample burgee for consideration.

As an aside, I have always assumed that the formation of CYA was the result of great and lengthy deliberations, somewhat akin to a micro version of those debates in Philadelphia that concluded with the writing of the Constitution of the United States. In my family, certainly, reverence for CYA's By-laws was just a step down the ladder from the awe held for the Books of the New Testament. However, the next time there is some debate concerning the sanctity of our CYA By-laws, it might be wise to remember what actually happened at that first meeting.

The exact date of that first organizational meeting has been lost to history but it occurred late in 1969. All 12 invitees showed up - and that in itself is historical since that was probably the highest percentage of attendance at any CYA event every held. Those in attendance were enthusiastic and anxious to get started with this new Association. After some discussion, Larry McDowell made a motion to accept the burgee design submitted by Kirk. A sample set of by-laws was passed. Jonah Jones, an attorney, agreed to draw up and file the papers for a non-profit corporation. Two names were approved in case the first choice, Classic Yacht Association, was not available for incorporation. And that was it! - except that each person threw \$5 into the hat for a starting treasury and everyone went up to the bar to celebrate the "birth" of CYA!

Between that first organizational meeting and October 24, 1970, there were two more meetings and five additional "recruits" were found. Today, we celebrate October 24 as the anniversary date for CYA because it was on that date, in 1970, that our 18 Charter Members placed their signatures on the actual Articles of Incorporation. Those Articles were filed with the California Secretary of State, then Edmond G. Brown, and became corporate law on January 12, 1972. In the same order as their signatures appear on the Articles of Incorporation, the 18 Charter Members include:

**Bob Ekoos:** His *Banquero*, after sinking in Santa Barbara Harbor, has been brought back to life and is now called the *Stacy Lynn*, owned by Keith and Donna Hanst of the PNW Fleet. Bob was granted the Association's first Life Membership in 1978.

**Curt Sahr:** His *Sea Gypsy II*, a 36' 1937 Stephens, after several ownership changes, sank and was later scrapped by the Marine Department in Alamitos Bay.

**A.H. "Buzz" Olson:** We now recognize his *Sea Doll II*, a 54' 1929 Lawley, as the *Alura II*, owned by Bill and Anna Erving of our Southern California Fleet. Buzz and Anne Olson are still active in CYA as Associate Members.

**Bob Heath:** His *White Heron*, a 65' 1926 Broadway, is currently owned by James Stitt of the Northern California Fleet.

**Larry McDowell:** Larry bought a brand new 34' Elco in 1940 and owned her until the day he passed away. His *Vera Lee II* is now owned by his daughter and son-in-law, Helen and Bob Windham, current members of our Southern California Fleet.

**Jack West:** His *Monsoon II*, a 72' 1925 Seacraft, was moved to Friday Harbor, WA, in 1978 then down to San Francisco in 1985. Renamed *Scotty B*, she was in CYA until 1991 and since then we have no current information.

**Jonah Jones:** Jonah owned *Nada III*, a 45' 1926 Fellows & Stewart, for 40 years, until his passing in 1976. Now named *Ida May*, she was a CYA member vessel until 1997 and is still in Northern California.

**Kenneth Neptune:** He still owns his *Colnett*, a 42' 1924 Seacraft, and has remained a CYA member for all 30 years.

**Charles Payne:** His *Nirvanna II*, a 47' 1937 Fellows & Stewart, is currently owned by Southern California Fleet members Mark and Margaret Shellans and is dry-docked at Black Forest, Colorado.

**Don Horton:** His *Ranger*, a 40' 1917 Fellows & Stewart, is now owned by the Santa Barbara Maritime Museum. Don and Dee continue in CYA as Associate members in our Southern California Fleet.

**George Freeman:** His *Pookie Two* was a 36' 1936 Stephens. Unfortunately, there have been 13 other 36-foot 1936 Stephens registered in CYA and the scant records of the early days do not allow us to match *Pookie Two* with any of the others.

**Stan Bean:** His *Enchantress II*, a 47' 1927 ACF, was moved to San Diego in 1974 and no more recent records exist.

**Dick Burrud:** His *Conquest*, a 52' 1929 Stephens, is currently owned by Albert Quellette of the Northern California Fleet.

**Mike Logan and Arnie McClatchy:** These two guys, apparently, were partners in a 36' 1937 Stephens. Either that or the sale of the boat took place just as CYA was being formed. In either case, the boat was once called *Patricia K II* and then *Classical Gas*. Unfortunately, there are no existing records on either boat.

**Bob Swanson:** His *Star Dust* was a 28' 1934 Chris Craft runabout which did not become a member vessel until 1971. Other than one photograph, no records exist.

**Hal Hunter:** There is no evidence that Hunter actually joined CYA. At least, his name never appears in any of the rosters.

**Thol Simonson:** Thol and Lillian have owned a number of boats registered in CYA, but *Largo* was their boat at the time CYA was formed. A 38-foot, 1929 Matthews, we can trace *Largo* to Northern California but the trail ends in 1992. Thol and Lillian were awarded CYA Life Membership in 1983.

Today, the Classic Yacht Association has five regional fleets with member vessels in 25 states and two Canadian providences. To date, the membership committees have processed 958 applications. The CYA archives contain 626 files, each representing a qualified classic and most contain significant historical data. CYA is the world's only organization dedicated exclusively to pre-World War II power driven pleasure craft, and that is both the uniqueness of the Association and, possibly, its Achilles Heel. And, as far as I have been able to determine, CYA is the oldest Association in the world - other than museums - dedicated to old wooden boats of any kind. At least, organizations such as the Antique and Classic Boat Society, the Wooden Hull Owners Association, and the Classic Yacht Club of America all follow in CYA's wake.

For all of this, we commemorate our 30 years of history from 1970 to 2000, say thanks to those who have volunteered so much to help our Association prosper, and we extend our special gratitude to those Charter Members who set our course. And, to you, Bob Ekoos, Godspeed.



## Commodore's Comments...

by Jim Sweeney, International CYA Commodore



The Northern California Fleet Hosted the 2009 Annual General Meeting and International Change of Watch at Belvedere-Tiburon, California ... read on!

After months of planning and preparations, the NC fleet produced a three-day weekend that will be long and fondly remembered by all participants. [Editor's note: see photos elsewhere in this newsletter.] The primary objective was to enhance the essential Board of Directors meetings with a series of unique and enjoyable experiences reflecting Northern California's colorful history. 2009 is the 160<sup>th</sup> anniversary of the Gold Rush (and the 80<sup>th</sup> anniversary of *Bounty* owned by Jim & Bernadette Sweeney as well as the 1929 Crash ending the Roaring Twenties) so we adopted as our theme "From Gold Rush to the Jazz Age".

In consideration of the deteriorating economy, two other objectives were included: (1) To provide three full days of optional tours and activities in order to help justify the expense of long distance travel by members from other fleets and (2) To provide a broad range of costs for tours and banquet entrée selections, enabling each person to experience a full measure of participation within his or her individual budget.

Activities got under way Friday morning with a "pre-event" trip from Tiburon to Old Sacramento and the California State Railroad Museum. This site is arguably the closest thing we have to the East Coast's deservedly famed Mystic Seaport. Transportation was handled by Steve Kadzielawa driving a rented 15-passenger van, supplemented by his good wife Cheryl in her automobile. The rest of our group consisted of Rob and Anne Blayden, Ted Crosby, Anna Erving, Bill and Ellen Farr, Ann Hay, George Homenko, Candace Gable, David Huchthausen, Rick and Elissa Olson, Jim and Margie Paynton, and myself.

My job was to be the tour guide, providing anecdotes on personalities, places, and events of early California, the Gold Rush, construction of the Transcontinental Railroad, locomotive and steamboat technology, and famous Sacramento river boats, from 1849 through the era of Prohibition.

The California State Railroad Museum features an unsurpassed collection of historic locomotives, rolling stock, buildings, equipment, and toy trains; all meticulously restored and carefully arranged in interactive settings that combine the best features of the Smithsonian Institution with animation effects pioneered at Disneyland. The high quality of the exhibits and the friendly and knowledgeable staff make it an experience not to be missed.

Following our visit to the museum, we strolled along the Sacramento River waterfront to the historic sternwheel night boat *S.S. Delta King*, now converted into a floating hotel. We met David and Ruth Gillespie in the *Delta King's* elegant wood paneled dining room, where everyone enjoyed a hearty lunch. After that we took a quick turn around deck and inspected the accommodations. One final leisurely shopping stroll along Old Sacramento's wooden sidewalks and we were ready to head back to Tiburon. From the enthusiastic responses I received, this tour was a resounding success.

Next came the NC Fleet "Welcome Aboard" cocktail party at the 1866 *S.S. China Cabin* in Belvedere. We were blessed with a crystal clear night and spectacular view of the San Francisco skyline. The *China Cabin*, with its intricate, meticulously restored, white and gold leaf Victorian woodwork, is a truly unique remnant of our maritime heritage and a fantastic setting for a gathering of classic yacht enthusiasts. Victorian or formal yachting attire were the requested dress of the evening and many complied, complimenting the setting. Bill Wells set up a full bar and thanks to Alan Almquist, Tom Clothier, and Candace Gable there was no shortage of libations or hors d' oeuvres. Bill brought a supply of newly minted U.S. dollar coins for making appropriate "gold" change at the bar. It was a grand and glorious evening that seemed to end too soon.

Saturday morning the Board of Directors Annual Meeting convened at the San Francisco Yacht Club's charming Cove House. A continental breakfast was provided for all attendees. International Commodore David Gillespie presided over an efficient and productive meeting. [Editor's note: see elsewhere in this newsletter for a

synopsis of the minutes; a complete copy of the minutes can be provided by Commodore Sweeney upon request.] A slate of International Bridge Officers was unanimously elected for 2009 as follows: Commodore – Jim Sweeney (NC Fleet), Vice Commodore – Mike O'Brien (Canadian Fleet), Rear Commodore – Larry Benson (PNW Fleet), and Staff Commodore – David Gillespie (USA Fleet).

Saturday afternoon was open for two more tours. I led one group to San Francisco's Pier 45 for a visit to the World War II Liberty Ship S.S. *Jeremiah O'Brien*. Patrick Welch led the other group on a walking tour of historic Tiburon and Belvedere.

The Liberty Ship tour began with a ferry ride on a sunny, sparkling bay past the spectacular Corinthian Yacht Club's midwinter regatta. Our group consisted of Rob and Anne Blayden, Ted Crosby, Dick Engfer, Bill and Ellen Farr, George Homenko, Candace Gable, David Huchthausen, Mike and Peggy O'Brien, Rick and Elissa Olson, and myself once again as guide. The ferry took us from Tiburon via Sausalito to San Francisco's Fisherman's Wharf. After going ashore, a brief walk brought us past the World War II submarine U.S.S. *Pampanito* and up the gangway of the S.S. *Jeremiah O'Brien*. As we approached, we were greeted by a deep blast from the ship's whistle.

The *Jeremiah O'Brien* served in both the Atlantic, as part of the Normandy invasion fleet, and in the Pacific. Her officers, engineers, and crew are friendly folks who are obviously proud of the ship's wartime achievements, as well as her unique restoration from the Suisun Bay mothball fleet to regular operations.

The engine and one boiler were operating so I was able to give everybody a "live steam" marine engineer's tour. They loved it. The propulsion plant was in ponderous motion under a full head of steam. Where else, nowadays, can you lay your hand on a hot 22 foot long, 20 foot tall triple expansion engine with 24-1/2 inch, 37 inch, and 70 inch diameter pistons slowly waltzing through a 48 inch stroke? We toured from "the bowels of the ship", through the crew quarters, and up to the bridge, as well as into a cargo hold with a collection of D-Day military vehicles and a large model of the Normandy landing. When we were finished, Steve arrived in the van to drive a very happy group back to Tiburon.

Meanwhile, Patrick Welch was guiding Jim Butz, Julie Collins, Owen Bullen, Anna Erving, Ruth Gillespie, Ann Hay, Jim and Margie Paynton, Christine Rohde, Bill Brantley, and Paul Cooksey along the Tiburon shore of Raccoon Straight, highlighting Angel Island's history. His first stop was the Donohue Building, an imposing 1884 edifice built to serve as the rail ferry depot, business office, and (upstairs) residence for the Northwestern Pacific Railroad ferry operations manager and his family. The ground floor of the building now contains a large scale model of Tiburon at the turn of the century, depicting the rail yard and roundhouse, steamboats, Main Street, houseboats, and other structures. The second story residential quarters are completely furnished as they were in the old days.

Patrick's tour continued on to Main Street's historic buildings, notably Sam's Anchor Café, a rum runner landing site during Prohibition. The next major destination was the Corinthian Yacht Club with its classic architecture, redwood ballroom, trophies, and the United States flag that flew over the battleship U.S.S. *Missouri* in Tokyo Bay during the Japanese surrender.

From there the tour wound along historic Ark Row and the site of the old lagoon drawbridge (origin of "Opening Day" of yachting season). Continuing along Beach Street past the *China Cabin*, the walking tour concluded with a visit to the San Francisco Yacht Club and Cove House, where Patrick received a rousing round of applause for a job well done.

Saturday night's Change of Watch banquet was held in the upstairs dining room of Servino's Restaurant on Tiburon's Main Street. I arrived back from San Francisco in time to hang our CLASSIC YACHT ASSOCIATION banner and another over the bar reading "REPEAL THE 18TH AMENDMENT!" made by our son, Tom. [Editor's note: something to do with Prohibition perhaps?]

Cocktails and appetizers commenced on time, with everyone elegantly attired for an evening of Jazz Age fun and formality. Sixty-six CYA members and guests attended the banquet. A total of four entree choices were offered. Upon conclusion of the cocktail hour, all took their places at the tables, but remained standing for the presentation of colors and the invocation. A contingent of smartly uniformed Sea Scouts from Napa's S.S.S. *Chaser* performed the color ceremony with dignity and precision, bearing the flags of the United States and Canada to the front of the room and placing them in stands. The Master of Ceremonies (our son) Jim then invited all to join in the traditional toasts "To the President of the United States" and "To the Queen".

My dear wife Bernadette then read the invocation, after which all were seated and past National Commodores and distinguished guests in the assembly were introduced.

The Saint Francis Yacht Club's 21-man chorus, "The Sons of the Sea" were next on the program. They delivered an outstanding musical performance, beginning and ending with their signature piece "A Son of the Sea", with a beautiful series of George and Ira Gershwin compositions in between.

Upon completion of the concert, Steve Kadzielawa delivered a brief description of the history, meaning and purpose of the Change of Watch ceremony. He then called Commodore David Gillespie to the microphone for his parting remarks, after which the Change of Watch was accomplished. I called the new Bridge Officers to the microphone to receive their insignia pins and flags and gave staff Commodore Gillespie the gift of a brass galley lamp in special appreciation of his two consecutive years of service as our last National and first International Commodore.

I next thanked all the Northern California Fleet steering committee members and volunteers for a weekend of

events that exceeded all expectations. Finally, there being no further business, I adjourned the assembly. At this point, several couples took advantage of our daughter Beth's recorded music system and Servino's bay-side picture windows and hardwood floor to dance to a number of lively tunes before calling it a night.

Sunday morning I convened the first 2009 Board of Directors meeting. In addition to other business, it was decided that the Pacific Northwest Fleet will host the 2010 Annual General Meeting and Change of Watch, and the Canadian fleet will plan to be our host in 2011.

Sunday afternoon was blessed with more unseasonably warm and glorious weather for our Bay Cruise. The NC Fleet squadron, consisting of *Colleen*, *Pat Pending*, *Eslo*, and *North Star II* departed the San Francisco Yacht Club's guest dock for a splendid trip out under the Golden Gate Bridge then back inside the Bay to AT&T baseball ballpark at South Beach and back to Tiburon. What a glorious finale to a spectacular weekend!

Once again, my sincere thanks to all the NC Fleet officers and volunteers who made it all possible.



## THE CANADIAN FLEET

### An Introduction

by Mike O'Brien, CYA Director and CDN Commodore

On June 24, 2008, then CYA Commodore David Gillespie announced, by electronic mail, that an application to establish a **Canadian fleet** of the CYA had been unanimously approved by the Board of Directors.

Nineteen owners of Classic and Vintage vessels, as well as life member (Member #1), Bob Ekoos, were listed as charter members of the fleet. Our yachts range from Wayne Hartrick's exquisite 1911 *Rhinegold* at 36 feet to Gordon Levett's historic 125-foot *Taconite*.

At our first Annual General Meeting held in Sidney, B.C., on October 25, 2008, the following CDN fleet Bridge was elected:

- Commodore
- Vice Commodore
- Rear Commodore
- Treasurer

Mike O'Brien  
Dennis Feroce  
Ted Aussem  
Angelle Fairall

*Euphemia II*  
*Meander*  
*Privateer*  
*Townley Isle*



Commodore O'Brien



Vice Commodore Feroce



Rear Commodore Aussem

Our By-laws adopted at the AGM describe our fleet as representing all of Canada, so we are eagerly looking for representatives from central Canada and the Maritime provinces.

Our west coast cruising grounds can be broken up into three major areas: Vancouver Island and the lower Mainland, Desolation Sound, and North of the Rapids.

The Vancouver Island area includes the magical Gulf Islands with several hundred safe anchorages and dozens of marinas. After over thirty years of boating in these islands, Peggy and I have still not experienced all of the gunkholes available! Many of the lower Mainland yacht clubs have outstations in the fjord that runs some twenty miles inland from

Vancouver up into Indian Arm. This splendid body of water seems isolated and wild – just two or three hours of safe cruising from the city.

Desolation Sound is only reached by either transiting the unpredictable Gulf of Georgia from the Gulf Islands or running straight up it from Vancouver. From Vancouver it is about eighty miles or a ten hour cruise on one of our classics. There are several stops along the way that are well worth exploring, so the trip can pleausurably be accomplished in two or three days. One of the most rewarding stops is at Princess Louisa Inlet which National Geographic Magazine calls the eleventh wonder of the world; but, more about Louisa in a future article. Desolation Sound is immensely popular and annually hosts hundreds if not thousands of our cousins from the Puget Sound area of Washington State. In addition to its natural beauty, the plenitude of prawns, oysters, and clams attracts the seafood connoisseur. Desolation Sound's location creates a peculiar situation where the water in the top eight or ten feet reaches temperature in excess of seventy degrees Fahrenheit in the summer months! Funky locations such as Refuge Cove provide access to fuel, supplies, and lattes.

Separating Desolation Sound and the Gulf of Georgia from the rest of the British Columbia Coast to the north is the notorious Johnstone Strait. Tidal currents of more than eight knots and howling westerly winds make Johnstone a real challenge. There is a back route north through a clutter of islands that crowd between Vancouver Island and the Mainland but beware, the passages between these islands carry names such as Hole in the Wall, White Rock Passage, and Dent Rapids. Whirlpools of thirty feet in diameter, and fifteen feet in depth occur at the height of the tidal change. All of these passages can be transited safely at slack water, so timing really is everything.

Once through the rapids, an incomparable vista of islands, channels, spectacular sports fishing, easily achieved isolation, wildlife viewing including the elusive grizzly bear and killer whale opens up to the intrepid mariner. Those with a sense of adventure may well strike out for Alaska from here.

A growing appreciation for the enduring beauty and economic operation of our classic yachts combined with the opportunities presented by our incomparable cruising grounds makes the future of the Canadian fleet look bright indeed. The Canadian fleet Bridge looks forward to welcoming fellow classic owners to our cruising waters!!



*Euphemia II* in the Gulf Islands



Mark your calendars!! January 15-17, 2010, the Annual General Meeting of the International CYA Board of Directors and Officers, and the International Change of Watch Banquet will be hosted by the Pacific Northwest fleet of CYA. Watch this newsletter for more details!



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# Northern California Fleet Report

by Steve Kadzielawa, NC Commodore, owner of *Flamingo*, a Stephens wanta-be?



We are fortunate in Northern California. The conditions and geography provide an excellent environment for basing a fleet of classic yachts. Viewing various national yachting publications reminds me of just how fortunate we are to be able to enjoy our yachts 12 months a year. I don't think this point could be expressed any clearer than it was demonstrated during the 2009 International AGM and COW in mid January. The three day weekend was blessed with low to mid seventies temperatures and a Sunday cruise where our small fleet of classics ventured under the Golden Gate Bridge into the mouth of the Pacific Ocean, cruised the length of the San Francisco waterfront, and crossed back over the San Francisco Bay during our return to our base of operations in Tiburon. Short sleeve shirts were the uniform of the day during that weekend and our Sunday cruise.

Besides the climate, our fleet is able to enjoy yachting in a variety of environments ranging from the Pacific Ocean, to the expansive San Francisco Bay with its scenic islands and coves, various beautiful rivers and tributaries with scenic and historic towns such as Petaluma at the end of the Petaluma River, and Napa on the Napa River. For longer excursions there are the hundreds of miles of fresh water rivers and sloughs within the California Delta river system. Even with these ideal conditions and countless marinas, a fair amount with covered berthing, it remains a challenge to maintain the quantity of classic yachts in the fleet. This is a challenge that I am sure is shared by all fleets as the yachts get older and the costs to maintain, restore, and operate them increase.

Fortunately there are times when the pendulum swings in an uptick direction and a fleet experiences increased activity with new memberships and remarkable activity with existing members that effectively boosts the strength of the fleet. 2008 was one of those years for the NC fleet. We welcomed eight new boats into our fleet and, above all, some significant dedication to the preservation side of involvement in the CYA.

Of particular interest, was the change of ownership of our 2008 commodore Miles Davis' yacht, the 136' 1930 Consolidated Shipbuilding motoryacht *Starfjord*. Ownership was taken over by a long time member and owner of numerous classic yachts, past and present, David Olson. No time was wasted following the transaction, when plans and groundwork were established to begin a complete restoration to return the storied yacht to her original condition and layout, with only minimal alterations directed to improve the mechanical functions and efficiency. The 300 ton steel

yacht was promptly hauled and a dedicated crew of skilled steel workers and shipwrights assembled to see the task through. Unlike many yachts of its size and age, her layout has remained nearly as original with only minimal alterations. To reconnect with her history, David has renamed her *Acania* which was her original name given by the owner and Wall Street executive Arthur Wheeler. Other prominent owners were Charles Walgreen and a once rumored owner Al Capone. Further information and progress on the project can be viewed on the website [www.acania.net](http://www.acania.net).



*Acania*

A couple of new members that joined our fleet in 2008 are doing their part in ensuring the ongoing legacy of the builders they have embraced. Michael Amerlan is the owner of the fully restored 1950, 35' Steelcraft cruiser, *Exquisite Delerium*. While not quite a household word, the Steelcraft history began on the east coast with government contracts during WW II fabricating various steel components of military vessels and submarines.



*Exquisite Delerium*

Following the war, the company began building steel pleasure boats. With a reputation for safety and durability the company thrived into the fifties having delivered over 2,500 boats. Through Michael's dedication and research into this small piece of yachting history, he has cultivated a devoted following of Steelcraft owners nationwide and created a website [www.steelcruisers.com](http://www.steelcruisers.com) with interesting history of the mark.

Last fall, other new members, William and Susan Parker, became the new owners of the 1936, 36' Stephens *Wyntoon*. As I understand, this yacht had belonged to only one family since new and retains all of its original features and décor. While on the yacht listing sheets, she was the topic of many conversations amongst many of our current Stephens owners. *Wyntoon* is now in the

midst of a complete, professional, stem to stern restoration and is anticipated to be in service by later this spring.

Even without sustained momentum with regards to new memberships, the NC fleet is forecasting another successful year with several wonderful excursions planned. On our calendar we have planned activities that reach a wide range of our varied cruising locales. Visit the CYA website for dates of our events extending from San Francisco to Lake Tahoe, historic Petaluma, and the Sacramento and San Joaquin River delta areas. And if you find yourself in our area, come aboard and have a cocktail!



## USA Fleet Report

by David Gillespie, International CYA Staff Commodore



The USA Fleet's 2008 annual rendezvous held in conjunction with the Mystic Seaport Antique and Classic Boat Rendezvous was dedicated to Barry White (#952) whose dedication to classic yachting was legendary throughout the Northeast. His unflinching optimism and his enthusiasm brought classic boaters together and encouraged us all. In those moments when we questioned our sanity in owning these boats or when the latest project seemed overwhelming, talking to Barry convinced you that the projects were not that hard and that there was nothing finer than owning a classic yacht.

For this 2008 annual event, poor weather in the week preceding the event cut attendance somewhat but the crew from the USA CYA was all there. We were all encouraged at the sight of *Annie Laurie* arriving to take her regular spot along the wall. She is now owned by son-in-law Bruce Coderre who is a worthy successor to Barry White in his knowledge and enthusiasm for wood boats.



Barry White



USA fleet annual rendezvous

On Friday evening, CYA members and their guests joined Captain Kirk Reynolds on *Aphrodite* for drinks and hors d'oeuvres hosted by Ted Crosby, 2008 Commodore of the USA fleet. *Aphrodite's* owner,

Chuck Royce, saved this unique yacht from oblivion and she is immaculate.

2008 marks the 100<sup>th</sup> anniversary of *Sabino*, the seaport's justifiably famous operating steamboat. Captain and dock master Dick Lutz gave a brief and hilarious account of his

30 years as her Captain to start off the evening.

The awards ceremony began with a tribute to Barry done by his daughter, Abbie, and son, Rob. Abbie carried on her father's job as judge emeritus this year selecting *Corsair* as the recipient of the Judge Emeritus award. David Gillespie and Elizabeth Tiedemann also served as judges representing the CYA.



*Aphrodite*

*Aphrodite* got the “what else can you say” award. Best Power boat went to *Corsair*, a 1963 50' Rybovich Sport Fish owned by newcomers, Steve and Deborah Maresca. CYA boats in attendance included Bruce Coderre's *Annie Laurie*, Carl Thompson's *Annie Glynn*, Ted and Rebecca Crosby's *Nisca*, Rick and Cathy Baker with *Proteus*, Rick and Pam Accola on *Shahrazad*, Chuck and Eva Glaser on *Shiloh* and, of course, Mystic Seaport's *Sabino* leading the parade on her 100<sup>th</sup> year in service.



## Southern California Fleet Report

by Christine Rohde, CYA Director and SC Rear Commodore



Hosting the January, 2008, International Board meetings and Change of Watch banquet was great fun. Each year I look forward to seeing old friends from other fleets, and meeting new ones. Early arrivals enjoyed visiting the enchanting town of Avalon on Catalina Island on Friday. We were graced with warm weather, although we had choppy water on Long Beach Harbor for our Sunday cruise aboard 4 of our classics. But then spray adds to the adventure. All had a great time!!

A very special acknowledgement of the weekend was the International Board's extending Life Membership to Jim and Marty Butz. Although we lost Marty several years ago, she and Jim have been incredibly involved members for more than twenty years, with their beautiful 1932 Stephens 55' *Sea Dog*, always a present and favored gathering place at most all CYA events. Jim sold *Sea Dog* this past year and she is now in PNW, but boats like his recently beautifully restored 1928 23' launch *Black Douglas* remain active and a part of his museum-like collection of all things nautical. Congratulations Jim!!



Jim Butz



Black Douglas

Several events especially stand out from last year's busy season. May brought us the opportunity to say a proper farewell to long time member Bill Erving who passed away earlier in the year. His wife, International Director Anna, requested a memorial burial at sea. With a contingent of half a dozen classics, our members, and Bill's family, we paid homage with a cruise out past Angels Gate for ceremonies followed by a most appropriate dock party of brats and beer -- always Bill's favorites.

Also, with great sadness in June, we said farewell to our gracious Life and Charter Member #1, Bob Ekoos. I had the pleasure of traveling back across LA Harbor aboard Scottie and Bruce Dobson's *Golden Time* with Bob and Cherry Ekoos, concluding Opening Day festivities several years ago. While our personal encounter was just an hour or so, it seemed immediately as if we'd known each other for years. Their friendship is treasured. Bob and Cherry called BC, Canada, home but were always members of our Southern California Fleet too.

And now to introduce the 2009 Southern California Fleet Bridge, Officers, and International Directors:

Commodore	Dennis Ballard	<i>Riptide</i>
Vice Commodore	Sean Connolly	<i>Sobre las Olas</i>
Rear Commodore	Christine Rohde	<i>Sparkle</i>
Secretary	Cathy Yatch	<i>ComOcean</i>
Treasurer/Historian	Christine Rohde	<i>Sparkle</i>
Newsletter Editor	Rick Olson	<i>Island Lady</i>
Fleet Captain	Rick Olson	<i>Island Lady</i>
Staff Commodore	Tom Brown	<i>Madrigal</i>
Director	Peter Riess	<i>Riptide</i>
Director	Christine Rohde	<i>Sparkle</i>



2009 SC Bridge  
Yatch-Ballard-Brown-Rohde

Southern California Change of Watch Award recipients for 2008 were:  
Heather Perkoff Award (exhibiting the best of Corinthian Yachting principals) – Drew Miser  
Yachtsperson of the Year – Christine Rohde

Another rare opportunity occurred in August when CYA was invited to participate in the Los Angeles Harbor Festival of Sail. Every several years, LA hosts a contingent of Tall Ships. They spend the weekend at Ports 'O Call village and are open to the public. The Wooden Hull Yacht Club (older wooden sailboats) and our CYA classics were charged with escorting the majestic Tall Ships into the harbor and parade up the main channel. Each of our boats was assigned as an escort to a Tall Ship. Following the full 360-degree water spray display by the LA County Fire Boat, the US Coast Guard barque *Eagle* led the parade. She was on the west coast for the first time in many years. What an amazingly beautiful sight with its HUGE American flag flying from the stern!!! Also in the parade were the *HMS Bounty* and a full array of vintage sailing ships. It was a misty foggy morning and as the Tall Ships were gathering outside the breakwater, you easily could look out and imagine it being a century ago. It was such a rare and special opportunity!!



USCG *Eagle*

We're looking forward to getting our 2009 season off to a rousing start with a luncheon aboard our honorary member, the *HMS Queen Mary* in Long Beach on March 21st. Come join us!

Be well and may you enjoy only friendly spray!



## Pacific Northwest Fleet Report

by Margie Paynton, CYA Director and CYA Historian



The 2009 PNW cruising season unofficially began on January 1, 2009, when CYA members and guests watched the New Year fireworks shoot from the Space Needle aboard vessels moored at the south end of Lake Union in Seattle. Unlike the previous year, the spectacle came off as programmed in clear skies and calm winds. This event ushers in a calendar of no less than 20 water events planned for 2009! Many of these events are open to the public (that's you!) and we invite you to begin making your plans to rendezvous with us and see the wonders of cruising in the Pacific Northwest.

Here are some events where you can see and ride on PNW member vessels in 2009:

- Opening Day – the 'official' opening of boating season, hosted by the Seattle Yacht Club the first weekend of May. May 2, 2009, is the boat parade through the Montlake 'Cut', with shorelines lined with an appreciative gallery of onlookers, plus hundreds of boats along the log boom.
- *Classic Weekend Bell Street Rendezvous* – probably the largest gathering of classic and vintage power pleasure yachts in the world, held Father's Day weekend (June 19-21) in the heart of downtown Seattle. We hope to attract at least 50 of our CYA vessels for this 13<sup>th</sup> annual event. There will also be vintage hydroplanes, vintage cars, and maritime booths in the shadow of cruise ships and, we hope, in the warmth of brilliant sunshine.



Bell Street Rendezvous, Seattle

- Lake Union Wooden Boat Festival – along the south shore of Lake Union, with a front row seat for the 4<sup>th</sup> of July fireworks display. Vendor booths and boat rides geared for adults and children alike, including CYA Honorary steamship *Virginia V*.
- LaConner Classic Yacht and Car Show – August 15, along the Swinomish Channel, gateway to the San Juan Islands. Along with CYA vessels, the event welcomes other boating and car clubs.
- Poulsbo Rendezvous – September 26-27, in the Scandinavian town across Puget Sound from Seattle, the town merchants welcome us and the always pleasant autumn weather.



2009 PNW Bridge  
VanDerbeek-Hay-Barrett

The PNW 2009 Bridge was installed on February 7<sup>th</sup> at a banquet at Seattle Yacht Club, and a Commodore's Cruise on February 8<sup>th</sup> put the icing on the cake. Commodore for 2009 is Lew Barrett, Vice Commodore is Ann Hay, and Rear Commodore is Diane VanDerbeek. Completing the Bridge are Ginger Garff as Secretary, Chip Kochel as Treasurer, John Murphey as Staff Commodore, and George Beall as Oregon Staff Commodore. Directors for 2009 are Larry Benson, David Huchthausen, and Margie Paynton. Feel free to contact any of these folks for more information. The welcome mat is always out!



## **CLASSIC YACHT ASSOCIATION**

### **International Board of Directors**

#### *Synopsis of Meeting Minutes*

**Tiburon, California -- Session I, Saturday, January 17, 2009**

2008 Commodore David Gillespie opened the meeting and welcomed all attendees.

The passing over the bar of Member #1, Bob Ekoos was acknowledged with a minute of silence.

Minutes of the 2008 Board of Directors Meeting were accepted.

Fleet reports were read into the record.

Treasurer Jim Paynton presented a written report indicating that the CYA continues to be in excellent financial condition. The question of taxation has been resolved and we paid US income taxes in 2008.

Historian Margie Paynton presented a written report noting that changes will be made to the membership application form reflecting the addition of the Canadian fleet and changes to Northern California Fleet dues. Both changes to the membership application form were approved.

Margie reported on a proposal to clarify the number of Directors to be elected from each fleet as set out in Article VII A. of the By Laws. In order to ensure clarity, the following changes were approved:

Each fleet, prior to January 15 of each year, shall elect or appoint, from its membership, representatives to serve on the International Board of directors. There shall be one (1) director for each fleet with *ten to twenty-nine* members, two (2) directors for fleets with thirty to ninety-nine members, three (3) directors for fleets with one hundred to one hundred ninety nine members, and *four (4) directors for fleets with two hundred to two hundred ninety nine members.*

Commodore Gillespie read a written report from Newsletter Editor Dave Ellis, regretfully noting that no newsletters were published in 2008, despite budget approval for four editions. After discussion, Ann Hay was appointed Newsletter Editor with George Homenko as Publisher. Deadlines will be established by Ann for fleet Directors to submit articles and enable four Newsletters per year. Dave Ellis was thanked for his contributions over the years.

Commodore Gillespie read the report from the Roster Committee. The 2008 Roster is the most accurate account of our membership in many years.

Peter Reiss reported that the previously noted problem of marinas excluding wooden vessels did not occur in 2008. He will continue to monitor the situation and, if required, will raise it at a future meeting.

David Huchthausen reported on plans for the new photo album. He suggested including a section on the history of the various shipyards building classic yachts, that we plan to publish in 24 months, and that seed funding be committed to the project. Action on these items was deferred to the Day 2 agenda.

The report of Andy Blair, chair of the Nominating Committee was read into the record. Commodore Gillespie called for nominations from the floor. With no further nominations, the report of the nominating committee was accepted, as follows.

The 2009 International Bridge consists of:

Commodore	Jim Sweeney (Northern California)
Commodore	Michael O'Brien (Canada)
Commodore	Benson (Pacific Northwest)

Appointed Officers for 2009 are:

Executive Treasurer	Jim Paynton
International newsletter Editor	Ann Hay
International newsletter Publisher	George Homenko
International Historian	Margie Paynton
Roster Editors	Andy Blair
	Rick Etsell
Webmaster	Rick Etsell
Membership Committee	Richard Gardner
	Nancy Clothier
	Steve Wilen
	David Walker

Commodore Gillespie raised the issue of further expansion of the CYA to other countries. After discussion, it was approved that Steve Wilen be appointed to explore international expansion of the CYA.

Meeting adjourned at 1210.

### **Tiburon, California -- Session II, Sunday, January 18, 2009**

2009 Commodore Jim Sweeney called the meeting to order with greetings and general comments.

The Northern California fleet was thanked for hosting this year's Change of Watch meeting.

Jim Paynton raised questions about the structure of future Annual Board of Director meetings. He suggested that the same persons be Directors all weekend rather than changing mid-weekend. The current structure of changing mid-weekend tends to discourage Annual Meeting attendance, since each person's official involvement is only for one day. Jim also recommended that the host fleet be responsible for printing meeting materials, rather than having them delivered cross-country or across international borders by the out-going Commodore. After discussion, it was agreed that out-going Officers and Directors would serve until the end of each Annual Board of Director Meeting weekend and that the host-fleet will be responsible for printing and binding meeting materials that will be emailed to the host-fleet by the out-going Commodore.

David Huchthausen volunteered to manage production of the new photo album and received Board of Directors approval to handle this responsibility and proceed towards a publication date of November 2011. David requested that the International CYA commit \$10,000 to get the project started, allocating the balance of the expense to the fleets. Following a discussion of alternatives, a decision was made to proceed with a new photo album similar in content and marketing approach to the last album. It was noted that several hundred copies of the previous photo album still remain in fleet inventories.



2009 CYA Bridge/Directors/Officers at the table.

Correspondence from Don Etheridge suggested that the Alaska fleet be merged into another fleet. David Gillespie requested that we contact Alaska fleet members to establish their individual preferences to disband or merge. Bev Partridge agreed to do so.

David Gillespie mentioned an offer from an insurance company regarding discounted yacht insurance to CYA members. The question was tabled pending receipt of specifics.

Mike O'Brien requested that the Canadian fleet be permitted to defer hosting the 2010 Annual Board of Director meetings and Change of Watch. The Canadian fleet is just getting started and furthermore anticipates a conflict with the Winter Olympic Games in British Columbia. The PNW fleet volunteered to host the 2010 Annual Meeting and Change of Watch, with the Canadian fleet taking responsibility for 2011. The proposed "year swap" was approved by the Board of Directors.

A communication was received from Lew Barrett requesting discussion and guidance regarding charging for advertising in print newsletters. It was agreed to ask Lew to report his perception of potential problems and revenue from broker and service advertisers. The Board will provide guidance following receipt of this report.

Concern was expressed about the number of late membership renewals. It was agreed, for this year only, to extend the deadline for dues payment and consequent inclusion in the Roster to February 15, 2009. Dues submitted after that date will be too late for the member's information to be entered for publication in the 2009 Roster.

The following budget items were approved: \$10,000 for the new photo album, \$2,000 to the PNW Fleet for the 2010 Board of Director meetings and COW events, and \$3,000 for 2009 International newsletters.

Meeting adjourned at 1150.



# Welcome New 2007 Members

(The first half of the new 2008 members will be included in the next issue of *Classic Yachting*)

## Affiliate to Vintage Transfer:

SEA GAL  
47' 1954 Stephens  
Doug and Shawn Ball  
Northern California Fleet  
Woodbridge, CA



## Two Affiliate members:

WANDER  
29', 1933, Todd Dry Dock Inc  
Gary and Merridy Shinn  
Pacific Northwest Fleet  
Edmonds, WA

CLOUD 9  
36', 1962, Stephens  
Tony Gliedt  
Northern California Fleet  
Brentwood, CA

## Regular Members:

LYNDALL II  
1934 Lars Halvorson  
Andrew and Kerry Tink  
Northern California Fleet  
Epping, Australia  
Photo courtesy of owner



MINA  
24' 1910 Unknown builder  
Dana Hewson  
USA Fleet  
Mystic, CT  
Photo courtesy of owner



NONCHALANT  
50' 1930 Boeing  
Lorrie Snyder  
Pacific Northwest Fleet  
Seattle, WA



# 2009 International CYA Weekend





**Invocation at International CYA 2009 Change of Watch Banquet**  
by Bernadette Sweeney

Almighty and loving god,

You created the mighty oceans,  
flowing rivers, and tranquil lakes that  
give life to our beloved blue planet.

You established the earth's  
magnetism and the unfailing  
movements of the sun, moon, and  
stars to guide our voyages.

You bestowed upon mankind the  
astonishing gifts of your creatures of  
the land, the air, and the waters to  
delight and instruct us in your ways.

You enriched the earth with abundant  
forests and worthy minerals, then  
gave us craftsmen to build of these a  
fleet of timeless beauty in humble  
imitation of your wondrous creation.

We honor you for all these gifts and  
for the opportunity to preserve and  
share them with others.

We thank you for the food we are  
about to receive from your bounty,  
and for the loyal fellowship of  
mariners, especially the good  
company gathered here tonight.

We entreat you to keep your  
boundless love ever in our hearts.

Finally, we pray that you will watch  
over good men and women of all  
nations serving in hostile lands.  
Protect them from harm as they strive  
to bring peace with justice to a  
troubled world.

Amen

