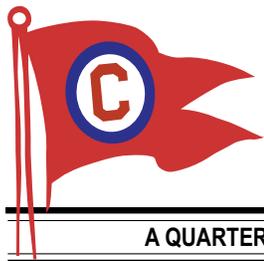


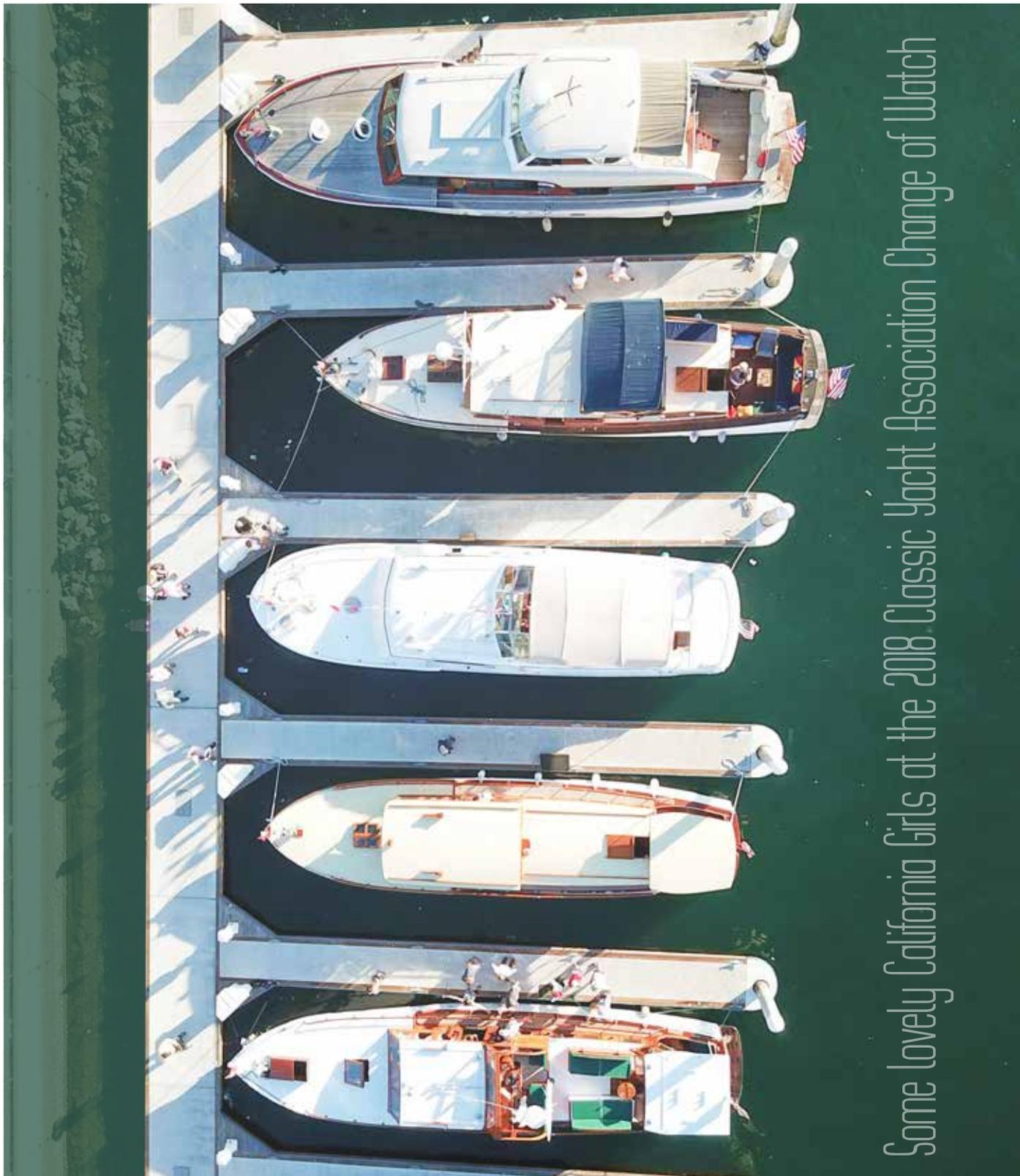
Winter 2018



Classic Yachting

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

Photo by George Homenko



Some lovely California Girls at the 2018 Classic Yacht Association Change of Watch

Commodore's Report

Ahoy CYA Members!

I am pleased to have taken the helm of our organization from the very capable hands of **Rick Olson**, and I am looking forward to a year of progress and growth for the



Association. This year we have pulled together a wonderful bridge with **Garth McBride** and **Diane Lander** both of whom bring a wealth of experience and wisdom to the Board.

We held our annual meeting in Marina del Rey, California, hosted by the Southern California fleet. I want to start my term by extending a huge thank you to the SC Fleet Change of Watch Committee (**Christine Rohde**, **Christianne Clark**, **Rick and Elissa Olson**, **John Peckham**, **Teri and Larry Walker**, **Jim Kroeger** and **Janet Beggs**, and **Nora Lesnet**). This group organized a delightful event at the Jamaica Bay Inn, including a Friday tour of the

Reagan Museum and the Nethercutt Automotive Museum, and a lovely dinner overlooking the Marina Del Rey harbor.



We all enjoyed a welcome reception aboard the magnificent 105 foot 1929 SOBRE LAS OLAS, and Saturday afternoon, most of the attendees took to the water aboard five CYA boats: ATHENA (1929 Stephens owned by **Wayne and Dianna Ettel**), MINDFUL (1955 Chris-Craft owned by **Bill Brantley**), CONQUEST (1929 Stephens owned by **David and Margaret Waite**), SPARKLE (1950 Chris-Craft owned by **Christine Rohde**), and last year's CYA Flagship ONO (1929 Dawn owned by **Rick and Elissa Olson**). **Susan** and I were especially delighted when **Wayne Ettel** extended the cruise on ATHENA with a fast romp out into Santa Monica Bay. If you have not seen her, I encourage you to have a look at this magnificently restored yacht. I grew up in the LA area, and had never seen the basin from that perspective. It was also a particularly beautiful day, which made being out on the water that much more enjoyable!

The change of watch is also a great time to reconnect with old friends, many of whom we see only once a year. For me, one such kindred spirit is **Tom Burnett** of the Canadian

fleet. He and I have both done extensive restoration work on our boats over the years, and so are brothers in saw dust and varnish, so to speak. He attended with fellow Canadian fleet member **Bruce Grey** (SOJOURNER), and we shared more than a few adult beverages at the bar. (It's pretty entertaining to see



people at the bar gathered around a laptop sharing photos of old boats!). This year I learned that it is now OK to view the starboard side of GLENNIFER – one of the oldest boats in the CYA (1912). There were many other such mini reunions at the event. This is part of what makes the CYA such a great organization and why we enjoy attending these events.

As Commodore, I have two key goals for the organization: Growing our membership, and strengthening our finances. As many of you are aware, every year we lose a few members. Some pass over the bar, some sell their boats, and some just move on. Because the quality of the boats is important, we didn't want to short change the boat membership information, but we did want to make it easier to get engaged in the CYA.

At the Board meeting we made some significant changes to the membership rules. First, there is no longer an Affiliate Membership level. All members join as "Members", and they can do this simply by providing their contact information and paying their dues. This process is so simple that **Rick Etsell** (who has graciously taken back the task of CYA Webmaster – THANK YOU!!) has now automated the membership process on the web site. In today's fast paced world, we wanted to make it possible for a boat enthusiast to, for example, join the CYA while at a boat event, using their smartphone.



Rick is well on the way to having that implemented. The Classic and Vintage boat classifications remain unchanged, but now you can join instantly, and submit the boat information

after that. One good side effect of this is that members can get involved and discover the wealth of CYA support before doing the harder work of preparing a complete boat application, all of which is easier when you have CYA friends to support you.

The Northern California fleet has, for several years, subsidized their newsletter with modest advertisements from local marine services, insurance brokers and marinas. Not only has this helped offset the cost of the newsletter, it has also provided a resource for the members, and helped support the classic yacht ecosystem. At the Board meeting we established a task force to explore selling advertisements in the "international" CYA newsletter. Printing and

mailing of the newsletter represents a substantial cost to the Association, and offsetting this cost with a few paid advertisements should allow us to continue publishing the larger version that **Dave Sharrock** has developed without eroding the Association's bottom line.



In support of our focus on outreach and membership, we have also established a group to organize the image and branding for the CYA, based on the current burgee design and some refined versions of our logo. We hope to develop a user guide with sample logos of different sizes and other art and templates available on the website. These can then be used in CYA materials to present a uniform and refined image in all of our printed and online materials. Anyone interested in supporting this effort should contact me.

Lastly, to further secure the financial integrity of the Association, we decided to raise the dues slightly by \$15 per year. This will take effect next year for the 2019 dues. We are hopeful that the enhanced newsletter combined with a growing membership, and engagement with local and national resources for classic yachting, will result in substantially greater value for the membership to offset this increase.

This year, I also hope to take advantage of our 501(c)(3) non-profit status to explore grant opportunities. For example, one long term goal is to expand on the "Boat Pages" section of the web site by creating a curated archive of every vintage and classic yacht we are able to identify. That cannot only produce more potential members, but can serve to support the preservation of these fine old boats.

I look forward to a wonderful cruising season, and encourage everyone to participate in the many CYA fleet events planned for 2018. ⚓

Scott Andrews - 2018 Classic Yacht Association Commodore

New Classic Members



Robert Sesar and Roberta Montero
SKAL
 34' 1928 Stephens Brothers
 NC Fleet
 Vallejo, CA
 Scott Andrews, sponsor



John and Yuki Peckham
LARK
 38' 1932 Fellows & Stewart
 SC Fleet
 San Pedro, CA
 Christine Rohde, sponsor



Kathy Weber and Bill Shain
COMRADE
 38' 1930 Franck & McCrary
 PNW Fleet
 Everett, WA
 Bob Birdseye, sponsor



David Carter, Captain
Olympus
 92' 1929 New York Launch & Engine
 USA Fleet
 New York, NY
 Diane Lander and Rick Etsell, sponsors

Reinstatements

Kuhrt Wieneke
LINMAR
 78' 1933 New York Launch & Engine
 PNW Fleet
 Seattle, WA

Erik and Aspin Teevin
 North Pacific Expeditions
SEA STAR
 85' 1965 Burger Boat Co.
 PNW Fleet
 Larry Benson, sponsor

New Vintage Members



Marc W. Harrington
NAVILLUS
 50' 1963 Stephens Brothers
 NC Fleet
 Sausalito, CA
 Stuart Kiehl, sponsor



Steve and Lisa Vanek
GRACIE
 28' 1962 Grandy
 PNW Fleet
 Portland, OR
 Lebens, Keane & Finks, sponsors



Jonathan Arambel
FIREBIRD
 43' 1959 Stephens Brothers
 NC Fleet
 San Rafael, CA
 Gerry Kamilos, sponsor



Rick and Julia Grover
PEARL
 32' 1959 Chris-Craft
 PNW Fleet
 Seattle, WA
 Jim Paynton, sponsor

Additional Vessel

Michael Efler and Erin Leader
ENCORE
 18' 6" 1993 Simon Fletcher
 PNW Fleet
 Bainbridge Island, WA

CYA Grants Two New Honorary Members

At its January meetings, the Board of CYA affirmed two new Honorary members to the Association. Both were nominated by the Pacific Northwest Fleet, and have long been known to our Association members, including many who are not located in the PNW region. Most recently, both have been fleet Honorary members of the PNW fleet.

The first is the **DANNY J**, located in Homer, Alaska. This vessel, designed by Ed Monk Sr., was originally built for the U.S. Army in 1941 for the purpose of ship-to-shore transport during World War II. The “J” boat, as this style of vessel was called, came in a variety of lengths, and was equipped to be lifted on and off large troop carriers. After the war, DANNY J was sold by the government, and in her new civilian life carried Coast Guardsmen from Kodiak Harbor to Spruce Island. In 1966, she was purchased by Narrows, Inc. of Halibut Cove and revamped as a passenger



ferry. Since 1966, the DANNY J has worked in Homer as a Kachemak Bay ferry, where she still makes three round trips per day from Memorial Day to Labor Day between Homer, Gull Island, and Halibut Cove. In 1975, DANNY J was purchased by Marian Beck, and since that time has been skippered almost continuously by women captains.



The second Honorary Member is the **CENTER FOR WOODEN BOATS**, located on Lake Union in Seattle. In its nomination statement, the PNW fleet said, “Clearly, the Mission and the Vision of the Center for Wooden Boats closely mirrors the vision that the Classic Yacht Association holds so dearly.” Their Mission is “To provide a gathering place where maritime history comes alive through direct experience and our small craft heritage is enjoyed, preserved, and passed along to future generations.” Their Vision includes preservation; inspiring youth; lifelong learning connecting people of all ages to their culture and their physical world; engaging the community; accessibility to waterways; and inspiring through modeling a community-based, hands-on maritime inclusiveness.

Welcome to CYA, DANNY J and the CENTER FOR WOODEN BOATS! ⚓

CYA Website News

Rick Etsell, CYA Webmaster

Although we are not yet where we want to be with our website, there have been some improvements that we are happy to report on:

1 Our Main site URL is now back to ClassicYacht.org – that’s where the public is directed, and where all the basic information about CYA is. It includes information about joining, Fleet information and detailed list of events (also a calendar view of coming events), a chronological listing of all member boats (the “CYA Yacht Register”), classified ads (free for anyone to use), and research pages covering historical information about various builders and designers. (And don’t forget the “Search” box always at the top right of the screen – enter a boat name, event name, etc., to pull up a list of everywhere it is found on the site.)

2 Our membership records are still handled by the Wild Apricot Membership system, and links are provided on our main site for members to navigate directly to their WA profile and other pages contained there. (Those pages still begin with cya.wildapricot.org.) At this point, we will continue to use that system for membership renewals, email blasts, etc. However we are actively studying other options, and hope to be able to streamline things even more.

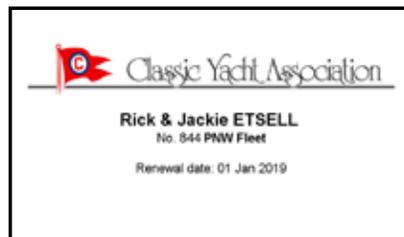
3 We have successfully implemented an online new-member application process, in accordance with the changes made at the January annual meeting. The new procedure is that all new members are accepted as a “Member” first, and then can submit their yacht for approval (or not), and if approved, their member type will change to “Classic” or “Vintage”. (The “Affiliate” category has been eliminated.) To join online, a prospective member just has to fill out contact information, choice of fleet and pay dues to become members instantly. The vessel approval process is handled by a separate form, and can be submitted at any time. That form will accept all information needed, including hi-res photos. The hope is that people will not hesitate to join, even if they don’t have all the bits and pieces needed to secure approval of their vessel. They can join

immediately, and can request a sponsor, or other help in writing their histories, getting good quality photos, etc.

4 There have been some improvements in the Wild Apricot system as well:

- Our email blasts now go to both spouse/partners listed for a member (they used to go only to the first email listed.)

- Members are now able to print their own membership cards, or download them to their phones (which should work just as well for obtaining discounts, etc.) Just go to your Member Profile page, and the card is right there, with the option to download as a pdf document file or png image file. Now we don’t have to wait until the Roster is printed to get new cards!



- There is now a free app for iPhones (Android coming), that allows you to view the entire

CYA Roster on your phone. Just go to the App Store and search for Wild Apricot, then download the “Wild Apricot Member” app. You will need to log into the app with your username and password.

- Wild Apricot has promised to add E-Commerce capabilities soon. When that happens, we are planning to create an online “Ship’s Store” to begin offering CYA branded goods for sale. Stay tuned . . .

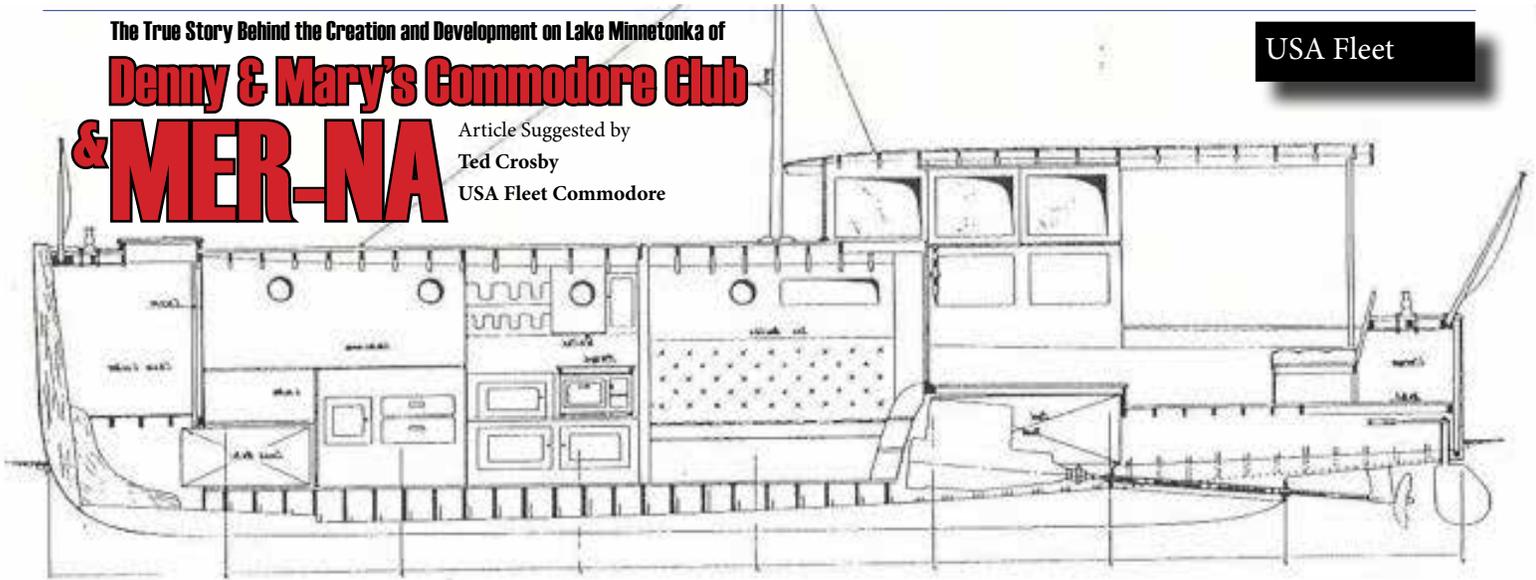
A final note: I appreciate all the support and feedback I’ve received from members over the last few months, and want to encourage members to participate in the operation and upkeep of our site. If you see something that’s not working right, needs updating, or have an idea for an improvement, please feel free to pass it on! To help with that, I have included a form on the website for submitting trouble reports or general feedback. The “Website Update Request” form can be found under “Member Resources” in the right sidebar column. Chances are if you’re having a problem on the site, someone else is too! ⚓

The True Story Behind the Creation and Development on Lake Minnetonka of

Denny & Mary's Commodore Club & MER-NA

Article Suggested by
Ted Crosby
USA Fleet Commodore

USA Fleet



As self-proclaimed “Boat-a-holics”, **Denny Newell** and his wife **Mary** found themselves between boats in 1992. Actually, they did own a piece of a vintage boat – the forward half of a 1934 Chris-Craft that had been transformed into a gleaming teak bar. **Denny** had won the bar by buying a \$10 raffle ticket at the Antique & Classic Boat Society’s annual meeting in 1990 on Macinac Island in Michigan. Two years later the **Newells** had moved to a new home in Minnesota. Down the hill from the home were a large dock and a storage shed that had been grandfathered into the property. The Chris-Craft bar and Denny’s collection of “nautical nonsense” were installed there to create a club house for their new neighbourhood organization they called the “Commodore Club”. All 50 members are considered commodores and schooled in the secret handshake and club guidelines. They are then instructed to visit a local military supply store and to purchase a white shirt with epaulets and adorn it with as many oak leaf clusters and bric-a-brac as they think they

deserve. (The Classic Yacht Association is applying for reciprocal privileges.)

Owning only half of a vintage boat didn’t quite satisfy their vintage boat passions and in 1994, the Newells noticed an ad for a 1930’s “Dreamboat” in *Wooden Boat Magazine*. She was a 36’ raised-deck cruiser built as one of the 25 famous Blanchard “Dreamboats” that had become the trademark of N.J.



Blanchard Boat Company in Seattle Washington from 1907-1930. MER-NA (hull #25) was the last to be built by the company. Although Ottis Cutting, owner of the Lake Union Drydock and a neighbor to the Blanchard yard had actually developed the “Lake Union Dreamboat” design in 1910 and had held the copyright for the name “Lake Union Dreamboat”, most of the Northwest’s raised deck cruisers of that era have become generically known as “Dreamboats.” *

MER-NA’s original buyers were **Mervin and Naomi Troyer** who purchased the boat at the first Seattle Boat show in 1930 for \$5,500. The sale included everything needed to sail away (which included the dinghy, fenders, lifejackets, dishes, glasses, silverware, docking lines and all other necessities). *Pacific Motor Boat Magazine*, reviewing the event, featured the Blanchard cruiser as “the most outstanding exhibit at the show.”

Denny & Mary flew out to Seattle, took one look at the Dreamboat’s vintage bronze hardware, original cast-iron oven, crystal light fixtures and elegant burgundy mohair



The Commodore Club



*Top: L-R: Aft Deck, Saloon & Galley
Below: L- Wheel House, R- Newells*



was completely stripped. The forward keel and garboards were found to be rotten and were replaced.

upholstery and immediately fell in love with it. They bought MER-NA and had her shipped back to Lake Minnetonka in Minnesota, where she immediately started winning awards in the local antique and wooden boat shows.

Although Blanchard designed and built wonderful boats and MER-NA's string of previous owners did a great job of keeping her going, there is always ongoing restoration work necessary for any vintage boat necessary to uphold the tradition, loving her until it's time for her to visit yet another boatkeeper to take over her care.

On purchase, in 2004, she needed new through-hull fittings to be installed and the electrical system had to be completely rewired and refused. In 2007, the galvanic isolator, inverter and charger were replaced and the hull

New ribs were also sistered to the forward 4 stations. All other wood was in excellent shape and is documented with photos. The entire hull was refastened with 4000 hot-dipped, galvanized screws with each head being sealed using 2-part West epoxy. Wood below the waterline was recaulked. The entire boat was repainted with 2 coats primer and 3 topcoats. Then, in 2015, the transom was completely rebuilt, with Freedom Boat Service and St. Paul Shipwrights accomplishing the restoration work.

MER-NA has been featured in 15 publications and is the recipient of a dozen boat show awards. She still plies the waters of Lake Minnetonka from May to late October. The **Newells** are well known for her signature dinners prepared and cooked on MER-NA's original cast iron stove as well as nightcaps, boating yarns and tall tales on their return to Woolsey Channel Commodore Club. ⚓

Mer-Na website: <http://www.mernayacht.com>

Pacific Northwest Fleet

Dear Commodore **Scott Andrews**,
February 7, 2018

While we are still dealing with cold weather in the Pacific Northwest, we have started to see more sunlight. After the COW meeting at Marina del Rey, our Bridge has solidified our schedule of events for the coming year. Aside from the some of the major events such as Opening day the first weekend of May, we have added several new events that are now posted on the CYA website. The Astoria Weekend at the Columbia Maritime Museum May 18-20th is shaping up to be an interesting trip to a beautiful city on the Columbia River. With new funding already arranged, we plan to make the Bell Street Classic weekend a more interesting event for both the members attending, but also a great showing of vessels for the visitors to the Seattle Waterfront.

We have an opportunity to replace a previously popular gathering in the Gulf Islands for those traveling between the Vancouver and Victoria Boat Festivals with a Rendezvous

on Decatur Island in the San Juan's. If you cannot arrive with your own vessel, we can arrange to accommodate members arriving from Anacortes. One of the long standing Lake Union events at the Center for Wooden Boats is also changing. They have rescheduled their Festival from the July 4th holiday to the end of September. The PNW fleet is planning to have their Annual meeting that weekend. We hope to help establish some new traditions as this will represent one of the last summer events. With over 20 events planned in 2018, we hope to stay busy through the end of the year and offer something for everyone in CYA to come and visit the Salish Sea.



I am fortunate to have an active bridge this year. We have great representation on the CYA Board of Directors, and officers or port captains with skills and energy to get these events organized and completed. We have several new members, and many of our quieter members are hoping to attend more events. More to come as we get the boating season under way!

Respectfully Submitted,
Christian Dahl, M.D.
Commodore PNW Fleet ⚓

2018 Bell Street Classic Weekend

By *Diane Lander*

*All members of all fleets
are cordially invited
to attend the*

**2018
Bell Street
Classic Weekend**

*to be held on June 15-17,
2018 at the beautiful Bell Street
Marina on the Seattle Waterfront.*

As the largest event sponsored by the PNW fleet, the Bell Street event has been taking place now for over 20 years. Expect to see between 50 and 60 beautiful boats on display, many available for boarding. Social events include the Friday night dessert event, breakfasts on the dock on Saturday and Sunday, and the Saturday night dinner. Each year, a marque class of boat is celebrated. This year's marque class will be Blanchard Boatyard Built boats, including the 100' motor yacht Malibu, the Faun, and the largest sailboat ever built by Blanchard, the Red Jacket. We

expect many more Blanchard Boats to sign up, and if you are a Blanchard Boat owner from elsewhere in the country, this would be a delightful event for you to attend. While we can never guarantee the Seattle weather in June, what we can guarantee all of you is a really great time and boats, boats, boats! There are many local hotels to stay in near the waterfront. Make your plans to attend now. Contact event chair, **Diane Lander**, at 206-919-5099 or dianelanders@outlook.com to let her know you may attend so that we can be sure we have enough food and beverages for you. ⚓