



WINTER 2022

# Classic Yachting

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

## ***Our Change of Watch 2022 - January 15 & 16***

with input from the Classic Yacht Association Bridge Members

***Let's all join in!  
Mark your calendars***

Our Annual Meeting and Change of Watch proceedings will be held in Honolulu, Hawaii, and will be available to all members via Zoom.

Details and links for Zoom participation will be broadcast by email and are available on the "members-only" section of the Classic Yacht Association website.

The Saturday meeting will start at 8 AM HST (10 AM PST, 1 PM EST) and the Sunday meeting will start at 9 AM HST (11 AM PST, 2 PM EST). So you can participate virtually and not even have to get up early.

Last year our electronic – Zoom – meeting was very successful, enabling full participation by all attending – watching and listening to presenters, asking questions, participating in discussions, and taking part in breakout groups.

### ***The Classic Yacht Association needs your participation.***

We need to give the Board and the Bridge our input and provide a forum for discussion among ourselves.

The agenda will include:

-  A proposal to prohibit advertising or political banners at Classic Yacht Association events,
-  A discussion about what each fleet is doing to comply with the legal requirements of being a 501c3 organization,
-  A proposal to consolidate the newsletters from the fleets and the Association into one newsletter to be published four times per year.
-  Rear Commodore Gerry Kamilos will be reporting on the results of the member survey. (see his summary report on pages 4 & 5.)

-  Reports will be presented:
  - Treasurer, Jim Paynton;
  - Historian, Margie Paynton;
  - Newsletter Editor, Bill Shain;
  - Roster Editor, Janice Johnson-Palmer;
  - Webmaster, Rick Etsell;
  - Yacht Registration Committee;
  - Association Commodore;
  - Fleet Directors; and
  - Fleet Commodores.

-  The new Association officers for 2022-2023 will be introduced and voted upon.

Next year's meeting will be hosted by the Canadian Fleet. More details about this meeting will be presented as information becomes available. Presently the meeting is being planned to be held in Victoria or Vancouver, British Columbia.

It has been a challenging time for the Classic Yacht Association as the COVID-19 pandemic has put restrictions on gatherings in public places. However the Fleet reports provide evidence of the ingenuity and perseverance of our members. How fortunate that boating, by nature, is a social distancing activity.

***Find the Zoom links and  
participate in our  
Annual Meeting and Change of Watch.***



## From the Commodore

Diane E. Lander

My two years as Commodore of the Classic Yacht Association will be ending on January 15, 2022. Frankly, it has been a long and challenging two years leading the Association during the pandemic. When we were first shut down here in Washington in March of 2020, none of us ever imagined the depth, severity, or length of this pandemic. We have lost a number



Commodore Diane Lander.  
photo courtesy D Lander

of members to the virus and there are still many challenges associated with it. However, those of us who chose to believe science and get vaccinated are less likely to become ill, and if we do, we are far less likely to suffer from serious consequences. Last year, at the first fully virtual Annual Meeting, a decision

was made for all the bridge officers to serve in their same position for another year, given that the pandemic prevented us all from doing much at all during 2020. As the vaccine takes hold and the world slowly comes out of the pandemic, new variants are cropping up.

But here in the Classic Yacht Association, the committee planning our annual Change of Watch in Honolulu, Hawaii is committed to an in-person meeting in Honolulu on January 13-16, 2022. If you have not signed up yet, it is not too late.

I, for one, am really looking forward to seeing members from all the fleets in Honolulu and enjoying all that the committee has planned for a fabulous visit in Honolulu. For many of us the highlight will be putting our toes in the warm sand on the beach. For others, the tours of the USS Arizona, the Iolani Palace, the welcome reception at the Honolulu Elks,

the Change of Watch Dinner at the Waikiki Yacht Club are all events to look forward to. And how about a swim cruise aboard the *Vida Mia*? Can you imagine the boat anchoring and us being able to jump off and swim? That is what we can do in Hawaii – but you cannot do it if you don't sign up NOW.

We are working with a tech professional to be sure that we can have a “hybrid” meeting with a Zoom component so you can join us virtually even if you are unable to make the trip.

In preparing my article, I went back to look at my stated goals for this year. I was pleased to discover that most of them have been at least started on.

First, I recommended we work on enhancement of our educational component. Several fleets, including the Pacific Northwest Fleet, have produced some great ideas for achieving this goal. Keep up the good work.

Secondly, I talked about how we are going to interest the next generation in pursuing wooden boat ownership. We have done that to some extent, with several young people here in the Pacific Northwest Fleet participating in wooden boat ownership. We are working hard with social media and other ways to promote events that will interest and attract younger members.

I am thrilled to report that one of our newest members, Brynn Rovito, owns the *Vida Mia* in Honolulu. Through my contact with Brynn, I have arranged for her to join the Association with her boat, take up to 36 of us out for a cruise in Honolulu (a swim cruise no less – the boat will anchor, and we can swim in the ocean – sign me up!!!) as well as serve as the keynote speaker at our Change of Watch dinner. It is through continued outreach that our Association will grow and thrive. Check out the wonderful details about the *Vida Mia* at [www.vidamia.com](http://www.vidamia.com). There is even a video of a news article from the local Hawaiian television news about her restoration!

As I turn the helm of the association over to John Peckham, I remain concerned about (1) keeping our organization relevant to its members and (2) growing. The results of the survey arranged by soon to be Vice Commodore Gerry Kamilos will yield interesting results about what our membership is thinking and will be shared in this publication and on the website. Incoming Rear Commodore Mike Fazio has a huge job in the USA fleet recruiting more members. There are many wooden boats on the East coast, why are so few of them members of our Association? These are

questions I wonder about, and I know that Mike will be working hard to figure out how to expand the USA fleet. I also want to take this opportunity to thank USA Fleet Director and COW Committee member Ted Crosby along with Mike Fazio of the USA Fleet who have worked hard to make our Hawaii Change of Watch a reality.

Having been involved in Change of Watch Planning now for 3 years (2020 in Seattle right before the pandemic lock-down; 2021 virtual meeting; and 2022 Hawaiian Change of Watch) I have concluded that the bridge needs to form a standing committee to plan these events consisting of as many members of the hosting fleet as possible; together with people who have served on the planning committees for the past several years. Frankly, the last thing I want to do is help with planning our 2023 event in Canada, but I will be happy to do so, if asked by the hosting fleet, as I think past experience is critical to a successful meeting. It is not only the meeting, but the many social and other events during Change of Watch weekend that require massive attention to detail.

I thank you for the opportunity to serve for two years. I have done my best to keep the organization moving forward during the pandemic, but it frankly has been like trying to make my boat move against a ten-knot current. For our new bridge and elected and appointed officers, I wish fair winds and following seas!



The *Vida Mia*  
photo from *Vida Mia* website

**Keynote Speaker at Saturday evening dinner**

Brynn Rovito, owner of *Vida Mia*, a Stephens motor yacht that has been extensively restored, and is in charter service in Honolulu.

Brynn will speak about the boat, its restoration, and the charter business.

**Thank you Diane,  
the CYA Bridge, and  
Everyone who Worked on  
the Hawaii Event!**

What a challenging two years it's been.

Since the wonderful change of watch in Seattle in 2019 (Thank you Diane!), it's been COVID, COVID, COVID, Zoom, Zoom, Zoom. COVID, COVID, Zoom, Zoom. Too much anxiety, too many new things to learn (Zoom – I'm talking about you), and too much isolation from our Classic Yacht Association friends.

We are so grateful to Diane Lander, the Classic Yacht Association Bridge, and all who assisted to create and craft what would have been a truly wonderful annual meeting and Change of Watch banquet to attend.

Oh to warm breezes, imperial palaces, important historic monuments, swimming in warm waters from the swim step of a Stephens yacht, and Mai Tais – many Mai Tais - at sunset at the Elk's Club, The Ala Moana Hotel, and Waikiki Yacht Club.

What a location. What an event. What merriment. Delivered to us by a visionary leader, a competent bridge, and a great team. Thank you for everything you did to make this happen for the Classic Yacht Association.

*Thanks from appreciative members who will be participating by Zoom*

# 2021 Classic Yacht Association Members' Survey Results

Gerry Kamilos, Northern California Fleet,  
Rear Commodore Classic Yacht Association

## Executive Summary.

In October 2021, we completed an opinion survey of membership to guide our Classic Yacht Association volunteer leadership in charting our future. The survey was designed to assess members' expectations, concerns, and visions of the future. Our response rate of 37.9% provides significant input for the associations leadership. Members have strong areas of agreement as well as areas that deserve further dialogue.

## Background.

The questions and format were reviewed and approved by the Association Flag Officers in coordination with the Association's Webmaster, Rick Estell, and Newsletter Editor, Bill Shain. The survey web-link was delivered by email to all 311 members. The survey was opened for 45 days. We received 118 responses, 37.9%, statistically a good response to assess the attitudes and opinions of our members.

The survey questions covered these areas:

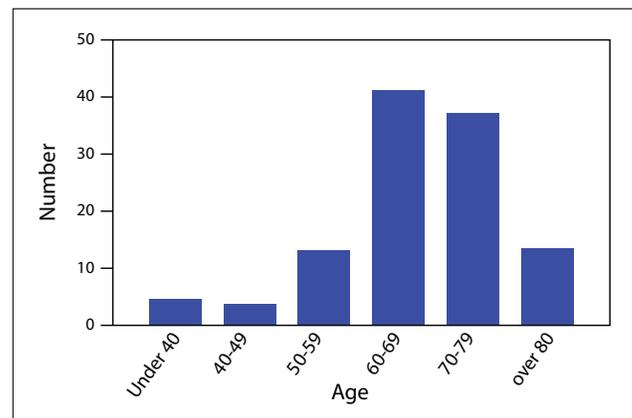
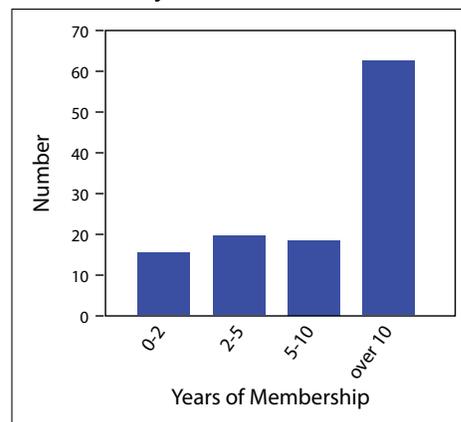
- 🚩 who are we now – a profile of membership;
- 🚩 what do we know and want – how familiar are members with the Association and activities;
- 🚩 value proposition – what do members value;
- 🚩 how we communicate – meetings, website and newsletter;
- 🚩 planning for the future – how should we plan and for what.

Here are some highlights of the survey results which will be discussed at the Annual Meeting January 2022.

How did you learn of the CYA?	
Friend, relative, or prior vessel owner	64%
I went looking for a resource, read an article, attended an event, was approached	32%

## Who are we now.

Almost 2/3rds of our members have been a member for over 10 years. Over 70% of our membership is over 60-years old. Most members joined because a friend or relative was a member or the prior vessel owner was a member. Almost two-thirds have attended a cruise in the last three years and 20% never have. Almost two-thirds have attended a Show in the last three years and 20% have never been. 99% plan to renew their membership in 2022.



## What do we know and want.

Over two-thirds have a clear understanding of the Association organization structure. 99% understand that the Association is a non-profit organization. Over 50% would consider a charitable gift provided the use of the funds was well-defined. Over 50% agree that one-year terms for Flag Officer is sufficient. Almost two-thirds want to see a long-term vision and strategy for the Association. Almost three-quarters want to see a Strategic Planning Committee formed. It is split evenly whether to have individual Fleet members in the Strategic Plan or not.

**Value proposition**

Over two-thirds of the members believe that the dues paid now are above or equal to the value received from the Association. Over 90% would accept an Association annual dues of \$150 across the board. Even so, there were a number of personal comments about dues level that leadership should consider before any potential change is contemplated.

On the question of having a mid-year meeting for conducting Association business, 67.8% of respondents support a mid-year meeting. There is strong support for a second meeting to be virtual.

**How we communicate**

Over half the membership use the Association’s website at least on a quarterly basis. Almost 90% read the Newsletter and 60% read it cover to cover. Members indicated areas of interest in newsletter content. Strongest interests include: member yacht profiles, boat maintenance, cruising stories, boat systems/technologies, and boat builders of the past.

**Planning for the future**

Survey results indicate members prefer that the Strategic Planning Committee consist of Staff Association Commodores, Staff Fleet Commodores, and one representative from the current Association membership and each Fleet. The term should be two years for the Strategic Planning Committee members. The Chair of the Strategic Planning committee should be appointed by the Current Flag Officers at the Annual Meeting. Members provided opinions on their preferred focus of any strategic planning procedures.

The results of the survey indicate a desire for the Strategic Planning Committee should implement a five-year program to priority focus on the following issues.

-  Membership expansion & retention
-  Making a market for classic yachts
-  Dialogue with like minded organizations
-  Education of membership & the public

**Conclusions**

Surveys can be a very useful tool to assess accurately members’ opinion and sentiments. The Association should consider doing an annual survey of members to understand better the collective thoughts of the membership on relevant matters or issues of the day. Just as important as the summary of this survey is

the individual comments that respondents shared. We are grateful for everyone’s participation.

A more detailed report of survey will be presented at the Annual Meeting.



**Paul Henry and Red Jacket**

*as told by the late Norm Blanchard to Steve Wilen, Pacific Northwest Fleet*

Paul Henry was a little older than my father, and was the Commodore of the Seattle Yacht Club in 1936 and 37. During the early 1930s he and Cully Stimson were partners in racing the *Angelica*, which was a 52-foot auxiliary sloop, a Malabar VII by John Alden. Cully was a very good helmsman and a very competitive yachtsman, and finally Paul decided that rather than let Cully do all the sailing he would buy a boat of his own. So around 1937 he purchased the *Red Jacket* (former Classic Yacht Association # 174), the 62-foot schooner built by my dad in 1920 and formerly known as the *Katedna*.

The *Katedna* had been sold down in California, and had been brought back to Seattle in the early 1930s by George Webb, who renamed her *Red Jacket*, the name she carries to this date. George kept her moored in front of his place in Medina, which was east of the old Medina ferry dock, a beautiful English Tudor brick house. Well, late one foggy fall evening George got a telephone call from a neighbor, who said, “I think you ought to do some checking on the schooner. She looks to me like she’s on fire from what I can see with my binoculars.” So they rushed out there, and hell yes, it was a fire. What they didn’t know then, but figured out later, was that she had set off the automatic CO2 system, and that had put out the fire, but it didn’t put out the cause of the fire, so the CO2 bottles had done their duty, and she was burning again -- her whole interior was engulfed in flames. So they rushed back to the house and got some rifles, and eventually they were able to sink her by shooting holes in her below the water line, and that put out the fire.

Well, the insurance company sent out a big floating crane and they lifted her up and brought her back over to our place. I knew she was coming, so I had built a cradle with a tackle down on the ways.

# 10th Classics at the Corinthian – a classic motor yacht show

by Gerry Kamilos, Northern California Fleet

Over ten years ago, Bernadette Sweeney was at a Corinthian Women’s club meeting at the Corinthian Yacht Club in Tiburon, CA, established in 1886. At this meeting many members asked her about the beautiful wooden yachts they see on the water and asked if the Classic Yacht Association would bring their vessels to the Corinthian harbor. At that moment, the Classics at the Corinthian yacht show was born.

On October 1, 2021, ten of the most beautiful Bristol yachts of the Northern California Fleet of the Classic Yacht Association gracefully cruised into the iconic Corinthian Harbor at the Corinthian Yacht Club in



Street entrance to the Corinthian Yacht Club Harbor  
photo by B Wells

Tiburon, California. Cruising into Tiburon is like entering a European village nestled into the hills along the shore. This town is very walkable and has many fine restaurants and stores that are intriguing. Van Morrison, a local resident, wrote a song called “In Tiburon”. The weather was Northern California perfect throughout the weekend’s cruise-in for this 10th Annual Classics at the Corinthian classic motor yacht show.

This year’s presentation of yachts to members and guests of both the Corinthian Yacht Club and Classic Yacht Association included specimen yachts from the 1920’s to 1970’s; thus providing visitors an opportunity to witness the evolution of naval architecture in yacht design. *Tiverton* (1927 40’ Stephens), *Tule Lady* (1928 34’ LaBruzzi), *Simpler Times* (1941 34’ Chris-Craft), *Sirenuse* (1955 43’ Stephens), *SKAL* (1928 36’ Stephens), and *Flamingo* (1962 36’ Chris-Craft) made up the eastern pod along the guest dock. *Elizabeth* (1929 43’ Stephens), *Pat Pending* (1929 55’ Lake Union), *North Star II* (1928 45’ Stephens),

and *Triple Crown* (1972 48’ Stephens) made up the western pod near the clubhouse.

On Saturday afternoon visitors walked between the two pods on the A dock with views of San Francisco’s skyline to the south and the towns of Belvedere and Tiburon to the north with the Corinthian’s 1911 built Clubhouse’s Greek Revival architecture over-



Bernadette and Jim Sweeney in front of their 1929 43-foot Stephens trunk cabin cruiser, *Elizabeth*.  
photo by B Wells

shadowing the harbor. Each yacht’s owner was on board to explain their boat’s design, history, and restorations. Beverages and food were offered. Our



Gathering of admirers by the 40-foot *Triverton*, a Stephens-built cruiser owned Peter Johnson.  
photo by B Wells

hosts, The Corinthian Women’s club, had docents assigned to each yacht to assist visitors. Many stories, tales, and acts of restoration heroism were swapped

during this three-hour yacht show. Over 100 visitors were counted; with the Corinthian's A Dock becoming a large outdoor reception hall.

At 6pm, over 50 guests gathered on the second-floor clubhouse bar for drinks. The expansive view from the upper deck of the Corinthian Yacht Club is im-



Mel Owen at the helm of *Pat Pending*, a 1929 50-foot Lake Union Dry Dock Trunk Cabin Cruiser. *Pat Pending* has been in the Owens family for 70 years..

photo by B Wells

pressive. One can see the entire Raccoon Straits, Angel Island, San Francisco, Gold Gate, and the Belvedere peninsula. As sunset began, by 7pm everyone was seated for dinner in the historic Corinthian



Tom and Nancy Clothier, Sue Wells, a guest, and Cheryl Kadzielawa enjoying the aft deck of *Triple Crown*, a 48-foot 1972 Stephens cruiser owned by Patrick Welch.

photo by B Wells

ballroom with many pictures of yachts from over 100 years ago hanging from its vertical planked wooden walls installed with a shipwright's perfection. After a wonderful three course dinner including perfectly prepared salmon and filet mignon, a short program ensued. Mel Owen, owner of *Pat Pending*, played several tunes on his harmonica that captivated the

audience with his eloquent mastery. All the guests sang happy 91st birthday to Jim Staley, owner of *Tule Lady*. Jim still single-hands his yacht! Jim said he is so old that when the doctors tried to determine his blood type, they said that his blood type was discontinued. Corinthian Yacht Club's Chef Cris and his staff were appropriately thanked by the attendees with their applause for the wonderfully prepared food and service.

Fleet Commodore Rob Sesar thanked all the yacht owners who participated and encouraged all to participate in Change of Watch event.

This is my 5th year chairing this event, and it's an event that I look forward to every year. Staff Commodores Jim and Bernadette Sweeney were the chairs before me. The Corinthian Yacht Club flag officers, senior management, and staff do such an amazing job in accommodating us for this event. Our hosts, the Corinthian Women's club, who provides children assistance programs, have been very supportive of this event. Many who attended the yacht show great-



A guest with Carol and Jim Staley, celebrating Jim's 91st birthday at our dinner.

photo by B Wells

ly appreciated the care and detail each yacht owner made to provide a meaningful unique experience for the guests viewing each vessel. The Corinthian harbor is probably the most picturesque in the entire Bay or Delta, or maybe the world. We are already planning for the 2022 Classics at the Corinthian, and I hope for those who haven't experienced this event; please consider it for next year.



## The Evolution of Being Seen

by Capt. Jay Niederhauser, former Pacific Northwest Fleet Commodore

Capt Jay Niederhauser is a retired Puget Sound Pilot and tug captain with Foss Maritime. He owned and operated *Savona*, a 40-foot Ed Monk bridge-deck sedan for 23 years, and was Commodore of the PNW Fleet of the Classic Yacht Association in 1981. He still is an active sailor cruising on the Puget Sound and to Alaska in the summer on *Westerly*, a 37-foot cruiser.

**IN THE BEGINNING**, there were beautiful classic yachts, inspired by designers and owners, built by skilled craftsmen, and operated by owners for whom boating enjoyment was a chosen lifestyle. (It still is for many of us.)

**EARLY ON**, while navigating the primordial seas, there was little fear of collision. Of greater concern were rocks and sandbars were the problems. Later, when beautiful classic yachts and other vessels became plentiful, the possibility of collision with other vessels became of greater problem. Safe navigation became dependent on keeping a good lookout, seeing other vessels that might obstruct your course, and assessing through periodic observation the possibility of collision. It was during these early times that international navigation rules came into existence to govern the actions of navigators to produce a safe cruising outcome. We should have all learned these “rules of the road” to ensure our safe cruising.

**THEN THERE WAS RADAR**, designed to help navigators see other vessels. But there were, and are, challenges in seeing beautiful classic yachts with radar. First, many boats have a relatively low profile, and second, they are constructed of materials that do not reflect radar beams. From many years of experience manning radars on commercial vessels, I can tell you that low-profile boats and small sailboats can be very challenging to see on the radar. It takes an experienced hand on the radar adjustments (tuning, gain and sea clutter) to consistently detect and then properly assess what maneuvering actions may be necessary.

**Note on radar.** Traditional pulse radars use high-powered magnetrons to generate microwave signals with very short pulses of applied voltage. New solid-state X-band radar technology utilizes FMCW (Frequency Modulated Continuous Wave) techniques. These systems provides target detection superior to pulse radars while transmitting at far lower energy levels and provide target detection from 20 ft to 48 nm or more. Newer systems even include a Doppler effect allowing you discern moving targets and their direction.

**RADAR REFLECTORS CAME NEXT.** These devices help radars to see beautiful classic yachts (and sailboats). These provide an order of magnitude improvement in radar detection; however, this aid has been slow to be adopted probably because defectors are an ugly appliance and not consistent with original intent of our vessels’ designers. And yet, in Canada, there is a regulatory requirement that boats less than 40-foot LOA be fixed with a radar reflector. From my view, any low profile wooden vessel less than 65-foot should be equipped with one.

**Note on radar reflectors.** There are passive and active reflectors. Traditional reflectors are passive and their effectiveness is proportional to their size. They should be sufficiently large to reflect radar waves (2.5” or 4” wave heights) and their effectiveness is increased by size; thus, larger is better. Active reflectors sense incoming radar signals and transmit a return signal.

**Canadian Shipping Act 2001. (excerpt)**

### Rule 40 Radar Reflectors

(a)...a vessel that is less than 20 metres in length or is constructed primarily of non-metallic materials shall, if practicable, be equipped with a radar reflector or other means to enable the vessel’s detection by other vessels navigating by radar at 3 GHz or 9 GHz.

**AIS (Automated Identification System) electronics have now arrived.** These enable all AIS-equipped navigators to see all nearby boats equipped with an AIS transponder/transmitter. This information can be used to provide excellent information that greatly assists in making collision avoidance assessments. The concept of AIS provided information to a navigator is a vast improvement in situational awareness and navigation safety. The expense of acquiring and installing a Class B AIS is generally less than one boating unit and is generally sufficient for inland and coastal navigation.

Even though there are inherent limitations in AIS information such as frequency of reported position, and the inaccuracy of course over ground (COG) vectors in the vicinity of strong tidal currents (it’s important for all AIS users to know about these), the improvement in being seen and helping to make correct and safe navigation decisions is remarkable.

So, if you have a beautiful classic yacht, and you don't have a radar reflector, please install one. It is still needed for radar equipped vessels that do not have AIS to be able to see you. And if you have navigation software that can incorporate AIS data, it is a relatively easy step to avail yourself of technology that will greatly improve the safety of boating with your family and friends, and enjoyment of your beautiful classic yacht.



*Red Jacket.. continued from page 5*



*Red Jacket at anchor  
photo from CYA Registry*

The cradle was actually out in the lake, so the crane lowered the *Red Jacket* onto the cradle and I and a helper or two set up the shoring, and then with the winch we pulled her back into the shop. Oh, she was a mess. The masts had fallen down. The whole interior was gutted. Frank Prothero came over one Saturday and put

temporary plugs in her. She had interior lead pipe deck drains, about four or five on each side, and he plugged all those holes and we relaunched her, and he took her over to his place on Westlake, where they had a couple of railways that could handle her. Gradually he got her fixed up, and Frank became her new owner. Well, after he got her so she could sail again he built a tiny quarters on the starboard aft side -- the companionway out was on the port side down from the cockpit -- and that was his place to sleep. Summers Frank would charter the *Red Jacket* to Ruth Brown's Four Winds Camp, and they'd have a bunch of girls cruising around Sucia Island, places like that. So the main part of the boat was just a great big dormitory.

Well, it must have been about 1937 that Paul Henry bought the *Red Jacket* from Frank Prothero, and he got Ted Geary to come back up here, and Ted used our drafting table in the shop to design a new Marconi rig. Dad and Geary had had a falling out years earlier, but they had been great sailing buddies

before they each got married, so I imagine that Ted got to use our drafting table so that Dad could have a chance to bid on the job. That was a good experience for me, because I got to make the new masts. Of course I had some help, and that was before we had rigged up our hydraulic press, so we had quite a gang to clamp the two halves of the masts together. After the two halves were clamped up and dried, why that was the fun part for me because I worked pretty much alone making the spars first eight-sided, then sixteen-sided, taking the corners off bit by bit until I had nice round spars. They might possibly have been oval, I can't recall for sure, because the thinking was just coming around to making oval spars about that time. I always enjoyed making lots of shavings, and the *Red Jacket's* spars were big enough, and I could work fast enough, that by four-thirty I'd be knee-deep in shavings.

Once the spars were rounded I always had some help with the sanding, and then about four coats of varnish was what we considered a first-class varnish job. Then I'd have to make tangs, and we made them out of ordinary steel and had them galvanized.

Working on the *Red Jacket* was great training for me, but it was also a matter of having Geary's engineering ability and his wonderful slide rule. Ted could generally know the formula and solve any kind of strength problem.

That winter while we were making the spars Paul Henry took the *Red Jacket* over to Jensen's yard, and they did a nice job with totally revising the interior arrangement. They put in a bathtub, but in order to not carry a hot water tank and heating device it was designed to use engine cooling water for bathing. When they'd get into Lake Union they'd use fresh water for bathing, but the lake water in those days probably wasn't as clean as it looked!

Well, we got her finished, and Ted took her out on Lake Washington. He had put the maximum amount of sail area on her, and this was early spring, a good blow, and we had solid water on the decks, so when we came back I put quite a bit of additional lead in her hull. Somebody or other got a good shot of her from the windward side that day, and that picture is still on the wall at the Seattle Yacht Club. Paul kept the *Red Jacket* until he died in the 1940s, when she was sold by his estate, and she is still maintained in fine condition down in Tacoma.

**NOTE.** Frank Prothero (1905-1996) was a legendary Seattle boatbuilder who spent many years working on his dream project, the 65-foot schooner *Glory Of The Seas*. Mr. Prothero's boathouse-shop burned about a year before he died.



## LAKE UNION DREAM BOAT



*The Orba, owned by Steve Moen. \**

*Photo by Marty Loken*



*The Mer-Na, owned by Marty Loken. \**

*Photo by Marty Loken*

This article was first published in the July-August 1988 edition of *SHAVINGS* - the newsletter published by the Center for Wooden Boats, Seattle WA. It is reprinted at this with the permission of the Center for Wooden Boats and its author Corrine Anderson-Ketchmark.

case, to begin my education. And what a charming and valuable resource he was. Spending his teenage years being very much a part of his father's boatyard in the 1920s, he eventually assumed leadership of the company, and is definitely an encyclopedia of information on boatbuilding history.

Moving from those initial interviews to research in the *Pacific Motor Boat* magazines of the 1920s, and more interviews with current Dreamboat owners, the story began to emerge. A little bit of American social history helps put it all in perspective.

The 1920s – a time of financial growth and change, lodged between the disasters of World War I and the Depression. A new middle class was emerging – people who acquired their wealth not from family connections, but from hard work and entrepreneurial endeavors in the economy of the New World. People who had money to spend to reward themselves for their endeavors. Production-line manufacturing, a relatively new industrial concept, was making more material goods available to more people. Economic democracy, the opportunity to “have” things, was extending its hand to more and more American citizens, and this was true in the world of yachts and boating as well as in other industries.

Those boat builders who were alert to change were recognizing that their “appeal must go far below the wealthy ... to produce the family type of boat.”\* There was also an awareness that the idea of boating, as a “superlatively desirable form of recreation,” could and should be sold to the public at large. Within the industry, boat manufacturers were being told that “it must be made as easy for a man of moderate means to acquire a boat as it is for him to get a car.” To facilitate that process, the concept of the “stock” boat was being introduced. No longer would the average man, with little or no experience in boats, have to be intimidated by a “sheaf of blueprints.” No longer would he have to hire a Naval architect, and discuss hull design knowledgeablely, in order to find

*Which is the “real” Lake Union Dreamboat? Do you know? (Read the article to find out).*

By Corrine Anderson

The Lake Union Dream Boat, first manufactured in the 1920s, is a boat that has captured the hearts and minds in the Northwest boating world for the better part of this century – partly for her name, partly for her style, and partly for her place in Northwest boating history. She has come to stand for a class of power cruisers that are among the favorites of classic boat owners. I, myself, had no idea what a “Dream Boat” was when I chose to begin the research for this monograph – it just sounded like it ought to be fun. And it has been. I’ve learned a lot about the Northwest social history, about the intrigues of boatyard competition, and about the love affairs that people have with their boats.

My first clue that the research involved some sorting out of misinformation came when I called on Norman Blanchard, Jr., son of the founder of the N.J. Blanchard Boat Co. on Lake Union. I had been told that Mr. Blanchard was the best firsthand resource on the Dreamboat. I called his home; he wasn't in. I explained to his wife that I would like to talk to Mr. Blanchard about the Lake Union Dream boat, and she said, in some form or another, “Oh, no you don't.” Stunned but undaunted, I continued the pursuit and learned that Blanchard Boat Company had built the Blanchard 32' and 36' Raised-deck motor-launch, but had **nothing** (expressed pretty emphatically) to do with the “Lake Union Dreamboat.” I managed to set up an appointment with Norm Blanchard, in any

his way to the waterways. *Pacific Motor Boat* magazine, in December 1924, predicts a major change in the boating world, a day when a man could “walk into a sales room and pick out the model he wants from boats actually on display.” A revolutionary concept, there was skepticism about mass production – surely there would be a decline in quality. It was noted with some surprise in November of 1923 that a stock racing boat, seen in a race in Detroit, “can and does hold up as well as a more expensive, specially ordered craft.” At that time East Coast manufacturers had been producing stock boats for some time, but the notion was just beginning to see its effect in the West, with Lake Union Drydock Co. and Washington KD Boat Co. being mentioned in 1923 as producing stock runabouts and smaller boats.

The automobile in those years was still considered a luxury, for Sunday drives and pleasure outings. “Motor boating” and “automobiling” were referred to in the same sentence as equally attractive family activities, and certain boats were advertised as “costing no more than the average car.” The free and spacious waterways of Puget Sound offered an excellent alternative, at least in the eyes of boat manufacturers, to the increasingly crowded highways, where drivers were “forced to crawl along in an endless procession.”

During that time, the N.J. Blanchard Boat Co. was one of the biggest and most well known local boat builders. Norman Blanchard, Sr., having built several boats as a very young man, had sold his first boat shortly after the 8th grade for \$400, collected all in gold pieces. Blanchard, Jr., reporting on this “tidy sum” says that his father spread the gold coins into all his pockets as he walked home from this major transaction so as not to attract attention and get “knocked on the head.” Blanchard, Sr., after apprenticing with and working in partnership with other boat builders for almost 20 years, opened his own company after World War I, and was soon famous on the West Coast for turning out some of the most beautiful and elegant custom boats of the times. But, as in many industries, it was often feast or famine for the boatyards. There was either too much to do, or too little. So Blanchard dreamed up the Blanchard 36’, the first stock cruiser in the Northwest. Designed by Lee Coolidge, (described as a down-East, well-educated gentleman with a Van Dyke goatee, nicknamed “Duke”), it was described as a “hunter-cruiser,” with a spacious interior cabin with all the comforts of home, sleeping accommodations for six, full head room overall, a raised deck forward with her own 9-foot dinghy, and a spacious cockpit area with a canvas cover in the stern. Asked about the designation “hunter-cruiser.” Blanchard, Jr. reports that it was popular in those days to “pull out

and get 50-100 ducks at a time. There was no season on them, or any limits .”

The idea was to create something that could keep the boatyard busy during the leaner months when they weren’t filling custom orders, and it was by and large successful. By November of 1924, two of the Blanchard 36s were nearing completion, and during the next year a 32-foot version was introduced as well. In July of 1926, *Pacific Motor Boating* magazine reports on a novel advertising stunt pulled off by N. J. Blanchard. Having a Blanchard 36 ready for delivery to West Seattle, he chose to load it on a truck and drive it through downtown Seattle during the noon hour, stopping traffic and creating no small amount of hoop-la. He was a man who clearly knew his marketing as well as his boat building.

So, what does this have to do with the Lake Union Dreamboat? To find this out we need to backtrack a little more, to the first decade of the 1900s. Otis Cutting was a young draftsman then, working at the Robert Moran shipyard in Seattle. In his spare time he designed his own “dream boat,” a 40-foot motor cruiser. And by 1910 he had the means to have his boat, the *Kloutchman*, built by Taylor and Grandy on Vashon Island. Within a year that boat was damaged quite badly in a boating accident and Cutting had another *Kloutchman* built to replace it. Two other men, F. S. Blattner, a Tacoma attorney, and J. R. Seaborn of Seattle, ordered the same boat – copied in its entirety. Of those four boats, only J. R. Seaborn’s still exists. Originally called the *Kingkole*, she is now the *Lawana* – over 70 years old, owned and lovingly restored by Gene and Jean Spargo of Tacoma; the “grandmother” of the Lake Union Dreamboat.

Otis Cutting founded the Lake Union Drydock & Machine Works in 1919 in partnership with J. L. McLean. By 1926, Cutting was ready to reproduce his 40 foot cruiser, now 16 years old, tried and seasoned, as a stock boat. In October of 1926 Cutting introduced his “Dream Boat” to the readers of *Pacific Motor Boat* magazine. This was his production boat, with “comfort, safety, and economical operation” being of paramount importance. Its lines, with the raised deck, and the unenclosed covered cockpit, made it similar in appearance, though by no means identical, to the Blanchard 36. (Blanchard, Jr. says that, “I always maintained that ours were prettier.”) It was no doubt these similarities, the fact that they were both the first stock cruisers of their size, and the fact that they began an era in which many a man and his family might “dream” of their own boat, that the name of Cutting’s boat eventually became the appellation for a class of boats. Nowadays, though perhaps not formally listed as such, the “Lake Union Dream Boat” includes not only the Blanchards and the LUDDCO (*Lake Union Drydock Company*) boats, but also a

## Welcome New CYA Members

*Members with registered vessels*

Kyle Elliott and Susan Malatesta  
**Susabelle**  
33' 1948 Chris Craft  
*home port:* Seattle WA  
Pacific Northwest Fleet



Peter Harvey and Valerie Nash  
**Euphemia II**  
50' 1928 Schertzer  
*home port:* Sechelt BC  
Canadian Fleet

Charles Syburg  
**Ananda**  
32' 1931 Peter Hanson  
*home port:* Egmont BC  
Canadian Fleet





Timothy McDonald and Kathleen Brooker  
***Merva***  
39' 1932 F.W. Morris  
*home port:* Tacoma WA  
Pacific Northwest Fleet

Russell and Susan Lunt  
***Gypsy***  
47.5' 1947 Shain  
*home port:* Guildford NH  
USA Fleet



Richard and Lisa Altig  
***AT Last***  
55' 1957 Chris Craft  
*home port:* Seattle WA  
Pacific Northwest Fleet

**Other New Members**

Ted Herrick and Roxana Terpening  
**Nan**  
Southern California Fleet

Rob and Colette Kalmakis  
**Lorelei**  
Pacific Northwest Fleet

Glen Varcoe  
*home port:* Anacortes, WA  
Southern California Fleet

**Welcome back returning members**

John and Ellen Murphey  
Pacific Northwest Fleet

Kent Berwick  
**Tiverton**  
*home port:* Tiburon, CA  
Northern California Fleet



***It's time to start  
celebrating  
2022 birthdays?***

Do you know of a vessel having a milestone birthday this year? 90th, 100th, or even more.

Please let me know so we can highlight this great event in an upcoming issue. Send info to [newsletter@classicyacht.org](mailto:newsletter@classicyacht.org)

## ***Sponsors Help Keep the Classic Yacht Association Vibrant!***

*from Margie Payton, Pacific Northwest Fleet, Association Historian*

Each year, Classic Yacht Association members sponsor new applicants, reaching out to them, encouraging, and assisting them in their membership process.

Potential new members can be someone in your marina, another boating club, or someone you meet while out cruising.

It's not just that initial encounter, but keeping in contact (yes, exchange contact information with those you meet), answering any questions they may have, or offer to put them in touch with someone who can help them research their boat's history.

After they have joined, keep in contact and invite them to participate in events, introducing them to other Classic Yacht Association members.

Think about what made you feel welcome in Classic Yacht Association and make that part of your mission – to make a new member feel welcome!

### ***Thank you to the following sponsors from 2021:***

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Kathy Weber

*Dream Boat.. continued from page 11*

number of boats of similar design built by other Northwest manufactures in the late 20s and early 30s. You can see one of these “knock-offs,” the *Elroy*, in the process of repair and restoration at the CWB dock. And Marty Loken will have his Blanchard 36, the *Mer-Na* moored on the North Quay at the Boat Festival. The *Mer-Na* was the last built of the Blanchard “Dreamboats,” being put on the market just as the depression of the 30s hit the American people. The *Mer-Na*, more than almost any other boat in her class, has been lovingly restored to her original condition, including even the original light fixtures.

\*The *Orba* is a 45’ Lake Union Dream Boat. The *Mer-Na* is a Blanchard 36’.

### *Where are these vessels today?*

*Orba* is presently owned by Stephen Moen and Kenneth Moen. Her home port is Seattle where she cruises in the Puget Sound.

*Mer-Na* is presently owned by Denny and Mary Newell. Her home port is Wayzata, Minnesota where she cruises the waters of Lake Minnetonka.



*Orba* cruising in Lake Union to salute the 50th Anniversary of the Classic Yacht Association  
photo by Dave Ellis. Text from the Classic Yacht Association Registry.

*Orba* was built for Mr. Kelly Price. The name *Orba* comes from a combination of the first two letters of Mr. Price’s company the Oregon Basin Mining Company. She spent her first 14 years in front of Mr. Price’s home on Manzanita Bay, Bainbridge Island.

In 1941 *Orba* was sold to Prof. B. T. McMinn, Professor of Mechanical Engineering at the University of Washington. Prof. McMinn is credited with *Orba*’s unique autopilot and refrigeration systems. Over the next 30 years, Prof McMinn and his family cruised *Orba* throughout Puget Sound and the Inside Passage in Canada.

In 1972 Steve and Kenneth Moen purchased *Orba*, and are now her longest-term owners. The brothers have maintained her custom cabinetry, woodwork, and award-winning engine room.



*Mer-Na* cruising on her home waters.  
photo and text from the Classic Yacht Association Registry.

*Mer-Na*, last in the series of raised-deck cruisers produced between 1924 and 1930, was sold at the first Seattle Boat Show. The buyers were Mervin and Naomi Troyer (“*Mer-Na*”), and Pacific Motor Boat magazine, reviewing the event, called the Blanchard cruiser “the outstanding exhibit at the show.”

Of the Dreamboats that exist, *Mer-Na* is certainly one of the most original, and most celebrated, with her crystal light fixtures, original cast-iron stove, brass faucets, burgundy mohair upholstery, and bronze deck hardware.





Classic Yacht Association  
 10203 47th Avenue SW, #D-4  
 Seattle WA USA 98146

CLASSIC YACHT ASSOCIATION

WINTER 2022



Official Newsletter of the  
**Classic Yacht Association**  
[www.classicyacht.org](http://www.classicyacht.org)

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Please send queries, suggestions, complaints,  
 articles, artwork, and photographs to  
[newsletter@classicyacht.org](mailto:newsletter@classicyacht.org)

The deadline for submitting material for the  
 Spring 2022 issue is **March 15, 2022**.

**Notices:**

*We are beginning my third year as your editor. I have had many wonderful experiences while collecting articles for each edition.*

*I cannot thank all of the contributors sufficiently.*

Please contact me with your story ideas for future newsletters. Nominate a boat or boaters who have a story we all need to hear.

I am most grateful for the comments and encouragement that I receive.

- Bill Shain, Editor  
[Newsletter@classicyacht.org](mailto:Newsletter@classicyacht.org)