Annual Meeting 2021 – An opportunity for all members to participate

by Gerry Kamilos, Northern California Fleet, CYA Rear Commodore

**Classic Yacht Association Annual Members’ Meeting Keynote Speaker**

Do you know someone who has traveled from the East coast of Canada to its West coast with a dog, an old Range Rover, and an Air Stream in tow?

Do you know someone who ended up in Victoria six years ago and fell in love with a Monk (a boat)?

Possibly, you know someone who has two early 1950’s tri-cabin Monks; and lives on one of them while restoring the other?

Lastly, this person you may know, has their own YouTube channel with over 18,000 subscribers, has over 200 episodes, and posts a new episode every Saturday on restoring old motor yachts from Victoria BC.

If you know Peter Knowles, then that is who we are talking about. Peter, with the reliability of an Ed Monk design, has given thousands of classic yacht enthusiasts lessons in almost anything one can think of to restore a classic wood-hull yacht every week for over five years.

His program, *Travels with Geordie*, is dedicated to the restoration of *M/V Zephyrus* and most recently restoring *M/V Geordie*. *Geordie* is named after his long time pup and companion who recently passed over the bar (eight bells for Geordie).

Peter will be the Keynote Speaker at the Classic Yacht Association’s Annual Meeting. Peter will not be giving lessons about replacing an old Perkins engine with a new Beta engine or on caulking plank seams. Peter will instead talk about the passion, purpose, persistence, pride, and ethos of being a steward of a classic yacht.

All Classic Yacht Association members are invited to listen to Peter’s virtual presentation at 11AM PST on Saturday January 16, 2020. (See page 3 for the Agenda of this year’s Zoom meeting.)
From the Commodore

Diane E. Lander

Greetings from your Commodore!

Well, we have made it to the end of 2020. What a year and who would have thought that we would be living with a pandemic all year? When our first Pacific Northwest Fleet event of the year was canceled because of 40 knot winds – our annual gathering at the base of the Space Needle aboard our boats to watch the Space Needle firework on New Year’s Eve of 2020 – who would have thought that our entire calendars in every fleet would be largely canceled by the pandemic? Hopefully we will be able to gather again for some events in 2021 – with the vaccine on the way things are looking up.

I don’t know about the rest of you, but going over to see my boat and getting in some limited cruising was the highlight of 2020 for me. I don’t know what I would have done without my boat, and my ever faithful French bulldog companions. I read that up to 50% of people are suffering from depression during the pandemic. I hope that all of you are counting your blessings. We lost a number of members over the year, including at least one death due to the pandemic. Let’s all count our blessings and move forward in a positive way in 2021.

I am currently getting ready to spend the Christmas holiday with my sister and brother in law. It will be just us, of course! Since they live outside of my household in nearby Port Ludlow, Washington, our holiday attire will include masks and facial shields. We intend to stay safe until the vaccine has been administered to all of us, hopefully sooner rather than later.

Our Association Annual Meeting will be held virtually on January 16 and 17, 2021 starting at 9 AM Pacific time each day and continuing for approximately three hours each day. Lots of agenda items are being planned, and your bridge is hard at work planning to make the meeting interesting and well worth attending. Rear Commodore Gerry Kamilos from the Northern California fleet will be the meeting host. The Zoom link will be sent out several times, close to the meeting so you don’t lose among your messages. Watch the CYA website for more details, and also see the article in this newsletter with details intended to whet your appetite. I loved the virtual Wooden Boat Festival in September put on by the Northwest Maritime Center in Port Townsend, and am hopeful that our Annual Meeting will be just as well attended and interesting! We are not calling this event the Annual Meeting and Change of Watch like we usually do – as it will not include any Change of Watch this year. The bridge has decided on a “do over” for 2021. Since everything was canceled, your bridge is serving another one year term in our current positions.

I will look forward to addressing you at the Annual Meeting and will explain what I hope to accomplish at the helm of our 51 year old organization in 2021.

Stay healthy, wear your mask, wash your hands, and take good care of your old boat!

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Annual meeting 2021 – January 16 & 17
by Bill Shain, Pacific Northwest Fleet & Editor of Classic Yachting

Historically the Classic Yacht Association has begun
the new year with a Change of Watch ceremony and
business meeting.

This year’s meeting will be different in several ways.

First, there will not be an international bridge Change
of Watch. Because of the circumstances that pre-
vented our bridge officers from carrying out our
planned activities in 2020, fleet officers of all fleets
and the international association will remain in office
for 2021.

Second, the meeting scheduled for Victoria, BC will
not be held in person because of health and safety
restrictions, including those of the Canadian govern-
ment that currently prevents travel from the US to
Canada.

Third, the meeting will be held by Zoom. This pro-
vides numerous benefits:
• Zoom is an electronic platform that will enable all
members to participate. Instructions for signing
into the meeting are available on the Association
website.
• Since travel will not be necessary, all members
will be able to take part in the meeting with an
internet connected computer or tablet.
• A richer program can be planned, bringing par-
ticipants from all of our fleets. For instance, Peter
Knowles will be our keynote speaker. If you have
watched any of his YouTube segments you will
have a preview of his knowledge of, and passion
for, our classic boats.
• Use of chat, questions, and break-out rooms
within Zoom will make it possible for us all to
participate in discussions, CYA business, and
socially visit.

This is your Association. Please use this opportunity
to be an active participant.

Up-to-date information about the meeting can be
obtained at https://cya.wildapricot.org/2021-COW.

Preliminary Agenda

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<td>Call to Order</td>
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<td>Fleet Reports</td>
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<td>Keynote Speaker(11:00 am)</td>
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<td>Passion, purpose, persistence, pride, and ethos of classic yacht ownership</td>
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<td>Nominations Committee</td>
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<td>Election of Officers &amp; Directors</td>
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<th>Sunday January 17</th>
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<td>(meeting will begin at 9:00 am PST)</td>
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<td>Call to Order for New Business</td>
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<td>Insurance of Classic Motor Yachts</td>
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<td>Formation of a Classic Yacht Association Foundation</td>
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<td>Yacht Registration Discussion</td>
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Keep on the Sunny Side – Taking electric motors to the next level

by Joe Grez, CEO of PropEle Electric Boat Motors

I’ve always been an active boater and have been partial to classic sailing and classic powerboats. I designed the EP Carry Electric Outboard to serve ship to shore applications on portable boats but recently we’ve been drawn to demonstrating limitless range concepts using solar. After considerable effort it’s clear that solar plus classic hulls represent an enlightened pairing, not only from a performance standpoint, but from a historical context.

Electric boating started in the early to mid-1800s. Between 1890 and 1920, electric had become the most popular European recreational propulsion means (besides sails and oars). But electric’s popularity was felt in the US as well; 55 electric launches carried more than a million passengers in the 1893 Chicago World’s Fair. Electric remained popular until Rockefeller’s cheap waste product from kerosene production (gasoline) found a home feeding internal combustion engines. It’s interesting to note that electric cars followed a similar course. In 1900 there were over 100 electric car charging stations in New York City for taxis and private electric automobiles. Of course by now, generations have known nothing but internal combustion for cars and boats. But not long after the shift from electric to internal combustion, Edison said “I’d put my money on the sun and solar energy, what a source of power. I hope we don’t have to wait until oil and coal run out before we tackle that”. That was 1930.

So now, oil and coal have not yet run out, but we are “tackling that”. In the Pacific Northwest we have our company manufacturing portable electric motor solutions (EP Carry), Pure Watercraft is manufacturing mid-size electric outboard systems, Zin Boats is manufacturing a fast electric runabout and Sam Devlin is building solar boats. Why electric?

There are many reasons: global environment (carbon release), local environment (noise, smell, soot, marine life impact), safety (fumes, fire, explosion), reliability (filters, fuel lines, spark, injectors, air cleaners, spark arrestors, exhaust thru hulls etc.), maintenance (see reliability), cost (no refueling, maintenance, tow services), and vastly better torque and control. On the downside, there is range.

Range is the first thing people think of - nobody wants to “run out”. In my 35 years innovating new products, I’ve seen a lot of tech replaced. In every case we run into the same inescapable mindset issue. Successful new tech always requires a difference in thinking, but always offers benefits that are worth more than what was lost in the swap. Range is not so big a problem as our minds-sets indicate. Think about your typical cruises – is speed your top concern or are you enjoying other aspects of the experience like the fresh air, the natural views and relaxation?

Consider that a 400-mile-range Tesla model S carries the equivalent energy of just 2.5 gallons of gasoline. That’s just 16% of the energy needs for a typical gasoline sedan. But that’s just part of the picture. With electric, and especially when applied to efficiently de- signed hulls, range is a strong function of speed. So we can dial in almost any range by adjusting speed. Also, with a reasonable solar array of just 30% of a boat’s footprint, it is possible to cruise at reasonable speeds without dipping into the battery at all. Of course this changes boating - we go slower, but how much slower and will it be a favorable trade-off for the benefits?

Cruising speeds, especially on sailing and classic power boats, are already chosen to lie within a range of a hull’s efficient operation. So, unlike modern cruising powerboats, classics offer a tremendous advantage that naturally enables solar cruising with-
out a significant speed penalty, especially for earlier boats. And this opens up the possibility of dispensing with large batteries altogether. In 2019, I proved this hypothesis with the first of two solar demonstration boats, first with Swe’Pea, then we verified this with Sunny Side this year.

I converted our 1950s wooden runabout, Swe’Pea, into a solar boat to take part in the 2019 Salish 100, a small boat cruise from Olympia to Port Townsend. Swe’Pea was outfitted with our little EP Carry, its 6-lb lithium battery and 200 Watts of solar roof. With gear and me aboard she displaced around 700 lb. Swe’Pea did 120 nautical miles (nm) on this cruise with more cloud cover than sun, and proved that a very small array could provide cruising speeds in a fair showing against the nearly 100 other similarly sized power-cruisers, rowboats and sailboats.

For the 2020 Salish 100, I decided to make a more comfortable version (my “Pandemic Project”). Sunny Side is slightly heavier, wider, longer, and has a V-berth and cabin. Unfortunately, the Salish cruise was canceled for 2020 but Sunny Side has been tested and was proven to travel over 30 nm under a smoky September sky in one day on pure solar.

The proof points made by Swe’Pea and Sunny Side are scalable to larger craft more relevant to actual long-distance cruising. Assuming an efficient electric motor, a reasonably-sized solar array provides reasonable displacement speeds for efficient boat hulls like those of classic yachts.

Here are Sunnyside’s particulars.

- **LOA:** 14 ft x 5 ft; 800 lb.
- **Power:** 230-Watt outboard that weighs 14 lb. (a standard EP Carry electric outboard motor)
- **Aux. battery:** 250 Watt Hours. Weighs 6 lb. (standard EP Carry LiFePO₄ battery)
- **Solar array:** 300 Watts; 24 sq. ft = 34% of boat’s footprint. Victron solar controller
- **Full speed range on battery alone:** 4.2 nautical miles at 4.2 knots
- **Cruising speed range on battery alone:** 7.4 nautical miles at 3.7 knots

- Solar cruise range, sunny day: 37 nautical miles at avg. 3.7 knots
- Solar cruise range, overcast day: 24 nautical miles at avg. 2.4 knots

By scaling three elements (~30% footprint covered in solar, battery Wh = solar W rating, motor power = array Wattage rating) any efficient hull can be driven close to hull speed, and average cruising speeds are around 70+% of that. Daily solar range is the average cruising speed x 8 to 10 hours for a sunny day and about 60% of that range can be expected on a dark overcast day. And a minimum auxiliary range is equal cruise speed x 2 hrs.

Another example is Solar Sal, by Sustainable Energy Systems. This example confirms a reasonable cruising performance for a very different sized boat.

- **LOA:** 27 ft, 3,600 lb.
- **Power:** 4 kW Torqeedo pod
- **Auxiliary battery:** 200 amp-hours at 48V, 2 Victron LiFePO₄ units
- **Solar array:** 1440 Watts; 38% of the boat’s footprint
- **Full speed on battery alone:** 10 nautical miles at 6.5 knots
- **Cruise speed on battery alone:** 40 nautical miles at 4.5-5 knots
- **Solar cruise range – sunny:** 47 nautical miles at avg. 4.3 knots
- **Solar cruise range – overcast:** 31 nautical miles at avg. 2.8 knots

Both of these boats are designed to produce a classic appearance while providing a level of speed and range in line with common expectations for displacement distance cruising, and they succeed.

Managing a cruise: There are three modes of operation you can consider.

1. Traveling in short high-power bursts with charge rests in-between. This is by far the least efficient method and is best reserved for day-trips. But if you run out, you can still use method 2 below.
2. Adjust your throttle so as not to use your battery at all (all solar). This method will produce the greatest range possible over a multi-day cruise but
Anne Olson – CYA member for 50 years

by Rick Olson, Southern California Fleet, CYA Staff Commodore

Who has been a CYA member the longest?

Anne Olson is 91. (No relation to Rick Olson). That is great in itself. What is more significant is that she has been a CYA member since our Association was just an Idea. For 50 years she has supported CYA even after second husband Buzz Olson sold their boat and passed away. The last time I saw Anne and Buzz was on Deerleap on the 4th of July, in 2000, when Southern California Fleet had a gathering in Oceanside. She now lives in Arizona and we occasionally communicate. Anne has always enjoyed all the newsletters and she would comment on the pictures of us having fun with our yachts.

She tells this story:

“In 1970 the Olson’s were sitting on their yacht SEA DOLL at Catalina when a stranger rowed up in his dinghy. It was Bob Ekoos who introduced himself and said he liked their wooden boat. The discussion transitioned into starting a club for classic yachts, an idea that had been simmering in Bobs mind for some time. After a few beers, it was agreed that the idea was to be pursued.”

Anne was there, contributing to CYA from the very start.

Anne has recently retired from the “cruise only” travel agency “Sea Safaris” that she and Buzz started in 1975. She is a special lady and has cruised over a lot of water in her life.

Thanks for 50 years of support.

PS: Anne and Buzz’s Sea Doll was a Massachusetts boat built by George Lawley and Sons in 1929. Lawley yard was open from 1866 to 1945. Sea Doll would have been 91 years old just like Anne.

(continued from pg 5, Keep on the Sunny Side...)
Lee Eyerly, Purveyor of amusement rides, owner and skipper of the Sea Rest
Stories of boats and their people
by Norm Blanchard as told to Steve Wilen, Pacific Northwest Fleet

By the time I made the acquaintance of Lee Eyerly he was already a very successful businessman, owner of Eyerly Aircraft Company, and had purchased the 66 ft motor yacht Sea Rest from O.D. Fisher of Fisher Flouring Mills. But, that wasn’t always the case, as he told me once when he came by the yard to arrange for us to haul the boat for a hull survey.

Lee U. Eyerly and his wife, Meta, lived in Salem, Oregon, and during the depths of the Depression he had obtained the lease as manager of the Salem Airport, which, as far as I could tell, had only one plane and one hangar at that time. So that was how Lee made his start in the aircraft business.

Well, one day, probably around 1934, Lee was working on the engine of somebody’s plane, a rainy November day, and a little guy wearing a long raincoat walked in and stood around for awhile gazing up at this gizmo that Lee had built. This thing was a machine that today we would call a Link Trainer. Lee had built it in order to give people the feel of flying without having to get off the ground, because he figured that way he could sell more flying lessons. Finally, the little guy came over to Lee and asked something like, “Do you work here all the time?” Lee replied, “Yeah, I run the airport for the County.” “Well,” the man asked, “Who owns that thing?” Lee said, “I do.” So the man asked him, “Do you want to sell it?” “Oh, no,” Lee answered, “I don’t want to sell it. I couldn’t possibly ask a price that would pay me wages to build another one, and it’s working out quite well for the purpose I built it for.” And then the guy said to Lee, “Well, I could make money with that.” Immediately Lee’s ears perked up, as he and Meta had young kids at home and plenty of financial worries.

It turned out that this man wanted to set the Trainer up on the boardwalk at Long Beach, California and charge thirty-five cents for a ride. So, after talking to him at some length, Lee talked to his lawyer, his banker and his accountant, and they all told him that they didn’t think it was a very good idea, but Lee decided if there was any chance he could make money with that thing he was going to turn it over. So he cobbled together a trailer that he could use to tow the machine to California.

Fortunately, Lee had a brother-in-law living in or near Long Beach, near enough to keep track of this guy, and when he was telling me this story Lee said, “You know, by the end of the first month I had myself screwed up to the point where I figured I might get two-hundred and fifty dollars out of it. Imagine my amazement when the check came through for more than four-hundred. So I started building these things like crazy, and eventually I had about 25 of them out, and mostly they went to various carnival people.” Once Lee even went to Florida to their annual convention, and he said, “The strange part of it is, everybody thinks carnival workers are a raunchy bunch, and a lot of them looked and acted it, but I have yet to have had more than just one instance where I was cheated -- in that case the equipment went across the border into Mexico -- and I’ve now sold nearly a thousand of these various amusement ride machines.”

Besides the Link Trainer, Lee developed the Loop-O-Plane, the Fly-O-Plane, and the Whirl-O-Plane -- he developed five or six very successful and unique...
amusement rides for carnivals. The Fly-O-Plane had eight arms that were hinged, with miniatures planes on the ends of each of the arms, and the wings operated like ailerons so if you rolled it enough times and played with it enough you could make the darned things do a barrel roll.

Well, as I said, my acquaintance with Lee Eyerly was made after he had purchased the Sea Rest from Mr. Fisher, and that’s quite a story itself. At some point during his business career, Lee decided he wanted a yacht, and he purchased a Grandy-built boat that had been designed by Edwin Monk, Sr. for the Schmidt brothers of Olympia, WA. One day he was driving north from Salem, and was thinking about the Sea Rest, which he had spotted one day while wandering around the Seattle waterfront. Back in those days you could walk right into Marina Mart on Westlake Avenue, and Lee had spotted the Sea Rest there, and he had found out that she was owned by Mr. O. D. Fisher of the Fisher Flouring Mills.

The Sea Rest was also designed by Ed Monk and had been built by the Blanchard Boat Company in 1937 for O. D. Fisher. So Lee was thinking about that boat as he drove along, and he asked himself, “Well, just how much money would you be willing to spend for a nice boat like the Sea Rest?” Eventually, when he got to Portland he went in and saw his friendly banker and got a certified check for $50,000, and headed north to Seattle. He immediately went to the Fisher Flouring Mills and handed his Eyerly Aircraft Company card to the receptionist, and she said, “Mr. Eyerly, I don’t think Mr. Fisher’s at all interested in airplanes.” He said to her, “Oh, that’s just the business I’m in. We’re both yachtmen and I just wanted to talk boats with him.” So, as Lee told it, “I went in and the old man got to asking questions, and I told him I owned a Grandy boat, and it was a nice, comfortable thing, but not a nice, classic boat like the Sea Rest. Finally,” he went on, “I told Mr. Fisher that I had just gone in to see my banker, and I got this,” and he laid the check in front of the old man.

Well, $50,000 represented a very handsome profit for O. D. Fisher, and he had had about ten years of pleasurable cruising on the yacht, so, Lee said, they talked for another 45 min or so, and finally Mr. Fisher reached over and picked up the check and put it in his pocket. And that’s the way Lee Eyerly bought the Sea Rest from O. D. Fisher.

The Sea Rest had twin screws, and had the first pair of two-cycle diesel General Motors 6-51s shipped to the West coast. Lee kept her moored in Olympia, and would have us service her, and so we enjoyed one of those delightful customer relationships with Lee Eyerly that I realized I was very lucky to have.

In the fall of 1945, after the war was over, I called Lee in Salem and told him that the next time he was in Seattle I wanted to talk to him about his business. So Lee drove up to Seattle and Eunice and I went over and sat in the pilothouse of the Sea Rest with him and talked until around ten o’clock that evening, and discussed the possibility of our buying one of the Fly-O-Planes from him. Lee sold his rides on very little down, and he carried the paper himself. This was right after World War II and the Blanchard Boat Company was winding up the arrangement with J. L. Patton that we had all through the war years for Navy contracts.

J. L. “Joe” Patton was owner of Seattle Marine Equipment Company. He commissioned the William Atkin-designed Barnacle (CYA 1217) of the Blanchard Boat Company. He entered into a joint agreement contract with the Blanchards in 1940 that ceased after World War II.

I’d given Dad back my fifteen shares of stock in the old corporation for just ten dollars, to make it a legal transaction. So, after Eunice and I had that interview with Lee, I reminded my father, when he first came back from his trip to Los Angeles, where he had been...
conferring with Ted Pearson, that he had promised to make it right by me, and he said, kind of indignantly, “I know I did,” and I said, “Well, I’m planning to go on Saturday morning to California, as we agreed before you went, and I can’t talk to Ted Pearson intelligently until I know what sort of money I’ve got to work with.” I think Dad had a pretty good idea that I had a nice savings account, maybe a lot nicer than it really was, because ever since I’d been on the payroll I’d never asked him for five cents that I’d not charged against the job that I was working on, and several times we had to wait until Wednesday or Thursday of the following week before we could cash our paychecks. Well, the next day my dad handed me a check for $2,000, and said he didn’t consider that he had discharged his obligation to me, but that this was all he could do at the moment. I figured that if he was as generous as he ought to be I’d get at least five-thousand dollars, so this was a pretty bitter disappointment.

However, Eunice and I did leave on Saturday morning, and our stay that first evening was in Salem at the Eyerly home, which was up on the top of one of those knobs in the Willamette Valley. It had formerly been the Salem Golf and Country Club, which had gone bankrupt, and Lee bought the clubhouse and property for a few cents on the dollar. That evening he told me, “It’s kind of strange, Norm. You know, since I made that deal with the guy to take the Trainer down to Long Beach it just seems like every deal I’ve been involved with turns to gold.” He went on to tell me that he was in Portland one day talking with a friend when the friend’s secretary came in and said, “Mr. Dray, you told me I was supposed to remind you of that auction going on down at the library.” Mr. Dray said, “Gosh, thank you for remembering. C’mon, Lee, you haven’t anything better to do, c’mon with me down to this auction.” Well, the auction was a big, old home right in the center of Portland that, because of having been built before the grading was in, the streets were now quite a few feet below the level of the yard. The old couple who had lived there had finally both passed on and left the house, property and contents to the library.

Edward F. “Ted” Pearson was trained as a bookkeeper, although he worked at a variety of jobs before becoming secretary-treasurer of the Blanchard Boat Company in 1948. He left that position in 1950, but remained a close friend of the Blanchards.

Well, Lee said he walked through the house and didn’t see anything that he was particularly interested in buying, but he sat through the auction with his friend, who bought some furniture, and finally the auctioneer said, “That finishes the contents, ladies and gentlemen. Now the property.” Lee said there were a few bids, like $4,000, maybe $4,500, and he said he got to thinking about it and, “when the bidding got up to $6,000 I put in a bid for $12,000 and bought the house.” And he said, “When I got home to Salem my wife said, ‘Somebody called you from Portland and is very anxious to talk to you.’” So Lee called the number and the man who answered said, “Sir, I’m just back from the service, I worked with my father all through the Depression, some renovation, but mostly demolishing or salvaging what was salvageable out of old homes. My father’s gone now, and I intend to go into that business for myself, and I’d like very much to take that house down, if that’s what you want to do.” Lee said, “Well, I’ll come to town and talk to you about it seriously,” which he did. And the next day he drove to Portland to see the start of this operation, and, of course, they were working on taking out the plumbing and things like that first. Well, he noticed that the windows around the upper sash on three sides had colored glass. He remembered as he was driving up from Salem seeing a sign south of Portland for stained glass windows and chandeliers. So he said to the young man, “Get one of those burlier men to take a sample of sash down and carefully remove one of each color of glass for me, and don’t let them smash up those windows until I talk to you again.” So this was done, and Lee put the pieces of glass – about four and one-half or five inches square – in his pocket, and on the way back to Salem he stopped at this stained glass shop, went in and saw a man sitting there at a bench making a lamp shade, or something of that sort of thing, and Lee asked him, “Did you learn this trade from your master?” “Oh, yeah,” came the reply, “from my father.” “Well,” Lee asked, “where does this colored glass come from?” “If it’s any good it generally comes from Belgium,” the man replied. “It’s expensive, I suppose?” Lee asked. The man gave him an example of what he had, what he was working with there, and told him what he had

Eunice Scholl Blanchard, Norm’s first wife, was the daughter of one of Norm’s teachers at Broadway High School. Eunice died in 1986.
paid for it, so Lee said to him, “Take a look at this stuff,” and showed him the squares from the window in the house he was having torn down. So this fellow said, “Let’s go outside in the sunshine,” and he held the pieces of glass up to the sun and looked through them, and said, “Hell yes, this is good Belgian glass. You got any more?” Lee told him, “Yes, I’ve got quite a bit.” And he finished the story by telling me, “You know, Norm, one little thing from that house, and I got over $1,600.” He went on, “Before the house was fully down a contractor came to me and said, ‘Mr. Eyerly, I’ve been looking at your property, and I’ve calculated that there’s just about such-and-such number of cubic yards of dirt there, and I’d be very happy to pay you fifty cents a yard for it. I’ve got the truck and the equipment, the bulldozer, and can take it all down, because I’ve got a place where I can use it’.”

So after Lee had made a good deal on the dirt, he had his entire investment back. And before the job was completed, Standard Oil of California, as it was known then -- now it’s Chevron -- negotiated a ten-year lease on the property, and after they were only there a few months Lee sold the lease for more than its face value. He said to me, “It never ceases to amaze me, but I just seem to have the Midas touch.”

That evening the Eyerlys insisted that Eunice and I stay with them, but we only had two weeks for our trip to Los Angeles, and we had to hurry along the next day, so Lee said, “I’ll type up a letter for you saying you have a priority on Fly-O-Plane No. 3. We’ve actually got money down on about fifteen or eighteen of them, but I’ve held out No. 3 for you, and you can go down and see if you want to set it up someplace.”

The first place we stopped to consider for the Fly-O-Plane was an amusement park out by Golden Gate Park at the ocean in San Francisco, but it was a dismal, crummy looking joint, and we didn’t even like the looks of the people working there. Our next stop was at Santa Cruz. There was a gentleman living in that city who had come by the boat company recently to inquire about getting a new sailboat, and he had talked to me because my folks were in California at the time. I had told him that Eunice and I would be coming to California soon, and he had said, “Please come and see us. I don’t have a guest room at home, but I have a small, two-story hotel down by the beach and I’ve got a room there that I always keep for a guest room that I’m sure you will find very satisfactory.” So we showed up. They took us to their hotel. It was right smack across the street from the main entrance to the amusement park pier. So I told him about our plans for the Fly-O-Plane and showed him the letter from Lee Eyerly, and he said, “Oh, gosh, Jennings owes me a favor. By golly, I’ll get you an appointment with him first thing in the morning.”

Mr. Jennings was the manager of the amusement park, so I got a call at the hotel room the next morning, and our friend explained, “Jennings is in court, some kind of a problem in court, and the only time he can see you is at twelve-thirty sharp, and it can only be for twenty minutes because he has to be back in court at one o’clock.” So at twelve-thirty we went to Jennings’ office right there in the park, and, of course, the park was closed down, as this was off season. Mr. Jennings read the letter from Lee Eyerly, and then he asked me, “Well, what makes you think you can run a machine like this?” So I told him what I had been doing all during the war, and immediately you could see a change in his approach, and he asked me, “Well, the second question is, we have pretty weird people coming in here sometimes. What do you expect to make?” And I said, “Well, I would feel it was far more sensible if I was asking you the question, so I’ll say, do you think I have the prospect of making five- or six-thousand clear the first season, with my wife working in the cashier’s cage?” “Yes,” he said, “I’d have to admit that that’s a reasonable expectation.” This was roughly twice what I had been making on wartime wages at the boat company. That was pretty much the extent of our contact with Mr. Jennings because we had to go on to Los Angeles to meet with Ted Pearson, and we told Mr. Jennings that we probably wouldn’t be stopping by on our way back north.

When we got to Los Angeles we went to the Post Office General Delivery window, and there we found the only letter I ever received from my dad, and it was hand-written, in which he enclosed another check for $3,000, and his promise to make up the difference of whatever it took if I decided to go in with my father and Ted Pearson on a partnership basis. So we felt better about that. I’d always liked Ted Pearson, and, of course, he was a grown man when I was still a boy, but he was actually a little closer to my age than he was to my dad’s. And that partnership is what eventually transpired, so we didn’t get the Fly-O-Plane.

We didn’t see as much of Lee and Meta Eyerly after
So who was Norm Blanchard

by Steve Wilen, Pacific Northwest Fleet,

Norman C. Blanchard was born in 1911, the third generation in a family of mariners and boat builders. His father founded the Blanchard Boat Company in 1905. As a youth, Norman spent his spare time on the Seattle waterfront and after graduating from Roosevelt High School he worked alongside his father at the family boat yard. Almost 2,000 boats were built at the Blanchard Boat Company over its 60 year history, including commercial ships, classic motor cruisers and sailing yachts. Following his father’s death in 1954, Norman became the president of Blanchard Boat Company. He married Eunice Scholl in 1935; their son Norman J. Blanchard III was born in 1945; Eunice died in 1986.

In the 1970s, Norman C. Blanchard was appointed to the National Boating Safety Council and served as president of the Puget Sound Maritime Historical Society. He was active in sail boat racing and known for his extensive maritime knowledge of the Pacific Northwest. Norman was a member of the Seattle Yacht Club beginning in 1938 and served on its Board of Directors. He participated on several boat show committees and joined the Northwest Marine Industries at the first meeting held by the organization.

Norman C. Blanchard married his second wife Mary Barnard in 1991. The Barnard and Blanchard families were long-time boating friends, and the couple enjoyed cruising Puget Sound with other members of the Seattle Yacht Club. Norman C. Blanchard passed away on July 9, 2009 at the age of 98. Mary Barnard Blanchard died in Redmond, Washington on January 18, 2013.

(continued from pg 10, Lee Eyerly...)

that, but when he’d come in for drydocking I’d volunteer to accompany him to take the Sea Rest back to Olympia, where he always moored her, and then he’d always have a rental car available, or something in the way of wheels, and we’d drive out to the Olympia Airport and he’d fly me back to Seattle in his Beechcraft Bonanza, and Eunice would meet me down at Boeing Field. Eventually Lee sold the Sea Rest, and we more or less drifted apart after that, but during the years of our friendship he was always a very kind and generous man, as well as one of those customers that it was always just a pleasure to work with.

Eunice Scholl and Norm Blanchard in 1931. photo contributed by S Wilen

Norm and Mary Blanchard enjoying Opening day 2000 on board the Kensington owned by S Wilen. photo contributed by S Wilen
El Primero and Aquilo – Early Steam Yachts on Puget Sound

by Rick Etsell, N.A., Pacific Northwest Fleet

The Vessels

El Primero was built in San Francisco in 1893. She was the first steam yacht built on the West Coast. At 120', and very luxurious, she was a mega-yacht of the era when she arrived on Puget Sound in 1906. She had a 5000-mile range, steam heat, an ice machine and accommodations for 30 including eight crew. In 1911 she changed hands when her owner, prominent Tacoma civic leader Chester Thorne, lost her in a card game to S. A. Perkins, Tacoma capitalist, newspaper publisher, philanthropist, and Commodore of the Tacoma Yacht Club.

Aquilo was a bit larger and a bit newer. The 127’ steam yacht was built in Boston in 1901. In 1910 she sailed 17,000 miles around the Horn to San Francisco, before ending up on Puget Sound and British Columbia under a variety of owners. She was also quite luxurious, and boasted a crew of 15. Both steam yachts had triple expansion engines, El Primero’s at 8 x 12 x 20” with a 12” stroke, and Aquilo’s 11 x 17 x 27” with an 18” stroke. Both hulls were built of riveted steel.

The Big Race

In 1919 Aquilo was owned by H.F. Alexander, president of the Pacific Steamship Company. Alexander was also a Tacoma Yacht Club member, and he and Perkins were well acquainted. One night while Perkins was dining aboard Aquilo, one of Alexander’s guests wagered $1000 that Aquilo was a faster ship than El Primero. Then, according to an article in Pacific Motor Boat Magazine (Dec 1919):

“The El Primero skipper laughed and declared he did not want to rob anyone but someday he would show them what his craft could do. Now be it said that the El Primero was going to cruise to Hoods Canal and the Aquilo to Victoria. The word was passed among the crew and when the El Primero came out of the Canal she found the Aquilo waiting for her with the result the Aquilo sped by the El Primero and then the El Primero took after her.”

There was an engineer by the name of Miles Coffman running the El Primero, and it is said he has raced boats in old days, and he did not forget to pat the El Primero on the back on this occasion. From Foulweather Bluff to West Point, the craft raced and in that distance, the El Primero had overtaken the larger boat and cut a complete circle about her. The skipper of the El Primero modestly claims that his ship is the fastest steam yacht on the coast and that while he usually runs his boat at economical cruising speed, she can get out and step 18 m.p.h. when necessary.”
**Aquilo’s Fate**

Alexander sold *Aquilo* in 1934, and she kicked around the Sound for many years. Eventually, in 1962, an eccentric physics professor named John Campbell bought her to reside aboard while teaching at the University of Washington. (Campbell’s 1999 obituary is quite an entertaining story: John Campbell; Eclectic Teacher, Writer, Inventor and Composer - Los Angeles Times (latimes.com))

At the time, my grandfather, Professor Bryan T. McMinn, was a thermodynamics specialist in the UW Mechanical Engineering Department. (He was also the owner of the well-known Lake Union Dreamboat *Orba.*) Campbell consulted with McMinn regularly on maintenance and improvements to the steam power plant aboard *Aquilo*, which was then moored at South Lake Union, near the Seattle city’s steam power generation facility, where my grandfather also was a consultant. I was a young teenager then but I remember my grandfather telling me about his “nutty professor” friend who owned and lived aboard the steam yacht *Aquilo*. His big idea was to create giant billboards on *Aquilo*, and cruise up and down Southern California beaches for advertising revenue.

The rest of that story comes from The Seattle Times, 7 September 1966:

“The yacht *Aquilo*, which had been plagued with trouble for nearly two weeks, caught fire, and sank about 2 miles off the N. California coast, near Fort Bragg, 6 Sept. 1966. The four men aboard were rescued without injury by a Coast Guard cutter which responded to an SOS from the 150-footer. The CG said it had assisted the *Aquilo* three times in recent weeks. The first time was 25 August, when she was taking on water at her moorage in Lake Union, Seattle. On 4 Sept the vessel reported she was disabled 10 miles west of Rogue River, OR, and a CG lifeboat was dispatched. However, the *Aquilo* said the steering difficulties had been repaired and she would continue on her own. Later that day the CG was asked to escort the vessel into Crescent City, CA because the operator was not familiar with the waters of that area.”

**Save A Classic!**

Surprisingly, *El Primero* is still afloat, and she is currently in Astoria, Oregon, and listed for sale. There have been a number of restoration attempts in recent years, but there is still much to be done. How great it would be if she could be put back in near-original arrangement and show up at a Classic Yacht Ren­dezvous! Check out her listing at https://www.apolloduck.com/boat/motor-boats-classic/651448 (P.S.: I’m available to manage the project for you!!)

Such amazing histories! Let’s hope *El Primero* finds a new caretaker who can set her up for another 100 years!

**Webmaster’s Corner**

[https://classicyacht.org](https://classicyacht.org) Check your Yacht Registry information.

If you did not check your information when you renewed your membership, be sure to check your Yacht Registry listing to verify all details. The information there will be going to press for our printed 2021 booklet in January for the CYA Roster and the Yacht Registry.

There is an online form you can use to submit changes, or just email them to webmaster@classicyacht.org. Check our website for the format: [https://classicyacht.org/boats/my-boat-name](https://classicyacht.org/boats/my-boat-name). Or you can click on the Search tab and just find your boat in the list, or type in the name.
Honoring our Really Vintage Boats  
*a new feature that requires bit of catching up*

Our registry is filled with boats that represent the creative talents of many architects and designers. These were then transformed by master craftsmen into the beautiful vessels that we enjoy today.

We will institute with this issue a new feature that will recognize these vessels as they pass two arbitrary milestones - their 90th and 100th birthdays.

For catchup, here is a list of vessels who passed these marks in 2020. There was one vessel that passed the 100-year mark and thirteen that passed the 90-year mark.

Congratulations to all the loving, passionate owners.

In future issues we will share select stories of these boats and their families.

(The photos presented here were obtained from the CYA Yacht Registry.)

**Our 2020 100-year celebrant**

In 1920 *Sannox* was built as a steam-powered vessel in Caulfield West Vancouver BC. In 1923 she was converted to a gas engine. She is currently powered by a Chrysler Crown engine that was installed in 1958. She is owned by Anne Leckie and Marc Johnston. She is 38-feet long and is registered in the Canadian Fleet.

**Our 2020 90-year celebrants**

*Big Dipper*
36”, Jake Farrell  
Pacific Northwest Fleet  
Cheryl & Gary Madison

*Canim*
96’, Lake Union Dry Dock  
USA Fleet  
Lisa & Marty Sutter

*Cielto*
43”, Stephens Brothers  
USA Fleet  
Rahmi Koc

*Comrade*
38’, Frank & McCrary  
Pacific Northwest Fleet  
Kathy Weber & Bill Shain

*Cygnus II*
56’, Jakobson & Peterson  
USA Fleet  
Jody Reynolds & Michael Wright

*Jubilee*
30’, Richardson  
Pacific Northwest Fleet  
Nicholas E.

*Mer-Na*
36’, Blanchard Boat Company  
USA Fleet  
Mary & Denny Newell
Welcome New CYA Members

Members with registered vessels

Joseph Guarisco
*Sirena*se*
43’ 1955 Stephens Brothers
Northern California Fleet
Daniel Hunter, sponsor

Nicolas Romero
*Simpler Times*
34’, 1941 Chris Craft
Northern California Fleet
Margie Paynton, sponsor

Jack & Joanne Molan
*Joahna K*
58’, 1952 Fellows & Stewart
Pacific Northwest Fleet
Margie Paynton, sponsor

Gerard and Pamela Zytnicki
*Riva*
52’ 1953 Chris Craft
Pacific Northwest Fleet
Margie Paynton, sponsor

Douglas Reicher and
Camille Tisdel
*Spindrift II*
46’ 1929 Elco
USA Fleet
Reynolds and Wright, sponsors

Nicolas Romero
*Simpler Times*
34’, 1941 Chris Craft
Northern California Fleet
Margie Paynton, sponsor

Our 2020 90-year celebrants (continued)

*Nonchalant*
50’, Hoffar-Beeching
Pacific Northwest Fleet
Michael Wollaston

*Tenango*
42’, Elco
Canadian Fleet
Brenda Robinson & Eric
Courtney

*Rumrunner*
40’, Schertzer Brothers
Pacific Northwest Fleet
Glenn Drumheller & Karl Weiss

*Townley Isle*
36’, Menchions
Canadian Fleet
Angelle & Barry Fairall

*Sunrise New York*
45’, Dawn Boat Works
Canadian Fleet
Dee Dee & Russel Chernof

*Vivienne*
43’, Stephens Brothers
Pacific Northwest Fleet
Erin Leadeer & Michael Effler

*all photos were copied from CYA yacht registry by B Shain*
Notices:

Thank you to all.

Thanks to all who have contributed to Classic Yachting this past year. It has been a wonderful experience to edit your newsletter and learn about your experiences and passions.

Please contact me with your ideas for future issues. This newsletter is a means for you to share your thoughts, experiences, and concerns with other lovers of classic wooden vessels.

- Bill Shain, Editor