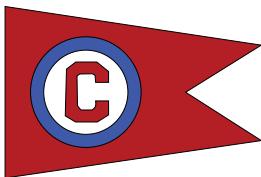
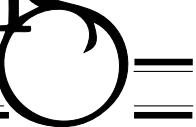


Fall 2017



# Classic Yachting



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



Photo by David R. Ellis

The Pacific Northwest Fleet receives a  
'salute' by the Fremont Bridge as they  
leave the Fremont Cut on the Ship Canal

# Commodore's Comments



## Modern Times & Antique Boats

The other day my Hyundai dashboard gave me a map and driving directions to Home Depot while I listened to music between turns. I called **Elissa** at home "hands free". I locked the car doors with the keys still in my pocket. What a world we

live in. Technology everywhere. I marvel at it, love its conveniences. Our boat, on the other hand, from 1929, wood, quirky, and charming, is a nice balancing point. Low tech with warmth and style and a soft comfy nature. It never fails to make me relax and shake off the city.

Imagine what it was like in 1970 when CYA was formed. Those days of bell bottom pants, disco music, and prewar classic yachts that were only 27 years old. Those Charter members really had no idea how big CYA would get, let alone the technological revolution that lay ahead. They thought cassette tapes were hi-tech. Those yachtmen could never imagine that we would be able to casually Skype someone in Hong Kong, check the surf in Santa Cruz, take great pictures and videos then pay your bills from your pocket telephones. The amount of change we have seen in those 47 years is staggering. Our classic yachts are so wonderfully basic compared to our busy electronic world.

You are probably all with me so far, but, here is where we might differ. I think modern electronics on a classic yacht are just fine. It is a shame not to use the tools that we have available to us in this age

of wondrous electronics. An exception might be a boat that is shown and judged competitively for its authenticity and originality. Most of us want to "cruise" our yachts and having a good group of electronic tools is very helpful. For day to day use, being well equipped is great. Having said that, I think classic yacht owners should go out of their way to hide their electronics, particularly when not in use.

Recently I have installed a modern multi-function display on ONO. What a joy to use. It is touch screen and rotary controls, GPS, Chart plotter, color radar, navigation, depth sounder, auto pilot, and is all hooked together on a single cable NMEA 2000 connection. Of course, it folds away into a decorative wooden box with a compass rose on top. The navigation is very nice giving me speed, course in several formats, distance to destination and time to destination even as you vary speed. You can split screen with radar and plotter or navigation. With the touch screen, you can just touch the chart and hit "go to" and it takes you there.



### A note on HIDDEN ELECTRONICS

**A**bout 15 years ago I took note of what **Richard Gardner** had done on DEERLEAP. In his wheelhouse, his modern electronics are set in a long-enclosed box above the windshield and in front of the steering station. The front of the box is enclosed with sliding slatted doors like a roll top desk. A few large items rise up out of the top of the dashboard when in use. Even his TV, in the main salon, cleverly rises up out of a console. In a boat show, the electronics are tucked away out of sight. That is so smart.

The point is that the modern technology is so helpful. If you plan it carefully you really can have the best of both worlds with modern equipment that doesn't mess up the classic period look.

So, I bet that some of you are saying, "not on my boat". I actually understand that and think it is just fine to stay completely original if that is what you like. Everyone has a right to their own style of classic yachting. I like it to look original but give me all the modern equipment.

### Efficiency

I also think that modernizing the way the association operates is a good call. In recent years, we have added some modernization of our renewal process. However, many of us believe that the process of



**M**arketing and Outreach Committee members are needed to promote the Classic Yacht Association to the public and entice new members to the organization.

Experience in public relations & marketing would be an asset.

Those interested should contact Christine Rohde at: 310-429-3028 or [sparklechristine@gmail.com](mailto:sparklechristine@gmail.com)

joining the CYA is still stuck in the 1970's. Just because we love our antique vessels doesn't mean we still have to do paper forms and wet signatures. Forms are signed by the applicant, then one must find the sponsor and get it signed by them, (why do we need a sponsor signature?) and then it is mailed to the fleet Commodore to be signed again. Checks needs to be sent in and then you wait potentially several months until you are accepted. We must think we are hot stuff and in demand to be this exclusive.

Wouldn't it be better if you could push a button, swipe your credit card and be a member immediately? Of course, God is in the details they say, but a quicker workable system can be found.

In my fleet, I have personally sent three potential members applications that they never filled out even with several promptings. With two other guys I had to go on their boats and fill out the forms with them. One member that I just recently got signed up took two years of begging to fill out the paperwork. We are processing a new affiliate application right now. The paperwork has been going around in circles for about a month and is just now going in for acceptance, and this is an affiliate without a boat.

It really is not too different than an old classic yacht that has been repowered with better, safer, more modern engines. We need new engines powering our club. We should strive to make it as easy as possible for us to grow and thrive while we remain a group that is dedicated to the promotion, preservation, restoration, and maintenance of fine, old, power-driven, pleasure craft.

High Tech-Soft Touch. ♦

*Best Regards,  
Commodore Rick*

## 2018 CHANGE OF WATCH

**January 11,12,13,14, 2018**

The Southern California Fleet is looking forward to hosting the international Change of Watch in January of 2018. The weekend will be held at the Jamaica Bay Inn in Marina del Rey (which is approximately five miles north of the Los Angeles Airport).

To make reservations at the Jamaica Bay Inn, call them direct at 310-823-5333 and ask for the Classic Yacht Association group. Our Group Rate is \$192/night.

Besides our important board meetings, we have planned several outings and dinners. The welcome cocktail party will be held aboard the 105' 1929 classic yacht, SOBRE LAS OLAS. In addition, a classic yacht harbor cruise is planned, as well as our traditional Change of Watch Banquet.

We will be hosting a Friday bus trip to the Reagan Presidential Library to see decades of archived treasures and where you will go onboard the 707 Air Force One that ferried 7 Presidents all over the world. After lunch at the Reagan Library, we go on to the Nethercutt Museum which Autoweek Magazine says is one of the five greatest auto museums in America.

We hope you will all plan to attend and enjoy our typical nice WARM winter weather. See you there.

**Safe Boating, Commodore Rick**

Southern California Fleet

## SOUTHERN CALIFORNIA - LATE SUMMER REPORT

By Commodore Rick Olosn

**O**ur late summer calendar showcased one of our oldest events at the Marina Pacifica Rendezvous and a brand-new event for us in Newport Beach at the new, city run, Marina Park.

Marina Pacifica is a gathering with nothing planned but relaxation and a pot luck dinner at member, **Drew Miser's**



*Marina Park, Newport Harbor*

third floor condo overlooking the bay. Everyone loves this laid-back weekend in the calm backwaters of Alamitos Bay.

Our first trip to the Newport Marina Park was a lot of fun. The Marina Park has 22 guest slips and full facilities including a restaurant. It is right next door to the American Legion Yacht Club and as two of us are members



*Phantom at 18 Knots*

there, we spent a good deal of time in the club bar and dining room. Saturday night's dinner we walked to the Old Spaghetti Factory where they had set aside an area for our group. Saturday afternoon we had a wonderful high-speed cruise on PHANTOM and SEA BOARDER. Great new location for us. We will be back next year.

### NEWS

Our Vice commodore **John Peckham** recently purchased the Fellows and Stewart, LARK from our past Commodore **Stephen Sheridan**.



*Lark*

Rusty Areias from

the Northern

California fleet,

Stephens Bros.

MISS 102, has

just purchased a

second Stephens

in Huntington

Harbour called

JOIE. Although

no paperwork

has yet been filed,

Rusty wants to

join the Southern

California fleet

with his new boat

JOIE. Welcome Rusty.†



*Sea Boarder from ONO  
Leaving Marina Pacifica*

# The NAPA- SONOMA FIRES

Elissa Olson, Southern California Fleet Commodore  
With comments from Scott Andrews, CYA Vice Commodore



Very sad circumstances in the Northern California fleet area: Horrible fires in Santa Rosa, Napa Valley, and Sonoma County. Heavy smoke and ash falling like snow all over the Bay Area. The Northern California fleet had to cancel the 'Kruz'n 4 Kidz' event because of such bad air quality. Recently I spoke to Vice Commodore **Scott Andrews** who lives in Petaluma. Fortunately, the fires didn't make it to Petaluma. However, the refugees from the fires did. Petaluma turned out to be the city of refuge for many. **Scott's** wife **Susan** was volunteering Monday afternoon, when everyone was still figuring out what had happened. Just imagine the terror and chaos.

**Scott** wrote us, "We were making coffee at a shelter nearby at 6 AM Tuesday morning. Susan got one of the town restaurants to bring over hot breakfast for 100 people (they had opened their doors for free meals for anyone who had been evacuated). Amazing how the town has pulled together to take care of our neighbors.

It's a little like a war here. Everyone knows at least one person who has lost everything. We personally know about ten folks who lost their

homes and had to get out with about 20-30 mins notice. Another CYA friend, **George** and **Candace Homenko**, were not evacuated, but were basically surrounded by fires within a 1/2 mile for 4 days! Apparently, at its high point the fire was about 2500 degrees (blast furnace formed by the wind in the canyons), and was traveling at about 350 feet per minute".

I thought **Scott's** story was so compelling that I wanted to share it. I imagine that there are stories from many of our Northern California fleet friends. We have our share of fires in Southern California too but this one was very bad. Our sad condolences to all of the fire victims and our best for successful rebuilding. ♫



**New Classic Members**

**Mark and Maureen Marosits**

**LATITUDE**

32' 1929 N.J. Blanchard Boat Works  
USA Fleet  
Newport, RI  
Ted Crosby, sponsor



**Chris Phillips**

**MISS BUZZ**

22' 1934 Croswell Brothers  
PNW Fleet  
Gig Harbor, WA  
Jim Paynton, sponsor

**New Affiliate**

**Nora Lesnet**

**SC Fleet**

**James Kroeger, sponsor**



**Peter Harvey and Valerie Nash**

**MERVA**

39' 1932 F.W. Morrissey  
CAN Fleet  
Sechelt, BC  
Michael Topliss, sponsor



Official Newsletter of the

**Classic Yacht Association**

[www.classicyacht.org](http://www.classicyacht.org)

Commodore ..... **Rick Olson, SC**

Vice Commodore ..... **Scott Andrews, NC**

Rear Commodore ..... **Garth McBride, CAN**

Staff Commodore ..... **Ken Meyer, PNW**

Editor ..... **Dave Sharrock, CAN**

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

The FIRM deadline for submitting material for the March Issue of the Classic Yachting Newsletter will be **February 15.** ♫

## USA Fleet

## USA FLEET NEWS

By Commodore Ted Crosby

**P**reparations for the last weekend in July at the 'Antique and Classic Boat Rendezvous' at Mystic Seaport take the usual month or so. At that point the varnish should be dry and the boat just needs to be dress readied for Saturday judging. The fever is contagious



and involves everyone who owns a boat visiting Mystic. The 'ACBR' commemorated Sparkman and Stevens designs this year which included Mystic Seaport's BRILLIANT celebrating her 80<sup>th</sup> year. Greta Garbo's private yacht designed by Sparkman and Stevens was built by Burger and was the highlight of the larger power-driven pleasure craft listings.

ANNIE LAURIE has rejoined the USA Fleet and is now owned by Mike Fazio.



He's managed to keep all the character from the previous owners and has installed his own wind driven pipe organ to entertain guests on the aft deck.

NISCA again took a Mystic Seaport Antique & Classic Boat Rendezvous Citation, this time for Best Antique Power Boat under 45', "owner maintained with incredible attention to



detail with a significant amount of impressively maintained brass and beautiful brightwork."

The USA Fleet is once again building membership.

As of this writing, we still have no word from our Gulf coast members and send them our sincerest concerns for their well being. Hurricane season is here on the east coast. ♣

Pacific Northwest Fleet

# STORYBOOK ENDING IN THE MAKING

by Margie Paynton (CYA #427)



*A photo of MARANEE'S foredeck hangs in Andrew's boathouse as 'motivation.'*

**B**oth vessels were in the factory at the same time.

They were launched one month apart, one in May and the other in June of 1940.

Both began their journeys on the south shore of Lake Erie.

So begins the story of two model DCEB (double cabin enclosed bridge) Chris-Craft cruisers, one hull #40626, the other hull #40644. The story of the second vessel contains all its chapters: five owners, four names, a trip across the country in 1959, finding her present owners in 1988 and undergoing extensive restoration, today cruising the waters of Puget Sound and British Columbia as a beloved part of the Paynton family.

The story of the first vessel has some missing chapters. After delivery to Vermillion, Ohio, the story goes cold until 1968, when the boat is purchased by a young man. For unknown reasons, the boat sits and deteriorates. An automobile accident claims the man's life, and his brother 'inherits' a derelict boat. He decides to commit the resources necessary to restore the vessel as a tribute to his brother. A shipwright is contacted, who, after careful evaluation, determines that the job can be done in 8,000 hours. The shipwright's name is **Andrew**, originally from New Zealand, now living and working in Michigan.

The link between these two vessels comes in 2015, when **Andrew** discovers the MARANEE website, maintained by Matthew Paynton (CYA #1195). He studies more chapters of her story: the history, the projects, the various system restorations, and the cruising adventures. He contacts **Matt** (and then **Jim**), and begins to tell the story of hull #40626. The chapters of this story are very different from MARANEE's chapters, beginning with deconstructing and rebuilding the hull, then replacing frames and stringers. The next chapters (and there are many) are only outlines of what will come next.



***The aft stern and transom of #40626 before replacing ribs and planks.***

Because so much of #40626's inventory is missing or unidentified, it becomes clear to Andrew that he needs to see MARANEE in person and begin to answer a myriad of questions. After a series of conversations, a visit is arranged, and **Andrew**, along with his girlfriend and coworker on #40426, **Holly**, arrive on October 13th of this year for a long weekend.

Much of Saturday is spent taking hundreds of photographs and copious amounts of video, and hearing statements like, "Oh, that's what that is for," and "now that makes sense," and occasionally, "Wow!" Sunday involves a ride on MARANEE, who is joined by other Chris Crafts: TABU, another 1940 sistership, hull #40642, KIMMER (1955), SCANDALON (1953), and REVERIE (1952). More observations are made, more questions asked (and some answered) and more photographs taken.

**Andrew** and **Holly** leave Monday morning with images and dreams dancing in their heads, ready to jump back into writing the story of hull #40626. We look forward to updates and send our encouragement and well wishes for the journey ahead.



***Andrew snaps a photo of Maranee's helm for future reference.***

Every CYA vessel has its own story to tell, some with numerous chapters and lengthy stories, and some slim volumes with stories yet to be discovered. We believe that's one of the reasons for belonging to CYA: to share stories and adventures and learn lessons from those who have endured a

multitude of projects. We are the caretakers – more than owners – who bring a bygone era of boatbuilding to life by writing new chapters in a spellbinding story! ♣

**Canadian Fleet**

# REPORT FROM NORTH of the 49TH!

By Micheal Topliss - Canadian Fleet Commodore, 2017

**W**e have new members joining our fleet this year. MERVA, has returned with her new owner **Peter Hamilton**.

We also welcomed **Jim and Judy McDonald's WALONDRA** to the fleet.

Our boating season on MADERA really kicked off with the ① North Vancouver 'Burrard Yacht Club Classic Boat and Car Show' in June. We were fortunate to have good weather and good attendance from many boat owners, about 24 vessels.

**From the PNW fleet**

**WANDERER, Lori & Bob Scott**

**From the Canadian fleet:**

**DOUBLE EAGLE, Randall Olafson**

**GLADSONG II, David & Jackie Peebles**

**MADERA, Michael & Audrey Topliss**

**MY FAIR LADY II, Gord Wintrup**

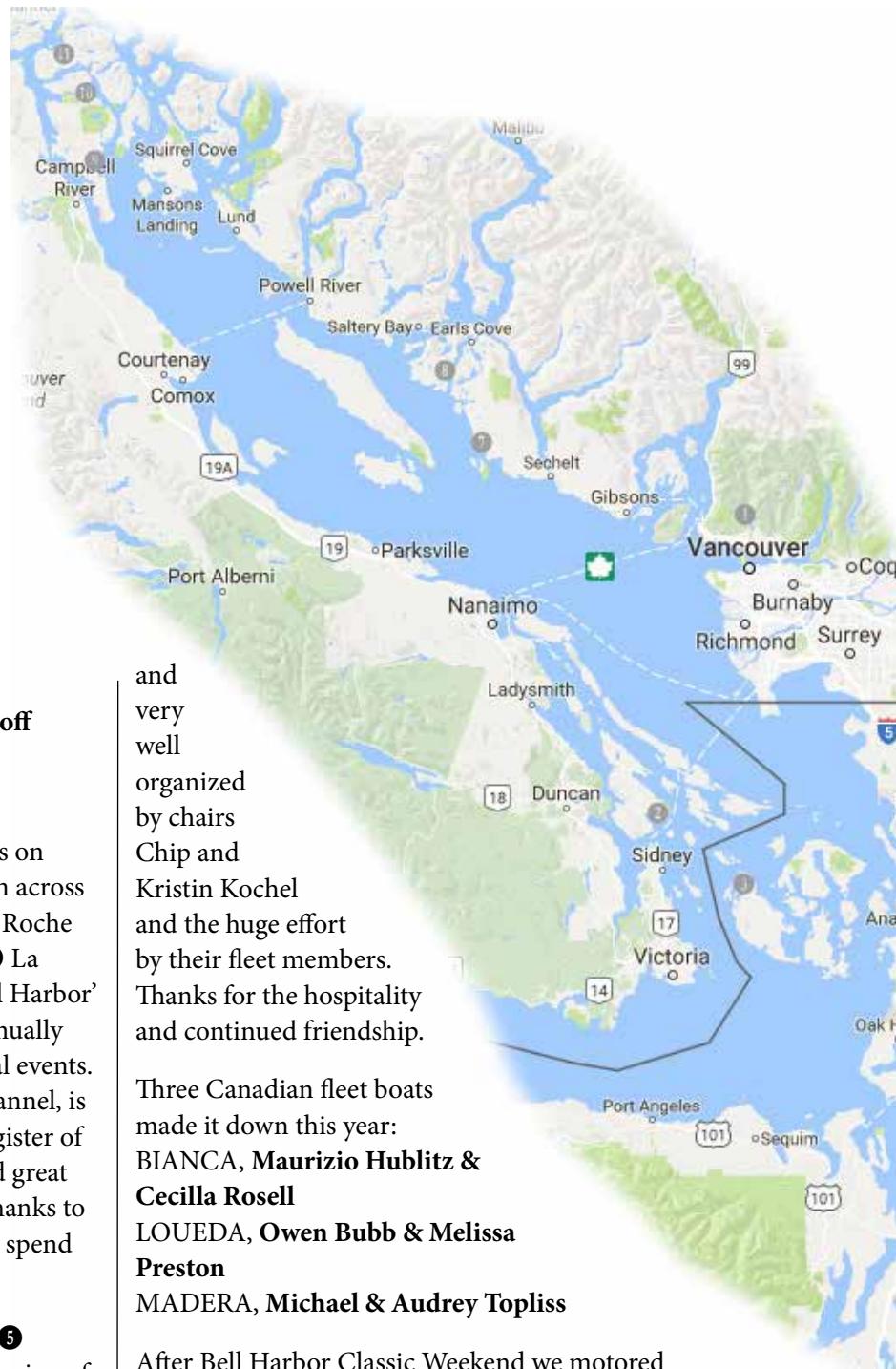
**SUNRISE NEW YORK, Russell & Dee Dee Chernoff**

**TSONA, Robert & Susan Shaw**

**WANDERER, Wolfgang & Hedda Duntz**

The following weekend we went south to ② Ganges on Saltspring Island in the Canadian Gulf Islands, then across the US border to the quaint and historic port of ③ Roche Harbor on San Juan Island. Our next stop was at ④ La Conner on our way to the 'Classic Weekend at Bell Harbor' Rendezvous. In the month of April, La Conner annually hosts the majority of the Skagit Valley Tulip Festival events. The center of town, running beside Swinomish Channel, is an historic district and is listed on the National Register of Historic Places. Our stay in La Conner experienced great hospitality at La Conner Marina (with particular thanks to **Lori & Bob Scott**). It really is a wonderful town to spend some time at.

The '21st Annual Classic Weekend Bell Harbor' in ⑤ Seattle was promoted as the "one of the largest gathering of classic motor yachts in the world". The event was great fun



and  
very  
well  
organized  
by chairs  
Chip and  
Kristin Kochel  
and the huge effort  
by their fleet members.  
Thanks for the hospitality  
and continued friendship.

Three Canadian fleet boats  
made it down this year:  
**BIANCA, Maurizio Hublitz & Cecilla Rosell**  
**LOUEDA, Owen Bubb & Melissa Preston**  
**MADERA, Michael & Audrey Topliss**

After Bell Harbor Classic Weekend we motored north to ⑥ Langley, which is located on the south

end of Whidbey Island, overlooking the Saratoga Passage. Langley has a range of arts events, performing venues, galleries, studios and a wide selection of media and musicians. This was our first experience there and we are sure to return!

From there we made it back to Canada, clearing customs and heading back to ② Ganges again where friends of ours had recently purchased a home with a dock. It was great to stay there, but it's a rough night with the action of the ferry wake.

Later in the summer we went north up to ⑦ Secret Cove and ⑧ Pender Harbour, on the Sunshine Coast then to ⑨ Taku resort at Harriot Bay on the eastern shore of Quadra Island (one of our consistent destinations). Taku has a small marina protected by the famous Rebecca Spit. We then traveled north on Quadra Island to ⑩ Octopus Islands Marine Park. This group of small islands provide safe anchorages for boaters traveling the scenic Inside Passage. Octopus Islands is part of the BC Marine Trail Association network; a series of campsites, resting areas and safe havens designed and cared for by recreational boaters and paddlers. Once connected, this marine trail will extend from Vancouver to Prince Rupert and down into Puget Sound. Our next stop was then through the rapids to ⑪ Shoal Bay, one of our most favourite spots. Quadra Island, Desolation Sound and the Discovery

Islands were the host to a large number of humpback and orca whales this year to the delight of residents and visitors alike.

With the great late summer weather that continued into early fall we were able to extend our season and get some great weekends along the coast.

I ran into a winch problem with the loss of my 'tang'. This is the finger that knocks the chain off the wildcat as the anchor is being retrieved. Fortunately, **David Huchthausen**, also a Stephens owner, has the same winch on his boat. **David** was kind enough to loan me the 'tang' off his windlass allowing me to cast one for MADERA. That's the spirit this association enjoys, and I'm very grateful for that. ♣



## Pacific Northwest Fleet

# October Pumpkin Cruise

Laura Stone Shifflette - PNW Vice Commodore



The Pacific Northwest CYA's traditional 'October Pumpkin Cruise' was celebrated on October 13th to 15th, on a glorious crisp and sunny fall weekend at the Harbour Village Marina at the north end of Lake Washington.

The attendees enjoyed complimentary moorage, pumpkin carving, an opulent potluck dinner lit with the glow of our carved pumpkins, and a wonderful breakfast the following morning aboard MITLITE. The weather was stunning, the marina welcoming, and the participants took full advantage of the adjacent Log Boom Park and Burke Gilman Trail. Vessels attending included MITLITE, ORBA, FREYA, MARIAN II, ADAGIO, SCANDALON, THELONIUS and the crews of FOREVERMORE and FAUN, who came by land or aboard other vessels. Many thanks to longtime organizers **Heather** and **David Ellis** and **Joel** and **Diane Van Ornum**, who put on a memorable and wonderful event. ♣



## Sometimes You Just Get Lucky The view from the decks of ONO

**P**eople are what make organizations go. I thank the folks that have contributed greatly over the years. In spite of our slowing membership, our organization has been lucky to pick up some new members recently that will give us some thrust in coming years. I don't know all the new members in other fleets but I thought I would complement the few that I am beginning to get to know. I totally take my hat off to your hard work.

In Canada, we have **Garth McBride** who has just permanently move from Berlin, Germany to Canada and will be our CYA Vice Commodore for 2018, and **Michael Topliss** who impresses all with enthusiasm and willingness to do the work.

In Northern California, Incoming Commodore **Scott Andrews** rebuilt his fine cruiser MAKOTO and now is working to help the association as our incoming 2018 CYA Commodore. **Gerry Kamilos**, with Trumpy ARFORA V, will be NC fleet Commodore next year and is already quite active and making a difference in the NC fleet.

**"I'd Rather Be Lucky Than Good"**

Lefty Gomez, 1908.

The PNW fleet has **Diane Lander** who has downsized from her incredible 92' OLYMPUS to a much more manageable and award-winning Dreamboat MARIAN II. Diane joins the CYA bridge next year as Rear Commodore with new boat enthusiasm. I am just getting to know **Jennie Dahlby** and **Christian Dahl**, having met each the first time at Bell

Street. **Jennie** did a good job this year as Commodore and I look forward to working with Christian as he moves into her spot for 2018. I believe they will both be influential in PNW for years.

Here in Southern California, we have **John Peckham** becoming our Commodore for 2018 and **Jim Kroeger** moving up to Vice Commodore. Both these gentlemen have only been members for a few years but have jumped in with both feet and great enthusiasm. Way to go guys. New members **Rick Ingold** and **Dean Kiser** brought us stunning PHANTOM from Portland as a complete surprise. Outstanding bit of luck for the SC fleet.

Thanks to all! ♣

*Best Regards, Commodore Rick*

## CYA's 50th Anniversary in 2020 – a Marketing and Outreach Opportunity

by Christine Rohde, SC Fleet Director

**A**s we approach our 50th Anniversary, less than 3 years away in 2020, let's ensure that the visions and camaraderie of our founders are strong within our fleets to help us to continue to grow and prosper.

Our membership numbers in CYA have been less than robust in recent years. At our annual Board meetings this past January we again discussed CYA's presence in the boating world and how to increase public awareness of the Classic Yacht Association. For several years we have had the goal of creating a brand and a public relations outreach program, but it has become apparent that to do this well requires a talent and knowledge and skill in Public Relations and Marketing.

While none of us on the Board seem to possess these skills, we have no doubt that there are a number of you, our members, who certainly do! The Board has approved the formation of an Outreach Committee which you can tailor to fit the needs of the task. Initial funding has also been

allocated. We need YOU to help us with marketing!!

Tasks that have been mentioned include creating graphic ads to run in appropriate publications, both print and electronic – perhaps a takeoff on "Rosie the Riveter" or "Uncle Sam Wants YOU!" It's also critical to increase and actively maintain our presence in the social media world. It would be useful to develop updated unified materials about CYA that all fleets can utilize in outreach so we reinforce our common brand, identity, and goals. Perhaps elicit from our fleets the strategies and methods they are using and what works for them, then share this information with all fleets as a source of new ideas. We're sure there are many more ideas we've never envisioned.

Those of you who have interest in helping create and implement a PR and outreach plan, or have ideas, please contact **Christine Rohde**, Southern California Fleet Director, 310-429-3028, or [sparklechristine@gmail.com](mailto:sparklechristine@gmail.com). ♣