

December, 2016

# Classic Yachting

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

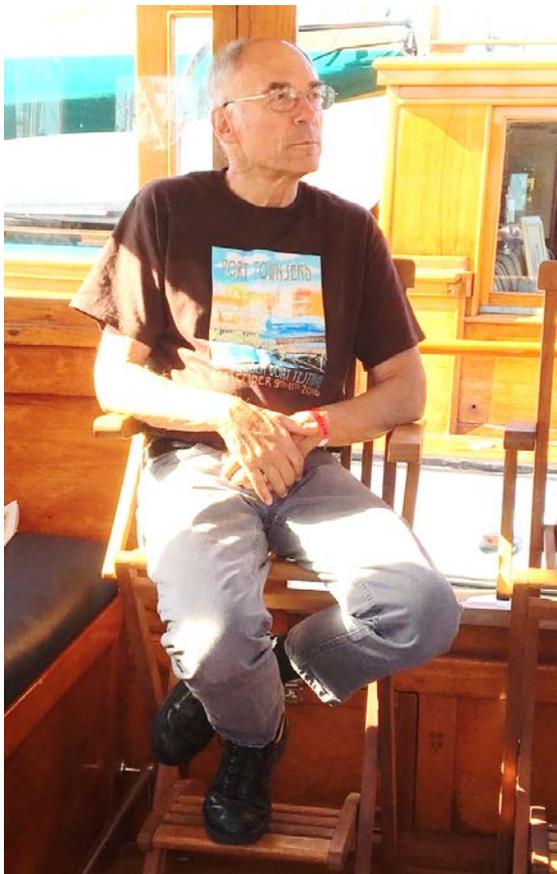


# From the Commodore's Cabin

by Ken Meyer, CYA Commodore

As the agenda for the 2017 CYA annual Board of Directors' meeting has been finalized and sent out, I can only reflect on the progress of the CYA and what it means to be a collective organization dedicated to service, education, charity and the social events that give us meaning. It is also a chance for the public to visit our "fine old power driven motor craft."

Nowhere in the past year can these tenants be more exemplified than these examples. Firstly are the three educational sessions given by PNW Fleet member Rick Randall in Port Townsend, WA, at the Wooden Boat Festival. Over 300 boats were in attendance this year, many of them in the harbor, anchored out, and on trailers and car tops. At all three sessions, Rick encouraged, educated, and indoctrinated the standing room only attendees to the benefits and also the detractions of wooden boat ownership. Rick clearly sees the future for the CYA in this educational effort and format.



Rick Randall, Port Townsend, 2016

Secondly there is the Kruzin-4-Kids event organized by members of the NC Fleet. This event, held in the San Francisco Bay area, garners much support. This charity event treats children from the Benihof Children's Hospitals and their families to a genuine cruise on the bay. Seven of our CYA yachts participated this year along with the USS yacht *Potomac* as well as with the Oakland Police Department rapid deployment watercraft and Oakland's fireboat. Regardless of the condition of their health, there were 270 guest participants all enjoying a boat ride on truly great yachts and a day out on the water.

The near future aim of the upcoming CYA annual Board meetings is to be both administrative and social. The Friday night reception will be held in New York City at the New York Yacht Club, a once in a lifetime chance for most of us to visit this historic, venerable site. A bus ride the next day will take us to Mystic, CT, where we will hold our two day sessions of meetings and our own Change of Watch Banquet. It is here where we will distill our opinions into, hopefully, a clear-cut consensus. Although no system is perfect, we will try, as a collective museum, not only to survive but to rise to greater heights.

I would like to thank all the members and especially the officers of CYA for their generosity in giving their volunteer time to the organization. Without you it would not endure.

Again, thank you.  
Your 2016 CYA Commodore,  
Ken Meyer



# Canadian Fleet Report – New Town, Old Boats

by Peter Valing, a CAN Fleet friend

In late August, and for twenty-nine consecutive Augusts, an aged flotilla sails past Vancouver's rapidly developing waterfront. The contrast between the waxed teak and polished brass of the boats and the concrete and steel of the buildings is, at least to the nostalgically-minded, both striking and a touch sad. Where is the craftsmanship one might ask, while observing yet another high-priced condominium tower spring up? Over there, moored alongside the city's largest open-air market at Granville Island. There, on a sunny Thursday afternoon, dozens of wooden boats converge for the weekend-long Vancouver Wooden Boat Festival.



The Festival is a much-welcomed infusion of history into a city that appears to have little time for its past. Much-welcomed indeed, as throngs of people meander past the collection of floating art. Boat owners are regaled with questions both novice (Where was she built?) and advanced (Why a centerboard on a 45' yawl?). The background rings with sea shanties and the hammering of children who assemble model boats out of wood scrap with their parents. This year the collection of boats is as varied as ever. On the one hand, there are masterworks like *Deerleap*, a 1929, 80' Fantail Cruiser restored to perfection right down to the cut-glass crystal of the Gatsbyesque cocktail bar. A premier boat of the Classic Yacht Association, its owners, Richard and Carolyn Gardner, contributed to the increasing



cooperation between the CYA and the Wooden Boat Society – who share many goals. On the other hand is *Snowdrop*, a 12' Turner Clinker lifeboat designed the following decade when money was in short supply.

Naval architects and boat builders from the foreign shores of Costa Rica and Scotland display their wares in *Golden Rule* and *Fairwyn*. But there is no lack of local talent. On the dry sits *Juanita*, a replica of a 1798 Spanish longboat built by Vancouver's

Wooden Boat Society. Every few years the Society, who puts on the Festival, takes on yet another eclectic boat building project. Perhaps the most telling sign that wooden boats have a future in post-modern Vancouver comes, however, in the shape of *Interceptor*, a 19' sloop built by sixteen-year-old Kyle Manson. Built out of salvage over two years in the family garage, she is the culmination of a father's guiding hand and a young man's growing hunger for the sea.



So while Vancouver's real estate continues to go mad with slapdash architecture, there are pockets of sanity and sound tradition in the workshops of youth like Kyle and alongside the brass-bejeweled docks of Granville Island Market.



## CYA Awards Honorary Memberships, 2016

### Antique Boat Museum

### Columbia River Maritime Museum

The Antique Boat Museum, Clayton, New York, USA, was awarded status as a CYA Honorary Member in January, 2016, by the CYA Board of Directors. CYA Commodore Ken Meyer spoke by phone with the ABM Executive Director, Rebecca Hopfinger, and within days shipped a CYA Burgee and Plaque in a black frame to her and the museum. All CYA members visiting the museum will find our Burgee on the wall and are asked to thank the ABM for all it does for us and for old wood boats. The ABM website is here: [www.abm.org](http://www.abm.org).



#### **John Lebens, PNW Fleet Director writes:**

At the November 4, annual meeting of the Columbia River Maritime Museum (CRMM) in Astoria, Oregon, USA, the museum was enrolled as an Honorary Member of the Classic Yacht Association.

Ken Meyer, Commodore of the CYA, presented the award before of an audience of about 200 CRMM members, trustees, staff, and board members.

Museum Executive Director Sam Johnson introduced the CYA with photos of classic yachts built in Astoria and operating on the Columbia River and around the United States. He explained the purpose of the Classic Yacht Association - to preserve and protect classic wood cruising vessels. A CYA vessel featured in his slide presentation was M/V *Merrimac*, built by Astoria Marine Construction Company (AMCCO). He also showed CYA vessel M/V *Suellen*, a vessel previously owned by Rolf Klep, founder of the CRMM.

Johnson told the audience these old vessels are an extended family of the museum, with owners sharing a love for maritime history. He lauded CYA members for their commitment to preserve, enjoy, and share these historical motor vessels.

Sam also called attention to the fact that Robert Ekoos, the founder of the Classic Yacht Association, was born and raised in Astoria. Ekoos fell in love with boats and maritime culture on the Columbia River. Later, during his career as a banker in Long Beach, CA, Ekoos led the creation of the CYA.

This annual meeting of the CRMM was the most uplifting one I've been to, and not just because of the CYA agenda item. The museum is on a roll – membership, attendance, and financial support are booming. Featured were presentations about education projects for 4th graders in the county. Kids built underwater robots in teams and tested

them in a big plastic pool. Boat building, bronze foundry, and other skills are being taught at the Barbey center – Astoria’s old railway station, refurbished and owned by CRMM. There's a new, large warehouse space for archived materials including Columbia River workboats, documents, and other artifacts. The NW Marine Propulsion museum (from Seattle) was donated in recent years.

Look at the museum website and come for a visit. [www.crm.org](http://www.crm.org).



Presentation of CYA Burgee and Plaque to CRMM Chairman of the Board Helen B. Lankton by CYA Commodore Ken Meyer.



On the screen is *Suellen*, currently owned by CYA Members John & Jane Lebens



**NEW** – CYA Blazer Pocket Patch with new swallowtail burgee \$30 each including shipping Contact Margie Paynton, CYA Historian



**Classic Yachting**  
 Official Newsletter of the  
**Classic Yacht Association**  
[www.classicyacht.org](http://www.classicyacht.org)  
 Ken Meyer, PNW ..... Commodore  
 Rick Olson, SC ..... Vice Commodore  
 Scott Andrews, NC ..... Rear Commodore  
 Ann Hay, PNW ..... Newsletter Editor  
 (Printed by Trade Printery, Seattle, WA)  
 Cover photo of *Pied Piper*, owned by Ann Hay, PNW Fleet

# PNW Fleet Report – Nisqually Delta By the Numbers 2 Classics (the boats), 2 Survivors (the guys), 14 Eagles!

By Jerry Toner, PNW Fleet Member



**Bolero**, owned by Joe Cable, is a 34' 1952 Chris-Craft DCFB and **Kimmer**, owned by Jerry Toner, is a 34' 1955 Chris-Craft Capitan. Both of us are on the local Chris-Craft Rendezvous Committee. The 27<sup>th</sup> annual CCR was held in Port Orchard, WA, July 7-10, 2016. Joe and I had talked about running tandem to "somewhere, sometime" mainly because our boats are the same size, making rafting at anchor easy but even more because over several years of moorage at Stimson Marina we had become good friends as we are both recent cancer survivors. "Somewhere" became South Sound in the Pacific Northwest and "Sometime" became Sunday, July 10, 2016, right after the Chris-Craft Rendezvous. [Email from Joe: Now all I need is a decent cooler, some pots, water, coffee, beer, wine...and this chair...]

It had rained each night of the Chris-Craft Rendezvous, that's right, "**another** boat show in the rain", but each day improved to bring us a calm, cloudy, dry Sunday for the last day of the Rendezvous and for our departure to South Sound from Port Orchard. Our first stop would be Gig Harbor for moorage on Sunday night. Both boats ran great. Joe was a little slow because he had all those trophies and awards won at the Rendezvous weighing down **Bolero**. **Kimmer** ran really great, clipping along at 2700 rpm, making 15 kts, underutilizing her twin Chevy 350s which can generate 630 horsepower. Colvos Passage was calm and the always northbound current was weak, making that a very nice trip. **Bolero's** galley was under construction, so our meals came from the Kimmer Café. We were moored for Sunday night's rain, stern to nose, at Arrabella's Landing.

Monday morning brought Sunshine! The aroma of fresh brewed coffee and breakfast cooking onboard **Kimmer** are a couple of my favorite things. Departing Gig Harbor at 11:00am we were off to fuel at the Tacoma Fuel Dock which turned out to be the best price in the area, with the added bonus of the totally delightful Katie, the fuel dock manager. Underway, we snapped photos of our boats, gleaming mahogany and chrome jewels, shining in the sun. We ran up Commencement Bay headed for the turn at Point Defiance and the southbound run down the Narrows, which we made just after slack for a, thankfully, uneventful passage to the south end of



Anderson Island. Our anchorage in central Oro Bay at 2:45pm in 19 feet over a mud bottom was easy as **Kimmer** and **Bolero** matched up perfectly, swinging on **Kimmer's** hook. It wasn't long before the Kimmer Café and Wine Bar was open in time for the unveiling of The Mountain (Mt. Rainier) as the clouds parted and the eagle, the heron, and the Canada geese put on an air show above the bay.



I like South Sound because it has all the beauty of the San Juan's, is forty miles closer to Seattle, has comparatively less boat traffic, has seven marine state parks, Mt. Rainier dominates the landscape, AND it has the Billy Frank Jr. Nisqually National Wildlife Refuge which is home to the Nisqually River Delta, Washington's largest undisturbed estuary, at the confluence of the freshwater Nisqually River and the saltwater South Puget Sound.



(Dean J. Koepfler photo, The News Tribune)

In 1904 the Brown Farm's 5-1/2 mile dike was built to make land for a dairy farm, keeping the salt water out and diverting the Nisqually with an elaborate system of drainages. The dry land was farmed for many years. In 2009, four miles of the dike were removed, returning 762 acres to tidal wetlands. There are now 1,000 acres of mudflats providing habitat for more than 300 species of fish, birds, and wildlife. Over 20,000 birds made up of 275 migrating species use the marshes and grasslands each season. Exploring the delta and the Nisqually by skiff was high on the "to do" list for this trip.

On Tuesday morning the bay echoed the distant, haunting call of loons as many other birds provided the soundtrack for another 5-star breakfast as we floated on the still waters of central Oro Bay. Our day of exploration had favorable tide predictions for the Nisqually Reach, with a high at 1:00pm of 9 feet and a low at 6pm of 5 feet. The delta would have plenty of water all day; the trick would be to find the actual mouth of the river. Our position, in the middle of the central part of the Bay, was about 1/4 mile away from Lyle point, the most southern point of Anderson Island which is about 3/4 mile across the Reach from the center of the delta.

Our 9' inflatable skiff with a Merc 5 HP outboard served as our exploration module as we pushed away from our Mother ships, snapping photos of our classic Chris-

Crafts; we were under way at noon. We rode the flooding current from Lyle Pt. to the Nisqually flats in about 35 minutes; with flat calm conditions this was really fun. I had drawn a chart of the delta and with Joe's help as navigator we found the mouth. We remarked on the clarity of the water and that the tide prediction was correct as we were in about 5 feet and could easily see the sandy bottom. We slowly putted our way up river. The river was widest at about 25' and at some points was a narrow 10-15' wide. The low eroded banks were 3' high in most places and the designs carved into them were pure artwork. Over the low banks we could see beyond into the heart of the Refuge; we spotted an eagle as our arrival sent other birds into short flights from brush to tree. We were about 1/2 mile up river when we decided to shut off the motor to slowly, silently float back down with the oars as steerage. "Nuthin' but fun" in the 75 degree sunny early afternoon.

Once we were out of the river mouth, we headed west across the delta along a line of posts and sandbars. On one sandbar there was a gathering of bald eagles, adults and juveniles, taking turns making short flights then landing back in about the same position.

How many eagles were there? We were the equivalent of across the street from them. They were coming and going, doing touch and go, so we did an out-loud count. There are 14 eagles! Of course, we have no photos of this spectacular scene. Big note to self: Next Time Bring the Good Camera.



(Nisqually National Wildlife Refuge website photo)

*[Note from Joe via email: Jerry's a good log keeper and a decent judge of distance. We were on the outside less than 50 yds off mid-delta viewing with binoculars at least a dozen adult and four juvenile Bald Eagles on the near shore. This was upon return from our dinghy cruise up the Nisqually River. We had been up river more than half*

*a mile when we saw an eagle atop a snag at our third or fourth "last bend". It took flight upon our approach then soared in a low 100' counter-clockwise circle keeping a watchful eye on us. Jerry shut the outboard down and we drifted slowly back toward the Reach. Tip of the hat to Jerry. He's a great cruise leader and an accomplished grill chef.]*

Our exploration continued west to the Nisqually Reach Nature Center. The buildings are prominent on Nisqually Head at the mouth of McAllister Creek which forms the west border of the Refuge. An exploration of the creek was saved for another visit. Ideal weather

conditions continued for our return trip to Oro Bay for grilled lamb chops and a fine evening watching The Mountain appear and disappear, in and out of the clouds.

Over the next few days we ran side by side travelling north exploring Penrose Point State Park, Mayo Cove, Eagle Island State Park, Filucy Bay. We encountered the worst weather conditions of the entire trip rounding West Point as we headed for the Seattle locks. Three foot seas were breaking on the sand bar just past the buoy, refusing to moderate until we were deep into the western waiting area for the locks. No harm done as *Kimmer* and *Bolero* returned happily to their home slips.



Hangin' near the Des Moines fuel dock before lunch at Anthony's on the last day. Obviously, they were in no hurry to get in off the water!



## **Southern California Fleet Report – When Things Go Bump in the Night**

Tech advice from Rick Olson (CYA Vice Commadore) .. or what **NOT** to do!

Last month on *ONO*, my 1929 48' classic, I had a fire. Small as it was, it was a frightening moment. I was lying in my bunk reading. I had a pretty heavy electrical load on my 30 amp 110v circuit consisting of a 1500 watt heater, three small fans to blow the hot air around, a coffee pot, small refrigerator, the main battery charger, and a cell phone charger. I never leave electrical appliances on when I am not on board except the battery charger so this probably would not have

happened while I was away. I have had this amount of load many times over the years with no issues. Suddenly there was a pop/sizzle electrical noise and everything 110 went dead. Glad I was awake!

I jumped up and moved fast. The 32v house lights were still on. I flipped off all the breakers and opened the cabinet where the inverter and battery charger live which seemed to be the direction of the noise. Acidic electrical smoke billowed out accompanied by the glow from red hot flames. There is a fire extinguisher in the same cabinet and I grabbed it. I could see the small 2 or 3 inch flames as the smoke cleared. I don't know why I thought I could blow the flames out but I gave them a good puff and surprisingly they went right out. I also grabbed a handy spray bottle of Simple Green and doused the spot with spray.

After my blood pressure stabilized, I began to investigate further. What had happened was the back of the shore power socket had melted, shorted, sparked, and caught fire. Why you ask? Well, "My bad."

Five days before, Elissa and I had brought the boat back from our Opening Day and tied her up in the slip as usual. I typically loop the shore power cord over the center cleat on the dock and hook it with a small bungee cord so it can't droop down into the water. I guess I didn't leave enough slack this time, coupled by some very windy days that we had been having. The cord had pulled part way out of the socket even though the lock ring was in place. It actually pulled the cord part way through the lock ring but not enough to disconnect it all the way. This half disconnected old corroded plug started to build up resistance and heat with my big load on it until the socket melted and shorted out. The rest is history. Fortunately *ONO* is not history with it.

It is easy to take shore power for granted when you have been using it on boats for 30 years. Don't! It can bite you badly.

It's easy to come back to the slip, tired from the weekend, wash down the boat, put the canvas back on, hook up the power, and leave. Please pay attention to your electrical connections. Make sure they are clean, tight, and right. Let my near miss be a lesson to all. A fire on a wood boat is not a pretty thing.



## CYA Membership/Dues Renewal Notice

by Janice Johnson-Palmer, CYA Roster Editor

### Membership/dues renewals for 2017 are now due.

To renew online, please go to [www.classicyacht.org](http://www.classicyacht.org), click on "Membership Renewal" at the bottom of the page, then click on "Access My Profile", and follow the directions from there. Please remember to update your profile information for the Roster if your address, email, or telephone number(s) have changed. Remember: You can go into your profile any time during the year to update your information. You can also email the Roster Editor, Janice Johnson-Palmer, with your new information throughout the year, and she will add it for you. That way, the database is always up to date. Have questions or need help? Contact CYA Roster Editor Janice Johnson-Palmer at [janice.johnsonpalmer@gmail.com](mailto:janice.johnsonpalmer@gmail.com).



## CYA Newsletter Editor – Time's up!

by Ann Hay, CYA Newsletter Editor

Looking back a few years, when I volunteered to be CYA Newsletter Editor, I assumed I would enjoy that position for two or three years and then pass the helm to someone else, but I have very much enjoyed producing this newsletter for a full eight years. I've met many of you and made solid new friendships, even if just by email and phone. I've heard great stories that are wonderful concoctions and received true stories that there just wasn't room for (I'll pass them on to Dave). It has been my great pleasure to contribute my portion of energy and skills to CYA. It's time now for me to turn over the helm to my friend (and yours) Dave Sharrock.

Please welcome CAN Fleet Member Dave Sharrock as your new CYA Newsletter Editor. Hurrah for Dave! When he calls or emails you asking for something for the CYA Newsletter, please tell him "YES!"

*Spartan III*

Dave Sharrock  
2017 CYA Newsletter Editor



**NEW CYA members – welcome!**

### Affiliate Reinstatement

Randy and Renee Trudeau  
**MISS RENEE III**  
NC Fleet  
Isleton, CA

**Affiliate to Vintage Transfer**

William Foulk and Nancy Williams

**ENDEAVOR**  
45' 1963 Matthews Boat Co.  
PNW Fleet  
Tacoma, WA  
Ann Hay, sponsor



Larry and Kellie Sizemore

**GATSBY**  
42' 1960 Stephens Brothers  
NC Fleet  
Tom Clothier, sponsor



**New Vintage Members**

Kirk Knapp

**CARLU**  
39' 1946 Chambers  
PNW Fleet  
Bainbridge Island, WA  
Ron Walken, sponsor



Maurizio Hublitz and Cecilia Rosell

**BIANCA**  
32.5' 1959 Chris-Craft  
CAN Fleet  
Vancouver, BC  
Randy Olafson, sponsor



Owen Bubb and Melissa Preston

**LOUEDA**  
30' 1947 Snider (Monk)  
CAN Fleet  
Port Moody, BC  
Larry Benson, sponsor



**New Classic Members**

Mark Jensen and Heather Jones Jensen

**WHITE HERON**  
58' 1926 Harbor Boatbuilding (Broadway)  
NC Fleet  
Sausalito, CA  
Stuart Kiehl, sponsor



Keith and Jodi Olson

**SPIRIT**  
30' 1931 Merrick  
PNW Fleet  
Seattle, WA  
Larry Benson, sponsor



Mohammad and Kimberlee Shakeri

**PASADA MAÑANA**  
96' 1927 Wilmington Boat Works  
PNW Fleet  
Kirkland, WA  
Margie Paynton, sponsor

