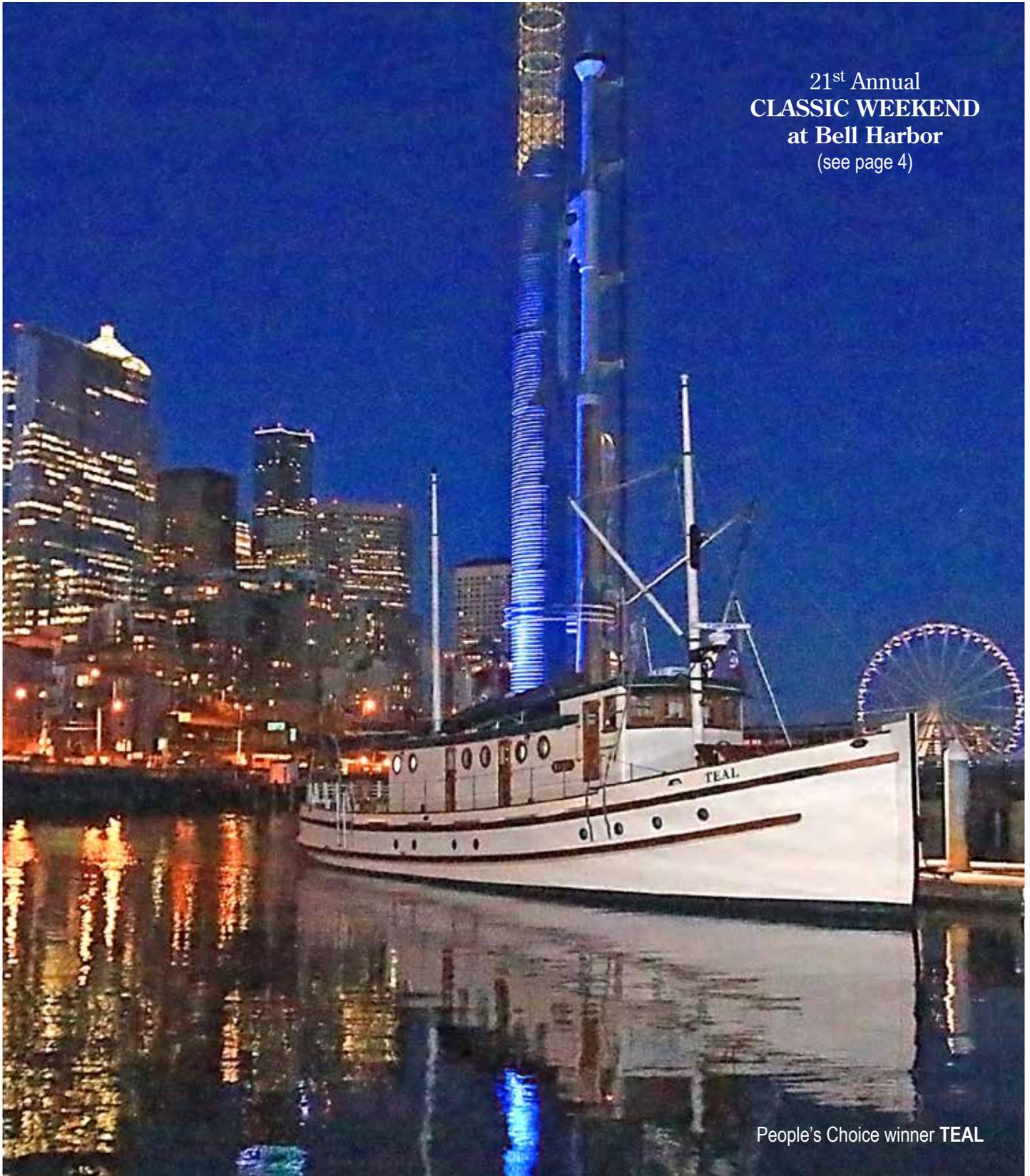


June 2017

Classic Yachting

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



21st Annual
CLASSIC WEEKEND
at Bell Harbor
(see page 4)

People's Choice winner **TEAL**

Photo by Rick Olson

Commodore's Comments

The 2017 boating season is upon us. It starts early in Southern California, although we did have an unusual amount of rain this year. It is raining today as I write this. Other fleets are already reporting their Spring weather and Opening Days celebrations happening. This is a very nice and a happy time of the year with a lot of good boating in front of us.

Our Southern California fleet Opening Day was held this year at a new venue for us, the Huntington Harbour Yacht Club. They treated us very well and I suspect we will be back for future events there. We had lovely Spring weather and many of us went kayaking in the miles long Bolsa Chica wetlands that are adjacent to the Yacht Club property. Dinners and brunches at the club, new friends, a progressive cocktail party, and a harbor cruise rounded out the weekend.

Over the years we have had many So Cal boats leave our waters for the north. It's so unusual for a northern boat to come south that I just felt compelled to note it. **Rick Ingold** from Newport Beach has purchased PHANTOM from Portland and it is now in Newport. I have his CYA application. PHANTOM looks fantastic and was a fifteen year CYA boat under the ownership of **Charles Kellogg** in Portland.

From the Board of Directors viewpoint, organizational business is going along without too many snags. **Dave Sharrock's** first ever CYA newsletter was very impressive and artistic. Aside from our printed version to members, **Dave** has some good ideas about sending out an electronic version to literally hundreds of people that might be interested in our yachts and the CYA itself. He did this for another organization and once the newsletter is digital and we have a mailing list, there is no cost involved in blasting it out to friends.



Janice Johnson-Palmer did a fine job of getting the roster out in a timely manner. It is such a good tool for us to use throughout the year. When I received mine I noticed that the back cover was on upside down. I assumed that they all had come out that way as a mistake from the printer. Later I found out that mine was the only one. What are the odds that one was done wrong and the Commodore would get that one. Pretty cool I think, I got the collectable one.

There is a committee of **Jim Sweeney, David Huchthausen,** and **Jim Paynton** who have been working on ideas for a CYA logo. So far the board has looked at several ideas and given feedback to the committee (see page 12).

There was a discussion as to if the fleets should pay for their honorary members portion of the national dues. It seems like there is need for future discussion on this and it has been put off until our next annual meeting. Currently the status quo is that the fleets do not pay but that may not have been the original intention.

ONO

Editor **Dave** asked me to talk a bit about **Elissa** and my classic yacht ONO. Many of you know the boat as it has been a member yacht for many years. This is its second term as CYA Flagship. In 2001 it was Flagship under the command of then National Commodore **David Medrano**.

I photographed the yacht for the Medrano's around 1998 and really have had a love affair with her ever since. It is narrow and fast with twin 671's and there is something about its shape that

is classic but streamlined. I remember commenting during the photo shoot that it was the Corvette of classic yachts. I loved all the bright work...but now that I am doing the varnishing, it can be a nightmare to keep up with. Little could I have predicted that some day she would be my boat. That is just good karma.

When I realized that the boat might be available, I was afraid to get my hopes up and afraid to mention it to **Elissa**.

Photos by Elissa Olson

Several weeks later, while out to dinner, and after a bottle of wine, I casually mentioned that ONO might be for sale. Expecting a NO WAY, I got a WAY. "We should check that out," she said calmly. I couldn't believe it as we already had three boats. My word, I am a lucky man.

We arranged to buy the yacht in April 2013 and I retired in April 2014 so I could spend a lot of time with her. We got rid of two other boats and now I concentrate on her upkeep. **Elissa** is unwinding from her business and I suspect we will be spending more and more time together on the yacht. She is berthed near the QUEEN MARY in Long Beach and it is an area that is loaded with things to do.

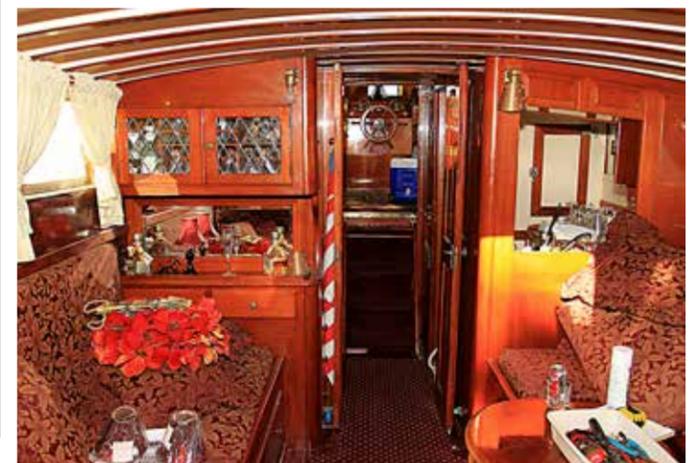
ONO is 48 feet and built by the Dawn Boat Company from Clason Point New York which was in the South Bronx. The company was purchased by Wheeler Yachts and Wheeler had a serious fire that destroyed the yard. There is a public park there now.

Several of these beautiful yachts have survived: ONO, PETREL in South Carolina, and SUNRISE NEW YORK, in Vancouver, and probably more that I am not aware of.

Most of these New York built yachts were designed with commuting in mind. Cruising from the city out the Long Island Sound or up the Hudson River to waterfront expansive estates. ONO however, went directly to Florida for fishing with her optional fly bridge. We do not have any history of that time but I did find a new fast yacht in the Caribbean, during prohibition, to raise the question about how much fishing was going on.

Elissa and I are looking forward to attending Bell Harbor this year as it has been on our to do list for 15 years. I wish we were bringing ONO with us. ⚓

Best Regards, Commodore Rick



Pacific North West Fleet

21st Annual Classic Weekend at Bell Harbor

by Diane Lander
PNW International Director



The wind and rain were out in force on Thursday, June 15 as a few classics braved the elements to make it to Bell Harbor early. The weather improved dramatically for the entrance into beautiful Bell Harbor in downtown Seattle of over 45 beautiful classic yachts which made up the fleet for the 21st time at Bell Street.

fireplace. Other Southern California fleet members **John** and **Uki Peckham** drove the scenic route to Washington on Highway 1. At the conclusion of the weekend, International Commodore **Rick Olson**, basking in the Seattle sunshine, concluded “this event is so hot that next year we are coming and bringing more people from California.” We certainly hope so!



Other distinguished visitors included the Commodore of the Canadian Fleet, **Michael Topliss** and his wife, **Audrey**, aboard **MADERA**, their 1953 52’ Stephens. They were delighted when former owners **John** and **Ellen Murphey** came aboard and then returned with a bag of historical information about the boat the next day. At Bell Harbor, the history of our boats and their people is



celebrated every single year. Other Canadian boats who made the long trip down included **LOUEDA** and **BIANCA**.

First time attendees included **DAWGWOOD**, **TEAL**, **TAHOE**, **LOUEDA** and **BIANCA**. Saturday night 90th

Come one come call to Bell Harbor Classic Weekend in 2018, Father’s Day weekend, June 15-17, 2018 where wooden boats are celebrated, old friendships renewed and new friendships made! We hope to see even more visitors from our other fleets next year!

The CYA PNW Fleet was delighted to welcome International Commodore **Rick Olson** and his wife **Elissa**, who is Commodore of the



Southern California Fleet. They were hosted aboard **RIPTIDE**, **Peter Reiss** and **Dennis Ballard’s** beautiful 1939 53’ Elco. On Thursday night amid the Seattle downpour, dinner on **RIPTIDE** was delightful with her electric fireplace going and my **MARIAN II** crew, consisting of two French Bulldogs, lounging in front of the



TEAL. This boat took the “People’s Choice Award” at our event.

Events included the Friday night dessert buffet and Flag Lowering Ceremony; great breakfasts on Saturday and Sunday morning; and our potluck on Saturday

evening. During the Saturday evening potluck, our PNW Fleet Commodore **Jennie Dahlby** addressed the crowd and M/C **Jim Paynton** noted the prevalence of female captains, noting that both **GYRFALCON** at 88’ is operated by **Captain Nancy Everds** and **TEAL** at 78’ is operated by **Captain Kit Pingree**.

Getting these big wooden yachts into Bell Harbor with her hairpin turn at the entry is no small feat.

Special thanks go to **Chip and Kristin Kochel** who have chaired this event

for 11 years, and of course to event founders and yearly contributors, **Jim and Margie Paynton**, who have been in attendance at the event aboard their lovely **Chris Craft, MARANEE**, since the first Bell Harbor in 1997. This event would not be possible without our generous event sponsors and the cooperation of the Port of Seattle, who coordinates the sponsorship of the event so that we can all enjoy free moorage for the weekend. Special thanks is also in order to our event photographer, **Tom Brayton**. ⚓



birthdays of our fleet were celebrated including the 90th birthday of **TEAL**, a 1927 78’ Kruse and Banks former Alaskan Fisheries patrol boat lovingly

and beautifully restored by **Kathleen “Kit” Pingree** of Friday Harbor, Washington. **Kit’s** daughter, **Carlene**, a professional cake baker, baked the lovely 90th birthday cake in the image of



Visit the CYA website (<http://cya.wildapricot.org>) to view more of his Bell Harbor Festival photos.



Photos by Tom Brayton

THE QUESTION OF INSURANCE COVERAGE FOR THE CLASSIC YACHT ASSOCIATION

by Jim Hackworth

The subject of insurance was one of the topics this year at the National Change of Watch. After many discussions and e-mails with all our fleet officers, I thought I would summarize what we talked about and how it affects the members.



Question: *I have my own insurance on the boat. Why do we need insurance for the CYA as a group?*



Answer: The CYA group policy extends coverage to all members and volunteers for any bodily injury and property damage the association might be held liable for. A CYA member should have their own insurance to protect their boat in the event of a covered loss. However, it's likely the association would be named in a lawsuit if an incident happened at a CYA event such as the Bell Street Rendezvous.



Question: *Does it cover just liability associated with CYA events and activities or will it cover any boat related liability for CYA members?*

Answer: Yes and No. Yes, the policy will respond to a liability claim associated with a CYA event or activity. No, it does not cover any boat related liability to the ownership of an individual's vessel. This is why each member has to have their own boat insurance. The CYA group policy will pay for attorney defense costs and any court judgement amount (up to the policy limits) for the members, but only if the CYA as a group / association identity is specifically named in the lawsuit.



Question: *Does it matter whether the CYA sponsors or hosts an event or just participates in one?*

Answer: Since there is no definition of a sponsored event in the policy language, the policy will respond whether the CYA participates in, or sponsors, an event. Example, the Northern California Fleet's Lighted Boat Parade is sponsored



by the Marin Yacht Club. They are organizing the event and the CYA members are invited to participate. The Bell Street Rendezvous is an example of a hosted event by the CYA where they are inviting the public to the boat show. The insurance will respond to either scenario if the CYA is named in a lawsuit for bodily injury or property damage to a third party.

Question: *Do we have insurance for the fleet's director or officers?*

Answer: Yes, we have Directors and Officers coverage. This protects the CYA Board of Directors from any wrongful or personal injury acts against a 3rd party. A "Wrongful Act" means any actual or alleged act, error, omission, misstatement, misleading statement, neglect or breach of duties. A "Personal Injury Act" means any actual or alleged malicious prosecution, invasion of privacy, wrongful entry or eviction, libel, slander or defamation. This policy will pay the defense costs and any judgment amount up to the policy limit. This coverage is designed to cover decisions made by the board, not bodily injury or property damage claims like the other policy does. Examples might be the board's failure to adhere to the CYA's by-laws or a breach of fiduciary duties.

Question: *Our local fleet is putting together an event and the marina wants proof of insurance. Who do I call and is there an additional charge to add them to our policy?*

Answer: Please contact Jim at Hackworth Insurance (800-894-9224) to request proof of insurance. There is no additional charge to add them to the policy and it's available for all CYA events. We will work with the marina or any other entity to send proof and answer any questions they may have. ⚓

New Classic Members



Paul Drayna
AFTON
35' 1935 Neil Banks
PNW Fleet
Seattle, WA
Rick Etsell, Sponsor



Per and Erika Hammarlund
ALLURE
43' 1931 Stephens Brothers
NC Fleet
San Rafael, CA
Scott Andrews, Sponsor

Affiliate Reinstatements

Jason and Marissa Smith
Coquette
50' 1974 Stephens Brothers
PNW Fleet
Seattle, WA

Peter Brachvogel and Stella Carosso
Stella Maris
33' 1966 Owens
PNW Fleet
Bainbridge Island, WA

New Vintage Member



Laura Macdonald and Matt Parsons
DAWGWOOD
33' 1955 Chris Craft
PNW Fleet
Seattle, WA
David Huchthausen, Sponsor

New Affiliate Members

Bill Adams and Sandra Brown
(no vessel)
NC Fleet
San Francisco, CA
Martin McNair, Sponsor

Steven and Barbara Clift
FELLOWSHIP
75' 1955 Star Shipyard
PNW Fleet
Tacoma, WA
John Hylton, Sponsor



In your travels this summer, and especially when you meet other classic yacht owners, please remember to promote membership in the Classic Yacht Association.

All's Well that Ends Well

Submitted by:
Mike O'Brien
Member #319
Fleet Historian

Canadian Fleet

It was with a sense of deep sadness that Peggy and I read Wayne Hartrick's Oct. 26, 2016 email inviting us to a farewell party at the Royal Vancouver Yacht Club marking the sale of M.V. RHINEGOLD. She had been sold to someone from Rhode Island, U.S.A. RHINEGOLD is the oldest member of the Canadian Fleet of the CYA and has graced the Vancouver waterfront since her launching in 1911. She occupies shelter #1 at the RVYC station in Coal Harbour and is the oldest member of that club.

Her lovely canoe stern leaves barely a ripple on the water as she slides along at a graceful 8 knots heading for her shed at the Royal Vancouver Yacht Club where she has been berthed for most of her one hundred years. Colonel Colin Ferrie kept her there for the duration of his ownership of almost 60 years and her present owner, Wayne Hartrick, continues to have covered moorage at RVYC. RHINEGOLD is a rare example of an almost

unaltered and intact power boat built at a time when "gas powered launches" were a rarity. She was a social hit for her owner, Maxwell Theopolis Davies III, son of a wealthy English family who sent him to the logging outpost of Vancouver with his own cook and valet! Originally powered by a 25HP Buffalo engine, RHINEGOLD now sports her fourth power plant, a modern, reliable, 50HP Isuzu diesel, in her thirty-five foot, six-inch long, eight-foot, six-inch beam Fir on Oak hull. Peter Vassilopoulos in his seminal work on Classic Yachts, 'Antiques Afloat', tells the story of her name which is reported to be a misspelling of "Rheingold" from the Wagnerian opera. The tale revolves around the recovery of gold stolen from the fairies of the Rhine River. In any event, RHINEGOLD was her name in 1911 and she carries it with pride today. Also unchanged is the beautiful teak steering station in the cockpit at the far aft of the yacht. RHINEGOLD's interior is



elegantly appointed with such rare items as a Pullman sink in her tiny but pristine head.

After 28 years of ownership, Wayne had marketed RHINEGOLD extensively, looking for that one owner who had the interest and means to keep her in pristine condition and he was now inviting past owners, friends and contributors to a going away party to say good bye to this cherished yacht and where we could meet the new owner, Dean Cycon.

At RVYC we were regaled by stories past and present from former owners of RHINEGOLD, including the son of long-time owner, Colin Ferrie, Club members and finally, the new owner. Listening to Dean and conversing with him during the event eased my concern to a large degree. He is a passionate man with wood sailboat experience and a deep sense of history. Many agreed that, if RHINEGOLD had to go to a foreign country, Dean would ensure her integrity.

As I was drafting this story two days after the October 30 party, I had a phone call from a very excited Wayne Hartrick who said: "Mike, don't ask any questions, but hold off on the article for a few days." Well, I have known Wayne for more than 30 years and trust his judgment implicitly, so I waited....and waited....and waited....until November 6.

Wayne phoned and told me the incredible story of Rhinegold's cruise across Coal Harbour to False Creek where she was scheduled to be hauled out, shrink wrapped and placed on a low bed for her trip across Canada, down the US East Coast to her final destination of Rhode Island.

Fifteen minutes before landing, Wayne had received a 'phone call from the boat broker who had marketed RHINEGOLD: "Wayne, a RVYC member wants to buy RHINEGOLD and keep her in Vancouver."

Wayne turned to Dean and relayed the message. Like all of us, Wayne had preferred to keep RHINEGOLD in Canada, but felt that first and foremost, the buyer had to be the right one. Wayne knew the RVYC late bidder and respected his ability to use and maintain such a historic vessel, but also deeply felt his commitment to Dean who had put such effort into acquiring RHINEGOLD.

To Wayne's astonishment, Dean said, that after his firsthand experience of the affection for



RHINEGOLD at RVYC and in Vancouver, he would relinquish his purchase! The lift was cancelled and back to her home at RVYC she sailed!

I have communicated with the new owner, Doug Day, who is eager to maintain RHINEGOLD as part of RVYC where he already has a wood Monk McQueen and

whose application for membership in CYA has already been approved by the Membership Committee. Long time RVYC member and past CYA Commodore Randy Olafson is enthusiastic about Doug's potential contribution to CYA.

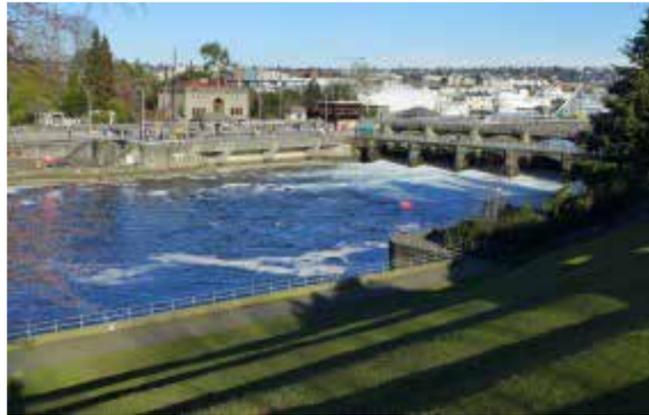
Peggy and I breathed a huge sigh of relief that this iconic vessel will continue to grace our Canadian waters and are looking forward to cruising with RHINEGOLD again.

So, what is the moral of this tale? Good things happen not only to good people but because of good people and I rank Dean Cycon right up there on the list, along with Wayne and Doug. ⚓

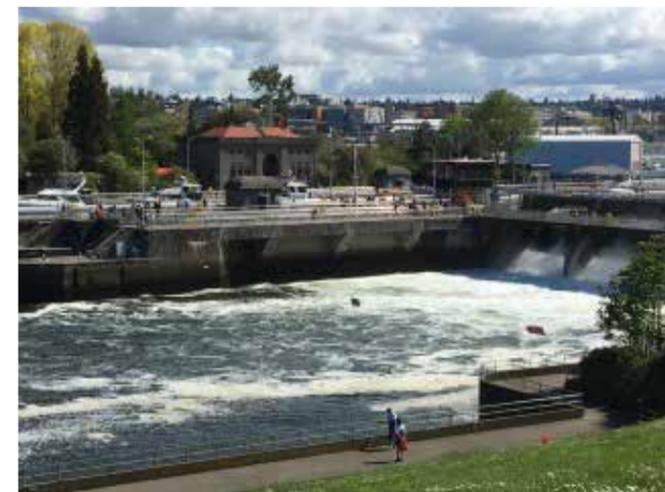
Pacific North West Fleet

Celebrating 100 years of the Ballard Locks

by Ken Meyer 2017 CYA International Staff Commodore

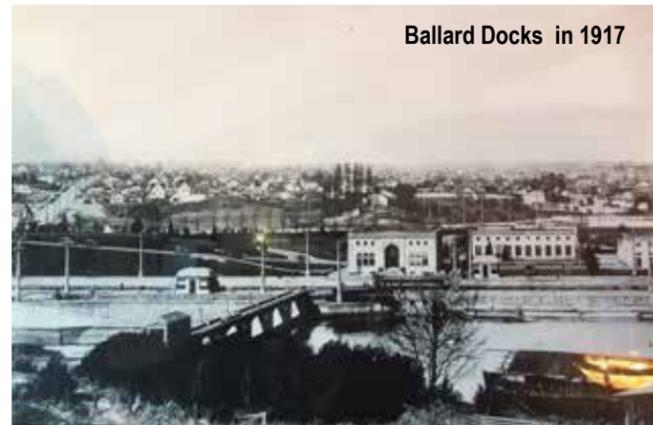


As a denizen of Ballard, Washington, I have the privilege of living only a few short blocks from the Hiram Chittenden Ballard Locks. They, for a hundred years, have been the connecting water link between the salt water of the Salish Sea (Puget Sound) and the three inner fresh water lakes that lie inside their great gates. The cities of Seattle, Bellevue, and Issaquah surround these lakes. This was not always so, as prior to mid 19th century there were other sites possible, but the Duwamish river/ Black river dredging, the Beacon Hill Cut and the downtown cut, were eliminated. The tidewater outlet to Lake Union seemed most promising. The wrangling subterfuge, fees, real estate, the natural resources of timber, coal and fish, kept the



process in debate. In 1895, a young engineer named Hiram M. Chittenden was awarded the task by the US Corps of Engineers to design and complete the Lake Washington Ship Canal. Primarily, this included the locks to transit the difference in water heights (as much as 22 feet), and to make level the heights of Lake Sammamish, Lake Washington and Lake Union. The far thinking Chittenden also planned a fish ladder to augment the spawning salmon.

The locks are the second most visited free tourist attraction in Seattle, only to the famed Pike Street Market. Each year thousands of tourists visit the locks, and 500,000 salmon enter the ladder. Underwater glass windows



Ballard Docks in 1917

give one the chance to view the salmon which, in the fall, often are shoulder to shoulder. The grounds also has a beautiful garden and arboretum, a favorite place for a summer picnic and to take in a Sunday summer band concert. The administration area also has a theater for a video of the locks, gift shop, and docents that give guided tours of the locks and the



Empty locks. Note the size of the lock compared to the people near the gate

grounds. The monolithic concrete main structure is a monument to architecture with its tiled roof and Palladian windows. It was designed by **Carl F. Gould** who later became the first chairman of the Univ. of Washington department of Architecture.



Currently there are 50,000 vessels that go through the locks each year. It is the most used locks in north America (numbers not tonnage). The

locks are free to transit and are kept operating 24 / 7 under the administration of the US Corps of Engineers. The locks service mostly commercial vessels which have priority. Recreational boats have only to wait their turn.

I have not talked to anyone who has transited the locks that does not want to tell me their story. I, myself, have “locked out” many times on many



different vessels, sometimes solo and often times as a crew member. I have been bumped, spun around, and my boat damaged, but I have not seen it all. Usually the transiting is uneventful. It seems like each time is unique. That is why there are so many stories. Even some of our well known CYA captains have a story about



how they are “never going to take their boat through the locks” no matter what the event or occasion. For the most part, all will go well if one follows a few basic notions. First, look at a website and a video for some basic instructions, have your lines ready, put out fenders on both sides and plenty of them, proceed slowly, and listen for instructions from the lock masters.



During the 100 years of service, many historic boats have transited the locks, and many events are worth noting. I would call your attention to the websites <makingthecut.org> <BallardLocks.org> <www.MyBallard.com> as some of the most comprehensive and the best. Many photos, videos, and diagrams will guide you through the years of one of Seattle’s best known places and one that touches every boater, whether on the water or not.

The first celebration for the locks was July 4, 1917, where an estimated 50,000 people attended the festivities. As part of that event, forty boats participated in the parade. On July 9, 2017, a parade will again commemorate the 100th anniversary. Of the original forty boats we know, at least two are still running. The first is the GLORY BE which is owned by CYA /PNW fleet member **Betsy Davis**. The second is the renamed boat KEEWAYDIN formerly known by HONEY BOY. It is anticipated that these two boats and 50 other registered boats will glide by the historic locks to show homage to the vision of the creators, the maintainers, and persons of vision connected to the Hiram M. Chittenden Locks and Gardens.



KEEWAYDIN

Many activities are planned and it will be a grand event to celebrate this waterfront legacy. ⚓

Last Page Floatsam & Jetsom

An Open Letter

Dear Ken Myer and the Classic Yacht Association,

The Antique and Classic Boat Society (ACBS) has created a Marque Club directory on the ACBS website. I am happy to inform you, the Classic Yacht Association has been added to the online club directory. The ACBS website is averaging close to 4,000 users per month. I hope the online directory will drive more traffic to your club's website. In addition, your club is listed in the ACBS printed directory. Nearly 4,000 copies of the printed directory will be mailed out later this month.

You may view the listing for your club by visiting <http://marque.acbs.org/>. Please make sure the information for your club is correct. If there are any changes, you may submit those to ACBS by replying to this email.

As you may know, The Antique and Classic Boat Society is the largest vintage boat society in the world with approximately 12,000 members and 54 chapters in the U.S., Canada, and France.

I hope that you will consider adding the ACBS logo with a link to the ACBS website (www.acbs.org) on your club's website. I am happy to send you a copy of the ACBS logo for your club's website.

As the new Executive Director for the ACBS, I look forward to developing a stronger relationship with clubs like yours.

You may contact me with questions.

Best regards,
Dan Gyoerkoe
Executive Director

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!

Deadline for September issue - August 15

Deadline for December issue - November 15

Logo Development Issues

Given the recent change in pennant shape from triangular to swallowtail, and the focused effort at unity by having all vessels fly the same burgee, the "two flag" logo was rendered obsolete. A new logo was needed.

The members of the Logo Committee, **David Huchthausen**, **Jim Sweeney**, and **Jim Paynton**, reported back on the charge from last January's Board Meeting to make recommendations on a new logo for CYA. Two designs were passed on to the CYA Directors for final approval but it seems that, in general, that there was no consensus that one design was "just what we want". Each designs had positive votes but many concerns and changes were indicated for both logos .



- Too collegiate
- Looks too military or political
- Reminiscent of the US flag



Classic Yacht Association

- Too frantic, wild, nervous and wavy (but shows energy)
- Too wide at the V, the C is not in the wave
- Swallowtail needs work

We wish to thank the committee for their work so far on this and look forward to seeing their further efforts - Rick

As a graphic designer, I feel your pain - Dave