

March 2017

Classic Yachting

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

2017 Change of Watch was organized perfectly, from beginning to end, by our four star USA fleet Commodore Ted Crosby and his wife Becky. Not

enough praise can be given to these two for their huge effort that produced another memorable International CYA Conference. *Continued on page 2*



Change of Watch 2017

continued from page 1

The muster began in NYC, yes, the big apple, where the attendees drifted in, often several days in advance to take in the sites, museums, art galleries, grand shopping, the opera, live shows, and, the designated historic hotel itself, The Algonquin. That evening friends from all four corners of North America were reunited in the Blue Room, the cozy renown bar of the hotel. Splitting up, the following day some travelled by taxi, and foot to the South Street Historic Maritime District, the Statue of Liberty, and places of personal preference.



Photos by Scott Andrews & Susan Takama.

Friday evening was what we all came to see and to be a part of, the NYYC (nyc.org), just a few doors down the street from the hotel. The New York Yacht Club began in 1844, and hosted the racing and pleasure yachts of the North East. A club house (1901) was built on 44th street for social, dining, administrative duties, and hotel rooms, as well as containing the overtly large collection of models and artifacts. The Club historian met us in the Model Room and gave us a brief talk and a tour. The reception was held in the library, where hundreds of nautical books reside and comfortable chairs and study tables are placed to read them. We were in awe. A formal banquet was set for us in the Ward Room, a perfectly sized room for the forty of us, and, with alacrity, we dined to a gourmet's delight on filet mignon and salmon, perfectly served. A "Thank You" was given to our hosts, while the rest of us remained "speechless." both time and the event passed far too quickly.

Saturday morning we all piled into a bus for the 135 mile trek to Mystic, CT, where we were welcomed and checked into the Whaler's Inn. The afternoon session was held in the new Mystic Seaport welcoming building and board room. The new building is modern and spacious with a curving roofline resembling a breaking wave. It deviates from the Neo-Greek revival of the seaport's other 19th century buildings, and may take some time to be accepted, but certainly it is beautiful and serves its purpose.

Our meeting was held in the board room where one wall is covered in an enlarged photo of Mystic in the 1880s



and the other wall all glass overlooking the marina. The meeting consisted of all the reports from the Commodore, fleets, committees, appointed officers, and the membership committee, newsletter, and website editors. Old business from 2016 was completed and we were dismissed.

Saturday evening we all gathered in the Seaport's Latitude 41 dining hall for the Change of Watch Banquet. Jim Sweeney was the master of ceremonies who introduced the officers and conducted an informal exchange of flags between the outgoing commodore, Ken Meyer, and incoming Commodore, Rick Olson, and the elevation of Scott Andrews to Vice Commodore. In absentia, Garth McBride was installed as the new Rear Commodore.



Photos by Kenneth Meyer

An excellent dinner, and conviviality was shared by all. Sunday morning was reserved for new business as much of the agenda was about our need for insurance, and the improving of our by-laws and procedures. Committees were set up to define these areas more distinctly. All in all, though lengthy, the meetings proceeded with dispatch. Loose ends will be tied up during the next year's teleconferences.

Sunday afternoon gave all a chance to reflect on this village and the country's Museum of the Sea. Alas, the museum village was not open, but we were treated to view the myriad of boats and engines that are stored in the warehouse normally closed to the public. I was one who was impressed as we visited the US Navy Nautilus Submarine and museum in nearby Groton.

As many of the attendees departed for all points of the compass, I bemused about the scope of this organization; a museum in itself with its parts, the boats themselves, maintained by the owners across the globe. Again, much appreciation and thanks go to Rebecca and Ted Crosby for the hours devoted to this epic event. As outgoing commodore, in these moments of solitude, I am content and satisfied with being able to be associated with this fine organization. ⚓

Submitted by Ken Meyer 2017 Staff Commodore



Commodore's Comments

In January at our Change of Watch Banquet, and as the new CYA Commodore, I spoke to the fact that I was an unlikely person to hold this post. You see, in 1994 when I attended my first CYA event I didn't even know what a Classic Yacht was. I came to take pictures of the beautiful boats. That day, and the discovery of classic yachts, completely altered my perspective on boating. These wonderful old yachts really get under your skin. Preserving, promoting, and restoring them is a passion that CYA members share. The boats draw us together with a wonderful common interest,



but it's the people you meet through the organization that is the glue that holds us all together.

For more than fifteen years, Elissa and I have been enjoying a winter vacation coupling with the CYA Change of Watch. It is a wonderful chance to see old friends and experience the home turf of some of our fellow CYA members. This year was no exception with the high point being cocktails and dinner at the famed New York Yacht Club. WOW!

Elissa and I spent three extra days in the Big Apple as well, one of the world's great cities.

Our annual Board of directors meetings were held at Mystic Seaport in Connecticut. Here is a brief rundown of what was discussed during the meetings:

- We had reports from all the Bridge members, fleets, and appointed officers about their various areas of expertise.
- Treasurer **Jim Paynton** spoke on our financial condition and encouraged new membership.
- Historian **Margie Paynton** spoke on the fact that our membership has been declining since 2009 but that we

had an upswing in 2016 partially as a result of extending our qualifying date to 1964.

- The newsletter editorship is being transferred from **Ann Hay** to Canada's **Dave Sharrock**. We praised **Ann's** eight years of service and spoke enthusiastically of **Dave's** publishing experience and enthusiasm for his new position.

• Roster Editor **Janice Palmer**, who also coordinates the member renewal, was not present. A discussion took place regarding the renewal process, its flaws, its successes, and the technology behind it since we have gone to electronic renewals. There seem to be many problems and ideas about how things should be done. A committee was formed of myself, director **Peggy O'Brien**, and director **Diane Lander** to study the issues surrounding renewal and roster, get input from the fleet membership chairs, editor **Janice**, treasurer **Jim**, webmaster **Scott**, and all interested parties. Our hope would be to list a step-by-step process that all could understand and follow.

• Webmaster **Scott Andrews** and past Webmaster **Rick Etsell** discussed the website. It is realized that there is a lot of old information and not enough new information appearing on the webpages. Each fleet is to now have a Website Liaison whose responsibility will be to feed the webmaster new info and ask that old out-of-date info be removed. In this way the Webmaster doesn't need to be an expert on every member

the primary insurance coverage is always the boat owner's policy and the CYA coverage just insures CYA against suits that go beyond the owner's policy.

- There were a number of discussions and motions, many were tabled, about needed Bylaw changes and in house policies. They required additional modifications, rewrites, and the results of the renewal committee study.
- The Pacific Northwest fleet had proposed changing the word for Affiliate members to Heritage members. This motion was defeated; feeling that now that we all fly the same red flag being an Affiliate is less objectionable.
- The Northern California fleets proposal to make the 55 foot, 1939 Hacker, THUNDERBIRD, an Honorary Member was rejected. It was felt that it sets a bad precedence because the boat is a qualifying yacht and was a full member previously. A compromise position was taken because everyone wants the spectacular boat in the club. One private member purchased a membership for the boat

Change of Watch for 2018 was announced to be in Southern California. Pack your sun hats.

and every fleet. The local liaison is more likely to know what is currently going on in their fleets.

- Other issues were discussed and the requirement for four teleconference meetings a year was dropped. Samples of potential new letterhead/logo designs were show by **Jim Paynton** and **Rick Olson**.
- Vice Commodore **Scott Andrews** headed an informative dialog on CYAs possible need for more liability insurance. This came about as a result of the Cruise-4-Kids event in Oakland. The city of Oakland required a \$5 million dollar insurance policy rather than our existing \$1 million coverage. After a lengthy discussion it was agreed not to reimburse four Northern Cal fleet members for their out of pocket expense for this additional coverage as it was just for one event. It was pointed out that the event is not an official NCF event. It is just an event that some members participate in. All felt that the \$1 million coverage is all that CYA currently requires. It was also explained that

out of his own pocket with the understanding that it be explained that they were turned down as a policy issue and we certainly want them to remain members. We should try hard to get them to renew for 2018

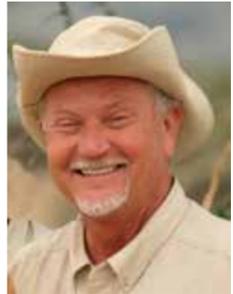
- **Randall Cunningham's** P-619 from Canada was awarded a honorary Member status as it is an historic WWII Patrol boat that does not qualify as a yacht.
- Change of Watch for 2018 was announced to be in Southern California. Pack your sun hats.

As CYA Commodore for 2017, it is my goal to encourage the spirit that has created this thriving organization. I will continue to open a friendly door to new members that share our passion for these incredible old yachts. The Classic Yacht Association has been a life changing experience for my wife **Elissa** and I. Together we have grown to love the organization and the people in it. 🍷

Thank You. **Rick Olson** 2017 Commodore

Fleet Officer Assignments 2017

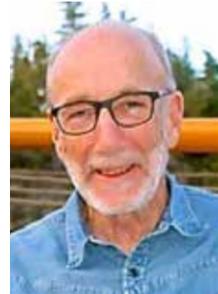
CYA Bridge



Rick Olson



Scott Andrews



Garth McBride



Ken Meyer

2017 CYA BOARD OFFICERS

Commodore	Rick Olson, SC
Vice Commodore	Scott Andrews, NC
Rear Commodore	Garth McBride, CAN
Staff Commodore	Ken Meyer, PNW

2017 APPOINTED BOARD OFFICERS

Executive Treasurer	Jim Paynton
Historian	Margie Paynton
Roster Editor	Janice Palmer
Newsletter Editor	David Sharrock
Webmaster.	Scott Andrews
Membership Committee	George Homenko
	Christine Rohde
	David Huchthausen
	Steve Wilen
	Mike O'Brien

2017 FLEET DIRECTORS

Can Fleet	Peggy O'Brien
Can Fleet	Garth McBride
NC Fleet	Scott Andrews
NC Fleet	James Sweeney
PNW Fleet	Rick Etsell
PNW Fleet	Diane Lander
PNW Fleet	John Lebens
SC Fleet	Christine Rohde
SC Fleet	Rick Olson
USA Fleet	Ted Crosby

USA Fleet



Commodore: Ted Crosby

Northern California Fleet



Commodore: Alan Almquist
 Vice Commodore: Gerry Kamilos
 Rear Commodore: Scott Andrews
 Treasurer: Tom Clothier
 Corresponding Secretary: Nancy Clothier
 CYA NC Fleet Rep./Dir.: Tom Clothier
 CYA NC Fleet Rep./VC: Scott Andrews

Southern California Fleet



We broke from tradition this year and went casual and had the event at a Japanese Restaurant. It was a lot of fun doing something different. Left to Right:

Director: Rick Olson
 Director: Cris Rohde
 Commodore: Elissa Olson
 Vice Commodore: John Peckham
 Rear Commodore: Jim Kroeger
 Secretary: Cris Clark

Pacific Northwest Fleet



Photo by Bob Wheeler

Commodore: Jennie Dahlby
 Vice Commodore: Christian Dahl
 Rear Commodore: Peter Leenouts
 Staff Commodore: Peter Riess (cut off at right of photo)
 Oregon Staff Commodore: Mike Keane

Secretary: Nina Altman
 Treasurer: Chip Kochel
 Newsletter Editor: Matt Paynton
 Membership: Ann Hay
 Judge Advocate: Bob Bryan
 CYA Fleet Representatives:
 John Lebens
 Diane Lander
 Rick Etsell

Canadian Fleet



Photo by Mike O'Brien

Commodore: Michael Topliss
 Staff Commodore: George Egerton
 Vice Commodore: David Sharrock
 Rear Commodore: Gord Wintrup

Historian: Michael O'Brien
 Treasurer: Wolfgang Duntz
 Membership: Mike O'Brien
 CYA Fleet Representatives:
 Peggy O'Brien
 Garth Mc Bride

Port Captains:
 Northern Vancouver Island: Dave Cook
 Nanaimo: Ted Aussem
 Gulf Islands: David Sharrock
 Victoria: Mike O'Brien
 Vancouver: Randall Olafson

New Classic Members

Rahmi M. Koc
CIELITO
 43' 1930 Stephens Brothers
 USA Fleet
 Stevens, FL
Margie Paynton, sponsor



David and Margaret Waite

CONQUEST
 50' 1929 Stephens Brothers
 SC Fleet
 San Pedro, CA
Rick Olson, sponsor



New Affiliate member

Abernethy & Gaudin Boatbuilders LTD.
 Shipwrights
 CAN Fleet
 Brentwood Bay, BC, Canada
Michael O'Brien, sponsor

New Vintage Members

Marcine Hull and William Ratcliff
TAHOE
 55' 1962 Chris Craft
 PNW Fleet
 Seattle, WA
Roger Palmer, sponsor



Roger and Janice Palmer

SONATA
 52' 1963 Chris Craft
 PNW Fleet
 Seattle, WA
Dorin Robinson, sponsor



Classic Reinstatement

Thunderbird Lodge Preservation Society
THUNDERBIRD
 55' 1939 Hackercraft
 NC Fleet
 Lake Tahoe, NV

By Jim Paynton

Ann Hay Profile

Photos by Jim Paynton



It was a lovely summer day as Maranee and Pied Piper slowly motored into inner Oro Bay on Anderson Island in south Puget Sound. Rather shallow, but otherwise a spectacular anchorage fronting on a county park, Oro Bay has been a favorite of CYA members for many years.

As the boats began their anchoring rituals, I noticed that Ann Hay, skipper of the Pied Piper, had left the bow and headed back into the cabin. With Maranee's anchor solidly buried in the sandy mud, I called Ann on the VHF to make sure all was well. She radioed back, "The anchor chain pin doesn't want to come out. But I am going to win!"

That phrase could very well be a motto for Ann's never-ending drive. If "winning" means pushing things to a successful outcome, then Ann certainly has chocked up a number of wins for the CYA.

Ann has served as PNW fleet commodore, PNW director, and international roster editor, among other jobs, performing her duties with dedication, persistence, and attention to detail.

She stepped down recently as international newsletter editor, after eight years at the helm of Classic Yachting. As someone who has also held that position in the CYA, I know full well the challenges of collecting, producing and distributing a quality newsletter for the membership. Despite the wide variety of authors and photographers, and the challenges of providing content relevant to our far-flung Association, Ann has published four excellent newsletters every year, on time, on budget, and of the highest quality.

Her legacy in the history of the CYA is one of long term dedication to our organization, and we gratefully take this opportunity to thank her. Ann's countless hours of work toward the betterment of this Association truly represent in every way the qualities of a "winner." ⚓



New Classic Member

Douglas Day
RHINEGOLD
 36' 1911 Vancouver Shipyards
 CAN Fleet
Randy Olafson, sponsor



USA Fleet

Cygnus II

A classic yacht who actually earns her own keep

Story by Jody Reynolds

In the early morning hours of January 7, 2011, Mike and I were asleep in our home in upstate NY when two state troopers arrived at our front door. “Did you own a boat in North Carolina?” they asked. Our hearts sank. Our beloved and beautiful 1925 56’ Elco Flattop, Hermione, was lost in a marina fire of undetermined origin along with 28 other vessels, including several antiques. We were devastated to lose our incredible boat, but we had also booked a number of charters after three years of building the business.

Then we met Cygnus II, a custom flattop motor yacht designed by Louis Krumholz and built by the Jakobson and Peterson yard in Brooklyn, NY – also 56’ in length. After scouring the east coast from Rhode Island to Fort Lauderdale trying to replace Hermione in time for the 2011 charter season on the St. Lawrence River (short and sweet), we were convinced by a trusted broker that we had to look at Cygnus II. If another candidate hadn’t been docked on the same dock in Jacksonville, we probably wouldn’t have seen her. But once we saw Cygnus II, there was no way we could buy any other boat. The purchase was a long story, and almost didn’t happen. But it did and she’s ours. Since we lost most of our charter gear from life vests to silver serving pieces in the fire, we furnished Cygnus II for charter on the trip north from Jacksonville, in stores ranging from Pier One to flea markets to antique stores along the ICW like Beaufort, SC. Many stores along the ICW and points north take pride in their part in furnishing Cygnus II. The following summer, we did get north to the St. Lawrence River and restarted our charter business in the 1000 Islands, some of North

America’s most beautiful waters, and a mecca for working wooden boats of all descriptions. Most of our friends who purchased wooden yachts when we did for the purpose of charters had already gone belly up. But we were lucky: The 1000 Islands, which spans Canadian and US borders, is at the juncture of the St. Lawrence River with Lake Ontario. Littered with beautiful islands, many of which are parks, this is a miniature version of the San Juans. But without the tides, the salt and mostly the fog, I’ve cruised from the southern windward islands to northern Maine, all through the Great lakes and parts of the Pacific NW, and this is hard to beat. For some beautiful shots of the River, look at our website below. I’m in the process of updating the site, but the photographs paint the picture.

Our charter area was a classic boaters’ niche: it was a geographically manageable and reachable market, and locals loved our boat. They had large tour boats, and the museum’s woody, but no private elegant yacht for higher end custom charters. The 1000 Islands has two major boat shows, a major classic boat museum and two castles which are extremely popular for weddings. We arrived mid season

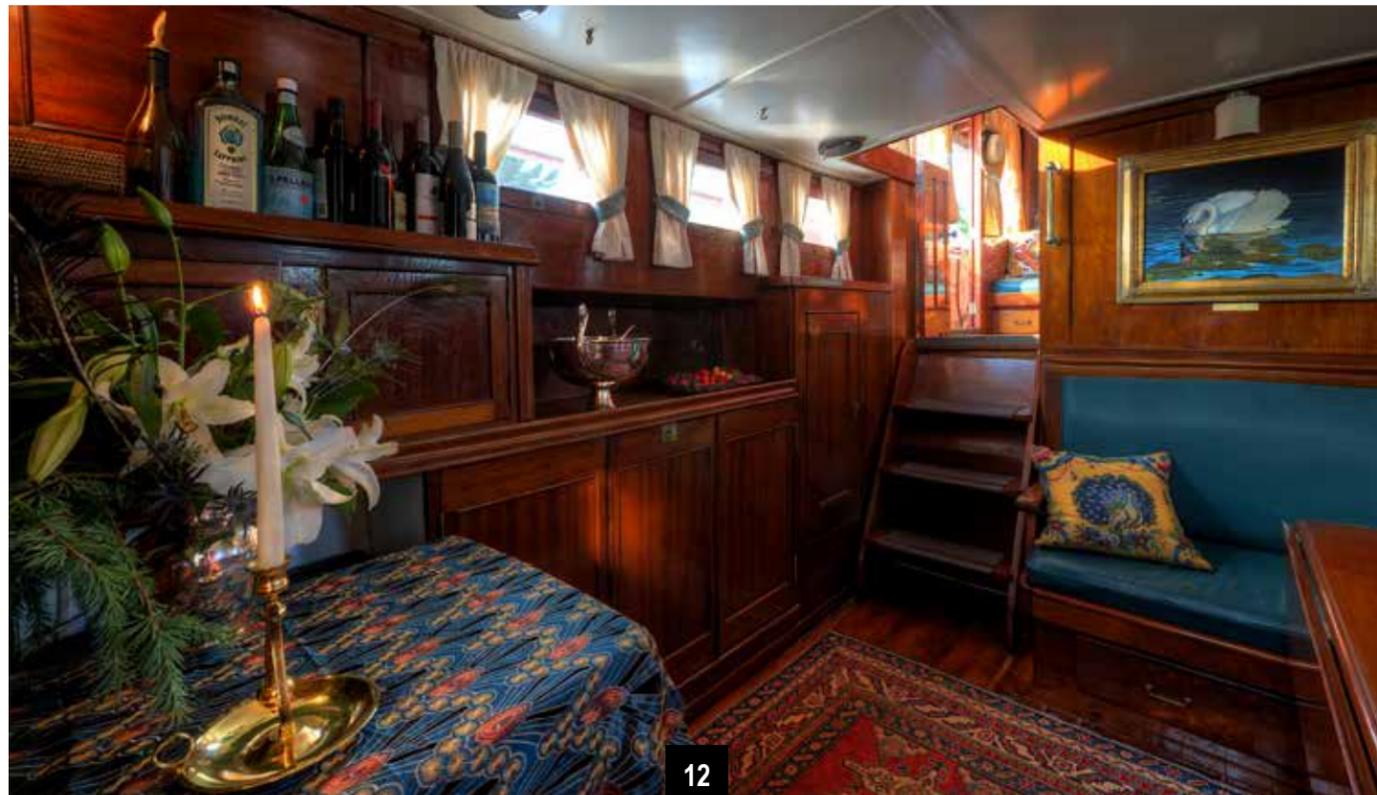
2012, but due to a combination of PR, marketing and foot work, not to mention our floating billboard, Cygnus II was a hit from Day 1. Unlike most charters – one size fits all group tours or extended charters, we specialized in custom cruises with finger foods and cocktails based on customers’ preference. Most of our clientele are boat owners, many

who live on private islands and enjoy leaving the driving to someone else as they entertain their guests. We also do weddings, engagements, reunions ... corporate events and social gatherings. Our boat becomes their boat, and they

text continues on page 13

Photos by Joe Mierose

Cygnus II at dusk in front of the Boldt Castle Boathouse, which is loaded with stunning wooden vessels ranging from 15- 65 feet



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love it. No two charters are alike. The only problem we have (and one of the reasons we have so little competition) is the short duration of the season., which doesn't truly begin until the 4 th of July and ends on Labor Day Weekend, when they roll up the sidewalks and it's time to head south to other charter venues. This was our plan 2 ½ years ago, but heading across a frisky Lake Ontario (long fetch to the west), Cygnus II more or less let go. With all the bilge pumps running merrily and steadily, it was all we could do to stem the incoming tide. Fortunately at the north end of one of the Finger Lakes in upstate NY, only about 55 miles from our home, there is a wooden boat restoration yard, and that's where she's been ever since, getting what Mike refers to as her "85 year tuneup". With her new ribs, planks, floor timbers, stem and partially rebuilt keel, Cygnus II will be back in business this season, earning her keep once again. We've already begun booking charters. Unfortunately, we will probably have to sell her to recoup some of our costs. It's been long, hard and overwhelmingly expensive, but Cygnus will be a solid, dependable vessel that should survive at least another 85 years. ⚓

Some websites for more info and photos:

<http://www.soundingsonline.com/component/content/article/285732> • www.cygnusclassiccharters.com • <http://www.abm.org> <http://www.boldtcastle.com/visitorinfo/> • <http://www.singercastle.com> • <http://1000islandsphotoart.com>



Mike Wright and I both hold 100 ton master captain licenses and between us we have well over a century of boating experience. Formerly a merchant marine with 26 roundtrips across the Atlantic, Mike is a classic yacht surveyor, delivery captain and wooden boat consultant. I recently sold my office building business, but keep more than busy writing articles for boating publications, and working with Mike to match classic wooden yachts with owners. We also provide clear eyed consulting advice to yacht publications, cruisers, brokers and prospective charter companies. We met in 2006 delivering a Trumpy from Palm Beach to Annapolis, and purchased Hermione together the following year. To say we share a passion for beautiful wooden boats would be a classic understatement. When he's not rebuilding Cygnus II, Mike is addicted to building O scale train scenes and structures in a building that was, I thought, was going to be my studio.

My Boating Life

By Garth McBride

AS Chair of the Canfleet nominating committee, I approached Garth proposing him as a Canadian Fleet Director. Garth had previously run through the Chairs in the Canadian Fleet but acceptance of this position would put him in line for nomination to the International Bridge. As a past International Commodore, I am very aware of the significant commitment accepting this nomination requires.

Knowing that Garth and Doreen were returning to Victoria after many years in Berlin, I hoped he would be looking for a challenge. I was delighted by his acceptance and subsequent election to the position of International Rear Commodore. What follows is Garth's reflection on his boating life, which gives all of us some insight into the 2019 Commodore.

- Mike O'Brien

AFTER graduating from University of Alberta Medical School, I escaped winter to San Francisco for Internal Medicine training and immediately hooked up with the 40-boat California 20 racing fleet. I learned heavy wind knock-down sailing in The Bay and in my 5th year of racing enjoyed the honour of fleet championship. Also, I did bare-boat sailing charters in the Bahamas where one learns to "read the bottom" in the endless shallows.

When finished with a Master of Public Health degree at University of California Berkeley I returned to Canada to a residency slot at Vancouver General. After finding a flat with a view of English Bay on the top floor of a house in Kitsilano, the next order of business was to buy a Laser dinghy and also hook up with some keelboat owners to venture farther afield.

Life changed when Doreen appeared on the scene and learned to sail on the Laser. On weekends we cruised over to the Gulf Islands on a friend's C&C 30 with the day-glo green Laser often towed behind for evening gunkholing.

After achieving the label of Fellow of the Royal College

of Physicians in Internal Medicine, but still having a long standing addiction to the excitement of emergency medicine, the next step was a move to Vancouver Island to be an ER doc in the emergency rooms of the Victoria General and Royal Jubilee Hospitals.

Having rented a house on Curties Point over looking Shoal Harbour and the docks at Van Isle Marine, boat-itis set in and soon a Trintella 29 1-a, "Trekvogel" a lovely Dutch Marconi rigged sloop, joined the family. Working only 10 emergency shifts a month left a lot of time for sailing every month of the year.

Most memorable event was on a January day when the wind was honking and snow flying, we went flying wing on wing into Glenthorne Passage through the little boat pass as we had done numerous times before. THIS time we had not noted the big minus tide so after a very loud bang the boat leaped out of the water bouncing over the rocky bottom. Thanks to stoutly built Dutch boats she ended up without losing the mast and rig and with dry bilges.



Photos by JM Mike O'Brien

Curiosity about the underwater status was so compelling that I put on a mask and fins and braved the snow storm to swim below to see the damage. This served as useful experience when we experienced slight docking problems in Pender Harbour many years later.

When emergency medicine ceased to be attractive, the University of Washington came head hunting, so it was

summer until daughter Rachel at age 9 rebelled in favour of horse riding.

Career wanderlust set in, so over 20 years of sailing, boating was abandoned for life in Berlin, Germany. Other than bringing a racing dinghy and our old 12-foot rowing gig to Berlin, little boating occurred.



down to Washington State to run a multispecialty medical group. Wonderful summer cruises aboard Trekvogel included the West Coast of Vancouver Island, Princess Louise Inlet and Desolation Sound. Children arrived and a 29-foot sloop became too small, so we got in line for a still-under-construction Sceptre 41 hull number 2.

Christened with the help of our Scottish dictionary, "Tryste" was a wonderful, comfortable, and fast boat. Playing the tides well it was possible to get from Gig Harbor to Pender Harbour in a single day; the disadvantage however, was that we now reached Juan de Fuca Strait before our small children had their sea legs! Eventually we managed to make the barf bucket an item of humour. Month-long family cruises on Tryste to points north were enjoyed every

To honour a demand by our grown children to revisit the cruising grounds of their formative years, we rented a 40-foot sailboat in Vancouver. During our checkout at the dock, the weather forecast deteriorated to expected gale force winds by evening. Even though we were sailing for the first time in 13 years, the rental company staff concluded we were plausible users, but suggested we just go to Howe Sound and wait out the expected several days of heavy weather.

Of course, as soon as they were out of sight, we set a course to Gabriola Passage and on a single tack stormed over to Degnen Bay, not yet ruined by mooring buoys. In the morning, after a stormy wet night, we found the cabin sole and settees awash because all the hatches and skylights

leaked. We were the first to charter the boat which had just arrived in Vancouver after years of service in the Bahamas with sun-cooked caulking. Little did we know this was experiential preparation for our Classic Wooden Boat Days to follow!

By 2002, with retirement looming and despite plans to continue living in Berlin, boat ownership on the BC coast became a topic of discussion. Doreen flatly refused to ever crank winches again. Pleading the case of electric or hydraulic winches induced same First Mate to observe “you know mechanical and especially electrical things NEVER work on boats!” Left with a mandate allowing only a “stink pot”, it seemed clear something out of the ordinary was

That winter, feeling badly for ignoring her interest in Olmaha, on one of my frequent business trips from Berlin to Seattle, I took a jump-seat ride to Victoria and met with the owner to look at Olmaha. I was impressed by her useful layout and impressive 80-year-old wood construction, but found her overall condition depressingly poor.

Christmas 2003 saw us break our usual Berlin tradition with a 14-foot tree with 30 real candles to come to Vancouver to celebrate what was perceived and later proved to be Doreen’s father’s last Christmas. In Victoria for New Years, on January 3rd while driving to the ferry on a treacherously icy and snowy Pat Bay highway, Doreen said, “Do you think we could stop by Van Isle so I can see



needed. As (mis?)fortune would have it, in the next issue of Pacific Yachting was a listing for “Olmaha” – a sixty foot classic cruiser raising curiosity but no action.

A year later the listing persisted and on a visit to Vancouver checking up on her parents, I later discovered Doreen had tried to see the boat at its advertised location in Vancouver only to find it was at Van Isle Marine in Victoria.

Olmaha?” Knowing the owners spent winters in Mexico, I felt safe to carry out a perfunctory phone call to the broker in Vancouver. He said he was sure the owners were away but immediately called back to say the owners would be happy to meet us on the boat in 20 minutes. Olmaha was under a dreary, snow-covered full cover, and down below she was dark, cold, musty and nastier than ever. I thought, great that will cure Doreen of that idea! On the ferry she

said, “What a wonderful boat, we should buy her!”

In February I visited Olmaha at Van Isle Marina. After a short noisy ride due to her unmuffled dry stack I made an offer, had her surveyed and signed on the dotted line. Note: at fault was Doreen egging me on from Berlin!

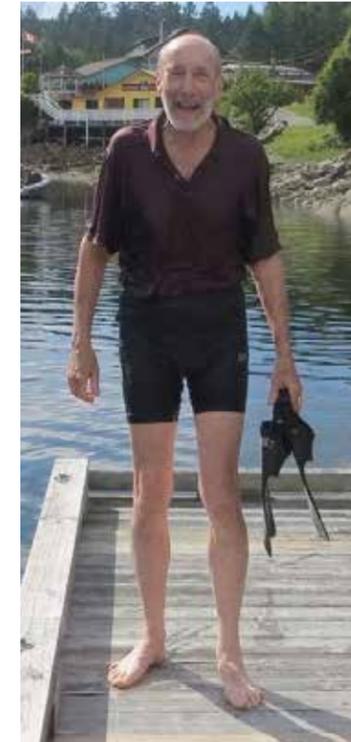
While I stayed aboard that night, friends called to tell me our beloved “Tryste” was on the market in Port Townsend. Saved from reacquiring a lovely, easy-to-maintain plastic sailboat by a couple of hours! I spent the whole night crawling through Olmaha finding many horrors that the surveyor had missed, including a horn timber with wood hydrolysis around the bolts and rudder stock that you could push your finger into, rotten deck beams etc., etc.

Olmaha was hauled at Philbrooks Shipyard for a few repairs at the prior owner’s expense and was then trapped for three months by another boat up behind her on the ways. Van Isle Marine would not allow her to stay, so in May, I traveled from Berlin to take her over to a moorage in Coal Harbour. Never having really handled her before, I was not even certain which way you moved the huge shift lever for forward or reverse. Leaving Shoal Harbour I decided to try out the Benmar autopilot, it worked fine until I tried to disengage it to steer for Johns Passage, at which time it locked in engagement and briskly turned to shore. It took a flying full throttle shift into reverse to avoid running her onto the rocks! With bad advice to use Porlier Pass to go over to Vancouver in a strong norwester, Olmaha’s occupants had a blender-like ride on big beam seas all the way across. Arriving at Coal Harbour, marina staff announced on VHF that that our slip was a port tie, so first time maneuvering 60 feet of old wood coming down the fairway, it became apparent that all the Tupperware cruisers with their multiple props and thrusters docked STERN in. Yup, the slip was a bow in starboard tie! My memory escapes me as to how I managed to change fenders and lines and get her parked without major damage to Olmaha or the surrounding boats.

Having no useful knowledge of old boats and no local contacts or any awareness there was a Classic Yacht

Association full of knowledgeable people willing to help, I immediately embarked on a series of maintenance follies.

A dubious French Canadian liveaboard “diesel mechanic” serviced the, to me mysterious, Detroit 6-71. When pumping the oil out the dipstick tube, thinking it was going too slowly, he removed the crankcase plug and filled the bilge with 20L of very dirty oil.



Later, after a trip to and from Brentwood Bay, where the rotten mast was replaced, the engine faltered and stopped in the middle of English Bay. Cranking the engine while in the engine room revealed air bubbling into the glass housing of the solitary primary filter making me conclude that the tank gauges reading ¾ full were wrong and the tanks were empty. I called said “diesel mechanic” and he delivered some diesel to me in the middle of the bay, following which the engine started again. I immediately fought my way in a brisk tide to dock at the Burrard Bridge fuel dock. The tanks took very little diesel before overflowing and the gauges now read full. About 10 boat lengths from the fuel dock the engine again stopped and I anchored in the busy fairway to further investigate the problem. Then I recognized that the 10-micron primary filter cartridge, installed by the “diesel mechanic” in a boat with dirty old tanks, was completely blocked.

I was referred to a surveyor and a “marine repair project manager” at Shelter Island. I enlisted the selling broker to help me take Olmaha up the river. He cut a corner on the Fraser and ran us aground in the mud. After a bit more flood Olmaha got a haulout on a small two sling Travel Lift with the bow and stern bouncing up and down about a foot. She was parked on the hard for topside painting and hull repairs. With promises of a skirt and sprinklers to keep the below the waterline hull from drying out, I returned to work in Berlin until July. Returning then, after enjoying the big progress bill payment requests, I discovered no one was around, the skirt in tatters, no sprinklers in sight, wide gaps at the below water seams and little evidence of progress with the hull work. Suddenly a team of off-the-street workers appeared with a bevy of small sanders to

Garth - Continued to page 21

Classic Yachts Online!

By Rick Etsell

Did you know that our CYA website hosts a large database of classic motoryachts, including almost all current CYA vessels, but also many more that are not members? Currently there are over 400 vessels included, and the list is growing. Side-by-side and connected with this database there is also a vibrant classified ad system dedicated to classic motoryachts.

These “Boat Pages” are fast becoming the first stop for anyone researching classic motoryachts, so let’s take a closer look at what you can find there:

Classified Boat Pages:

Our free classifieds service is available to anyone with anything to sell that may be of interest to classic motoryacht aficionados. The ads are separated by categories similar to our Classic and Vintage membership categories. We also allow “Modern Classics” and sailing vessels to be listed, in addition to Services, and a catch-all “Flotsam and Jetsom” category. The CYA Classifieds are used by brokers in addition to individual owners, and although CYA receives no compensation for the service, it is a valuable resource that helps make buyers of classic yachts aware of the CYA. (See the sidebar for how you can receive email notifications when new ads are posted.)

CYA Boat Pages:

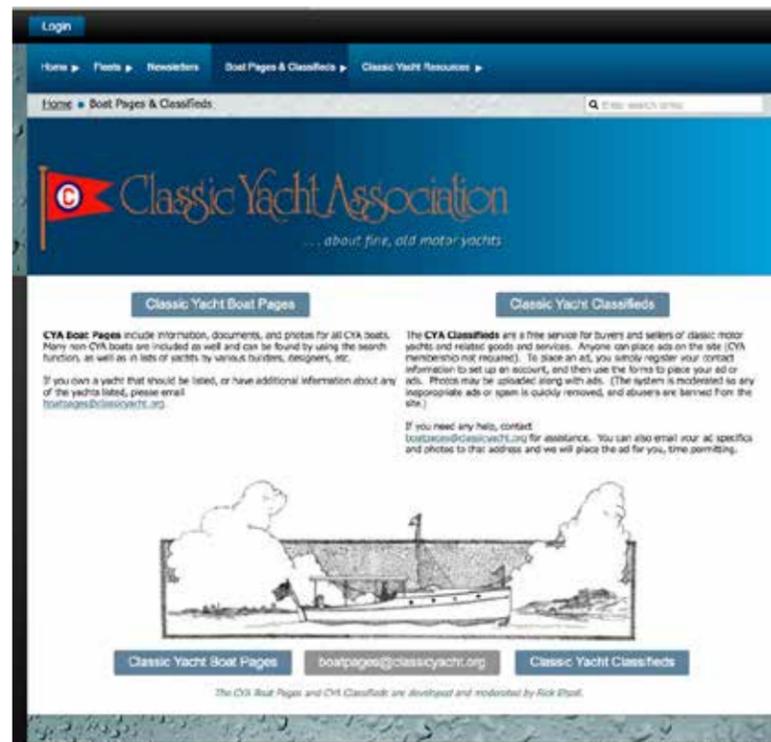
The “Boat Pages” are actually a database of vessels, comprised of descriptive information, specifications, and

photos. The information can be formatted and presented in virtually unlimited ways, but for our website each boat is presented on its own web “page”, presenting all of the specs and descriptive information, along with all photos pertaining to it. Included with each boat record is its CYA membership status, which lets us present a list showing all current CYA member boats, all boats from a particular fleet, etc. But there are still many other boats in the database,

for example boats that are no longer members – their boat pages are not deleted so can still be found by doing a search of the database. This means a new owner can find photos and information that was previously available about their boat, and enabling them to renew their boat page at any time. Another source for boats comes from the Classifieds – when a non-member classic yacht is listed there, the photos and information is saved in our database regardless of whether the new owner chooses to join CYA or not.

Research:

To assist with efforts to research classic motor yachts, the Boat Pages include numerous information pages and links to other relevant sites. There are information pages for many of the most common designers and builders of classic yachts, and these pages are automatically configured to include listings of all boats in the database that show a match with that particular designer or builder. There are also listings based on keyword tags that may be



included with boats in the database. For example “fantail”, “dreamboat”, or “bridgedeck” styles. That allows lists to include boats of similar styles regardless of designer or builder. More research pages are planned, and members are encouraged to submit additional pages, which can also be configured to automatically list relevant boat pages.

Some Common Questions

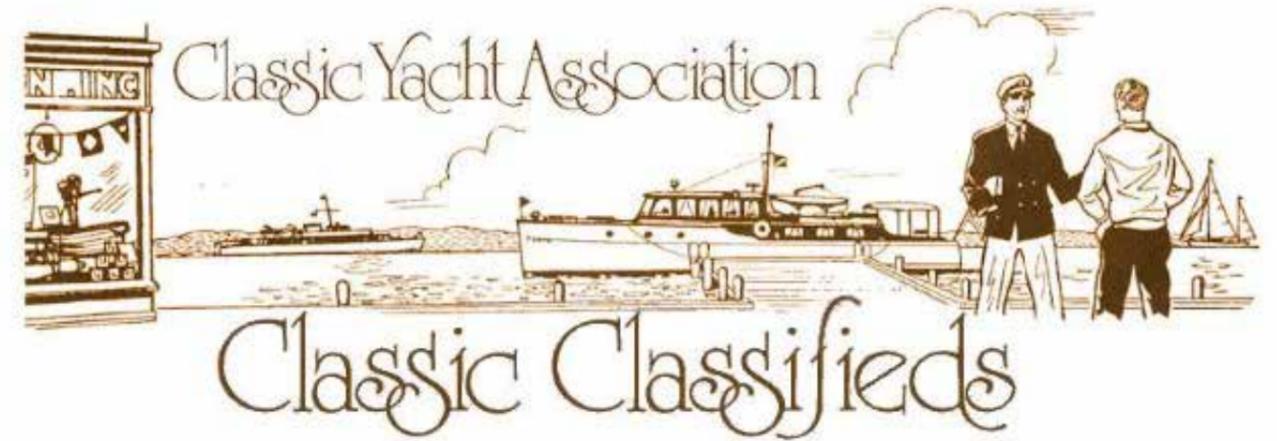
Why are the Boat Pages separate from our regular membership pages?

The Boat Pages database system has been developed using a Content Management System (called “Drupal”) that stands alone from our Wild Apricot membership system.

daily or weekly basis to include all ads posted during that time. To subscribe, just click on the subscribe tab under “Classifieds” on the main menu, and fill out the form. (Note: many CYA members are already subscribed to the classifieds, from before we began using Wild Apricot. If you are already receiving notifications about classified ads, there is no need to re-subscribe.)

How can I add or update my Boat Page?

To start a new page, or change an existing one, just send the particulars in an email to boatpages@classicyacht.org. Or, if you’re a brave computer user, you can request “Contributor” status to the site, in which case you will be



Wild Apricot is a very powerful system that provides all the features normally needed by membership groups, but it is not equipped to manage and organize the information, photos, and documents needed by our very specialized boat database. So the Boat Pages have no direct connection to the main CYA site, and cannot directly access member’s profile information.

Can I receive email notifications for new classified ads?

You can “subscribe” to the CYA classifieds so you can receive an email whenever new ads are posted. You can specify if you want an email immediately for every ad posted, or you can choose to get a summary email on a

given a login id, and your Boat Page will then be editable whenever you’re logged in. Note that since there is no direct link between the CYA membership system and the Boat Pages, any photos and information submitted along with new member applications does not automatically get entered into the Boat Pages. New members are encouraged to submit Boat Pages information directly to boatpages@classicyacht.org.

The CYA Boat Pages have been developed and are moderated by Rick Etsell, PNW Fleet Director and Past Commodore.

Canadian Fleet

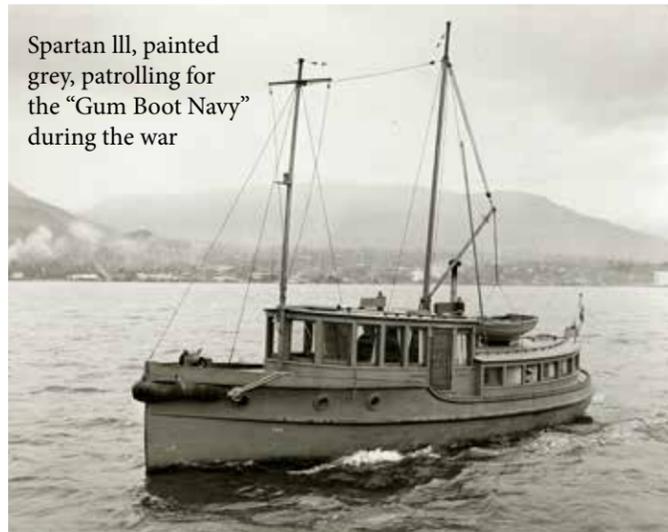
About Dave Sharrock the new editor

In the past I have worked as a public school teacher, fisherman, photographer, printer and graphic artist and most recently as an art director and writer for various books and magazines. I had also spent almost 20 years as a paramedic working in Vancouver for BC Ambulance before retiring in 2015.

My wife and I have recently move to Quadra Island (a 10 minute ferry ride from Campbell River on Vancouver Island) where we have purchased the Quadra Island Lodge. Our plan is to open on April first 2017.

About Spartan 111

In 1985, I had the opportunity to purchase 1926 bridge deck cruiser 'Spartan III'. She is 45' long with a 12' beam. Sparty (as she is affectionally known) was designed by Herbert 'Papa' Gann and built in Victoria at the Rodd Brothers boatyard. During the war she served in the Gum Boot Navy, renamed HC 99 Naden III. After the war she was purchased by Bill Dolmage, who owned a Vancouver tug boat company. Bill made many changes to her and added the Grey Marine (GM) 671 that provides her power to this day. ⚓



Spartan III, painted grey, patrolling for the "Gum Boot Navy" during the war



Canadian Fleet 2017 Events

- May 5-7 **Ship to Shore Steveston**, Steveston BC www.shiptoshore.squarespace.com

- May 20 **Maple Bay Wooden Boat Festival**, Maple Bay Vancouver Island BC www.maplebaymarina.com

- May 27 **Ladysmith Heritage Boat Festival**, Ladysmith Vancouver Island BC www.lmsmarina.com

- June 10 **Burrard Yacht Club Classic Boat & Car Show**, North Vancouver BC <http://burrardyachtclub.com/classic-show-2016>

- June 17 **Cowichan Bay 32nd Annual Wooden Boat Festival**, Cowichan Bay Vancouver Island BC www.classicboats.org/cbmc-wbf-home.html

- July 1-2 **Canada 150 Anniversary** Richmond, BC Sat-Sun, Contact Past PNW commodore **Bob Wheeler**

- August 24 **Vancouver Wooden Boat Festival**, Granville Island, Vancouver BC www.vancouverwoodenboat.com

- September 1-3 **The Victoria Classic Boat Festival**, Victoria Vancouver Island BC <http://www.classicboatfestivl.ca>

Garth - Continued from page 17

"wood" the topsides. The hull repairs were done with what proved later to be kiln-dried fir and the following paint job revealed lovely scalloped planking due to the amateur sanding crew.

However, we still had a lovely summer of cruising, including taking Olmaha down to the Martinac Shipyard in Tacoma where she was built to show her off there for the first time in 50 years and to meet the granddaughter of the original owner.

We returned to Vancouver and began searching for a competent railway equipped shipyard. A dumb blind luck call to the Tom Mack Boatyard on the Fraser resulted in them telling me they could not take Olmaha until spring, but they referred me to their neighbor Gronlund Boatworks. Chris Earl informed me

he had just re-wheeled his long ways the day before and had nothing scheduled so invited me up the river the next night. I recruited my athletic daughter, Rachel, and we ventured up the river without a clear idea of where we were going. We arrived in the dark but still too early for high tide so the flood made landing challenging, as did the fact that we were in the wrong boatyard! Back into the river we found Gronlund but because of the current could only get the bow into the dock. Rachel saved the day with a heroic leap off the stem onto the rickety dock to warp us around.

Up on the ways my purchase surveyor was invited back for a day of "meticulously" going over Olmaha and rendered a report. The worst finding seemed to be that the fir repairs done at Shelter Island were already rotted again courtesy of kiln-dried rather than air-dried fir. After the surveyor left with survey fee in hand Chris said, "Boy, he was very thorough Garth, no need to worry, the things he found can be quickly and inexpensively taken care of. BUT, I think he may have missed something important". He grabbed a paint scrapper and attacked a pencil thin vertical line of blistered paint in the middle of the, to me pristine looking, gumwood stem. Within a minute we had determined the stem had been fractured from top to bottom at the rabbit many years before and the plank ends now rotted with the

fasteners reduced to wire like vestiges. This was the moment I had to decide whether to launch an escape plan by chopping up the boat or to commit to spend substantially more than I paid for her to replace the stem as well as eventually the punky horn timber. Welcome to 80-year old wooden boats! I finally left the yard in December when Doreen in Berlin told me to be home for Christmas or not bother ever coming back. Before I left, Bill Noon visited the yard to witness my pain as well as extol the virtues of the CYA and convinced me to join.



Olmaha has been brought back to a pretty good condition allowing regular family summer cruises to points north and has been the location of important family events such as weddings and farewell celebrations casting family ashes into the ocean. After at least 4 years of getting first honorable mention for Best Restored Classic at the Victoria Classic Boat Festival, I accepted the inevitable "also ran" status with the rationale

that Olmaha is not competitive with the perfect antique style of the queens of the fleet. I stopped checking the box asking to be judged and enjoyed a few years unmolested by judges until 2013 when the judges began inviting themselves aboard over my protests. Insisting on crawling around Olmaha they replied that the decision to be judged or not was up to them not me. A gang of judges then came back to compel me to launch and rig my lovely little sailing dinghy. At the awards banquet I hoped for the best tender award only to hear Dave Cook's "Putput" deservedly declared as the winner. The subsequent granting of "Best Restored Power" to Olmaha was astonishing and a further surprise followed with the award of "Best Open Sailboat" for our Iain Oughtred-designed sailing tender.

In 2015, after 10 years moored at Coal Harbour Marina in Vancouver, Olmaha moved back to Van Isle Marina, where from the end of our dock we can see the house on Inwood Road where we lived as newlyweds 43 years ago. Next step is, after 22 years in Berlin, on May 5, 2017 we will permanently relocate to Victoria, British Columbia.

Doreen and I are delighted to be back home and to have the opportunity to participate at the International level in the affairs of the CYA. ⚓

Northern California Fleet Report

by Commodore Alan Almquist and Staff Commodore Steve Kadzielawa

Since last reporting, our fleet closed out the 2016 season with the NC Fleet Change of Watch at Trader Vic's in Emeryville followed by the San Rafael Lighted Boat Parade. Our banquet room at Trader Vic's could not have served us better for this annual event. The unobstructed views of the bay and the city lights were festive and breathtaking. After cocktails and a fabulous dinner, the officers for the 2017 watch were installed with our own

Martin McNair, Captain, US Navy Ret., conducting the ceremonial change of command. Unfortunately, our incoming Rear Commodore, **Gary Killgore**, owner of Sea Gal, recently had to step down due to work commitments that caused chronic scheduling conflicts with his CYA duties. Fortunately, **Gary** realized that there we were going to have this problem, and so, at our first Bridge Meeting on February 4th at the Richmond Yacht Club, **Scott Andrews** was elected by the bridge to fill the vacant Rear Commodore position. Thank you, **Gary**, for initially stepping up. Maybe in the near future your schedule will allow you to serve on the bridge. And thank you, **Scott**, for also stepping up to fill the void.

The San Rafael Lighted Boat Parade was, once again, a huge success. Lots of boats with lots of beautiful lights and thousands of spectators on shore watched the parade which begins for our fleet at the Marin Yacht Club and progresses along the, regrettably, shallow (it badly needs to be dredged) San Rafael Canal to the western turning basin at the San Rafael Yacht Club and return back to Marin YC. Apparently the weather gods are quite fond of this parade because for the 10 years or more that we have been participating, we have never had even a hint of inclement conditions during

the parade. And this year was no different. Besides no rain, it wasn't even cold. The best part is, you can participate and be a spectator at the same time with the best seat in the house. The light show was amazing and the CYA yachts, Elizabeth and Flamingo, were lit up as bright as Lady Gaga's Super Bowl half time show. As always, it was a great evening and a great way to combine our yachting interests with the holiday spirit.



The NC Fleet Bridge was at the first meeting of the 2017 watch where, among other business, we plotted a course to provide a great variety of exciting cruising events. In the very near future we will be participating in Opening Day on the Delta on Saturday, April 8th once again returning to Bethel Island and the San Joaquin Yacht Club to circle the island. Our base this time will be the (in)famous "Rusty Porthole" docks and restaurant for a great dinner following the parade. On to Opening Day on the Bay, again in April, on Sunday the 23rd where the fleet will rendezvous off the St. Francis

Yacht Club, and, following the fireboats, will once again lead the parade along the waterfront past Pier 39 and down to the western anchor of the Bay Bridge. If the weather permits, our annual pot-luck luncheon is scheduled at the docks of the San Francisco harbor. Next up on the list is the "Salute to American Graffiti" weekend in Petaluma for the 19th and 20th of May. If you like classic American muscle cars, nice restaurants, and a fabulously scenic cruise, the Petaluma weekend is definitely a bucket list event. For June, a number of us will again head to France where we have secured boats for a week of cruising on the famous "Canal Du Midi" with a stop-over to explore the walled citadel

USA Fleet Report

by Commodore Frederick T. Crosby

After almost a year of planning the 2017 Annual Meeting and Change of Watch Banquet became reality in two altogether spectacular settings –New York City and Mystic Seaport. As is the case with all Annual Meetings the CYA moves the venue to a Fleet's preferred

of Carcassone. We will report on that cruise and the local ones which we have planned for the summer in our next newsletter report.

One idea, proposed by **Jim Sweeney** at the bridge meeting that gained a lot of support was to begin a series of monthly luncheons at different places around the Bay and Delta as casual alternatives to the formal cruising events, which, as everyone knows, are a sizeable commitment of time and energy. Everyone loved the idea and the NC Fleet will be arranging these luncheons for purely social purposes. There would be no formal business discussions, just an opportunity for the mutual enjoyment of good fellowship, sea stories, and a pleasant meal among kindred spirits. Our gatherings will be scheduled on the second Friday of each month commencing at 1130 hours for libations, with lunch to follow on or about noon. The first of these luncheons is scheduled for March 10th at Pier 15 restaurant, 15 Harbor Street in San Rafael. If anyone in the CYA is in the neighborhood we welcome you to join us at these luncheons along with any cruises that we make this season.

Assuming it ever stops raining, we are looking forward to emerging from our covered sheds in Alameda and San Rafael and getting North Star II and Flamingo out on the Bay for some badly needed exercise. We are certainly looking forward to that! ⚓

Events for 2017 that we have planned thus far.

- April 8, **Opening Day in the Delta**
San Joaquin YC sponsored

- April 23rd, **Opening Day on the Bay**
PICYA sponsored

- May 19-20, **American Graffiti Petaluma cruise**
Antique Car and Boat Show

- June 24- July 1, **Canal du Midi France cruise**

- August 4-6, **Taste of the Delta**
Delta Chamber of Commerce sponsored

- September 8-10, **Classics at the Corinthian**
Corinthian YC hosted

- October 14, **Cruzin-4-Kids**
Benioff Children's Hospital sponsored

- November 18th, **NC CYA COW**
at Trader Vics in Emeryville

- December 9th, **Lighted Boat Parade**
City of San Rafael sponsored



Photo by Frederick Crosby

location each year. Last year we were hosted in Vancouver, BC, by the Canadian Fleet. Next year it's Southern California's turn.

The actual preparations for these Annual Meeting and Banquet are never interesting as they may seem. Other Fleets have all experienced the rigors(-mortis) of hours spent on the phone with venue operators the review of contracts and costs, but in the end, the effort is well worth it. This writer has been to many meetings of the CYA and have never come away disappointed by either the setting or the time to meet old and to make new friends. This year was my second-time hosting everyone at Mystic Seaport and I think most enjoyed the January weather we provided. ⚓

Southern California Fleet Event Report

by Commodore Rick Olson

April 1 - 2 **Opening Day**

Huntington Harbour Yacht Club

Arrive Saturday the 1st, dock party Saturday night or dine in Club. Opening Day Ceremony in upstairs bar and enjoy Buffet Brunch. Afternoon Harbor cruise, if desired

May 6 **Fund Raiser BBQ at Wayne's World**

So Cal Fleet general meeting followed by BBQ

June 9 -10 **Balboa Yacht Club – Wooden Boat Festival,**

Arrive Friday, show on Saturday, Parade on Sunday morning Stay over Sunday night at Marina Park?

June 24 -25 **Rainbow Harbor**

Pine Ave Pier Rendezvous

Long Beach CYA, Kayak Championships

July 21 - 23 **Old Fashioned Day in the Park**

Marina del Rey

August 18 -19 **Marina Pacifica Summer Cruise-In**

More Kayak adventures, rematch from rainbow Harbor weekend

September 15 -16 **Newport, Marina Park**

New event, new location

October 14th, **Catalina Cruise**

November, **Change of Watch**

This Newsletter is a publication of the

Classic Yacht Association

Dave Sharrock- editor

email address: cya.newsletter@gmail.com

website: classicyacht.org

Partially funded by donations, Thank You!

Pacific Northwest Fleet Event Report

by Commodore Jennie Dahl

See website for updates and full calendar.

April 21-23 **Daffodil Weekend Tacoma Yacht Club**

Fri-Sun - www.tacomayachtclub.org

May 5-7 **Opening Day of Boating, Portage Bay**

Seattle Yacht club

Fri-Sun CYA has dock space reserved
Past Commodore **Larry Benson** for Dock 0
Past Commodore **Diane Lander** for Parade

May 13-14 **Olympia Wooden Boat Festival, Olympia**

Sat-Sun **Ed & Suzie Docherty**

May 20-21 **Tides Tavern Classic Fish 'N' Ships Festival,**

Gig Harbor

Sat-Sun Docks in front of Tides Tavern
Randy Mueller

June 2-4 **Edmonds Waterfront Festival, Edmonds**

Fri-Sun **Bob Birdseye**

June 16-18 **Classic Weekend at Bell Harbor Marina,** Seattle

Fri-Sun **Chip and Kristin Kochel**

July 1-4 **Lake Union Wooden Boat Festival**

Sat-Tues Center for Wooden Boats, Seattle cwb.org

July 1-2 **Canada 150 Anniversary** Richmond, BC

Sat-Sun Past commodore **Bob Wheeler**

July 9 **100 Anniversary H. C. Locks Parade** Sunday

<http://makingthecut100.org/event/boat-parade/>
Past commodore **John Shrader**

July 14-16 **Des Moines Classic Car & Wooden Boat Show,**

Des Moines

Fri-Sun **Todd Powell**