



Classic Yachting

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

Change of Watch 2024 in San Diego, CA January 13-14

“If you build it, they will come.”
 from the movie, *Field of Dreams*.

Change of Watch is right around the corner. Thank you to all who registered and are coming. We are going to have a great mixed group of attendees, including Classic Yacht Association veterans and newer members who are attending their first Change of Watch. Just what we wanted.

I feel a bit like the Kevin Costner character in the movie. Putting something together on the blind faith that people will come. Several years ago, Southern California Fleet members realized that it would be our turn to host the Association Change of Watch soon. This was during mid-Covid shutdowns and no one could predict where we would be by January 2024. San Diego kept coming to the top of the list. It is a wonderful warm-weather city with lots of maritime history. It has a great waterfront area and is new destination for the Classic Yacht Association.



Sunset over San Diego Harbor.
 photo by R Olson

It's been a bit awkward planning, because none of us live there; however, we were excited about the concept. A group of us went to the 2022 San Diego Wooden Boat Festival and began to really look around.

We started seriously planning in June 2023, and this is where it really gets tricky because you really stick your neck out in the speculation of how many people will attend. The more people, the more you are able to afford. It's a guessing game for an all-volunteer

committee. I took the approach, “If you build it, they will come”. It wasn't without stress, since October registrations were just trickling in. But here we are with over 70 registrants. We are ready and even more excited now than we were when dreaming it.

Members will start arriving on Wednesday and will be sightseeing on Thursday. We will be set up in the hotel lobby lounge area for our “meet and greet” check in. Arrivals will be picked up at the airport by the Wyndham Hotel shuttle van. Once we check you in, you will receive your weekend instructions, gift bag, and name tags. Name tags will be your ticket into most venues over the weekend. With all of us roaming around with our Classic Yacht Association name tags our presence will be felt along the San Diego waterfront. Good identification for us and good visibility for Classic Yacht Association.

Friday we have a San Diego Bay harbor cruise with Flagship Cruise Line. Then after lunch an afternoon on the *USS Midway* aircraft carrier and museum. At 6:00 PM is our welcome cocktail party at the Maritime Museum.

Saturday and Sunday's Board of Directors meeting will be held at the hotel's Bay Room. Saturday afternoon is set up for us to wander throughout the Maritime Museum of San Diego with their nine historic ships and displays:

Zoom/Hybrid Meetings

will be held during the business meetings on Saturday and Sunday from 9:00 -10:30 AM PST to enable members who cannot travel to San Diego to participate in these proceedings. Agendas for these sessions will be sent by email on January 5.

The Official Change of Watch Banquet will be held in the beautiful enclosed upper deck of the 1898 ferry *Berkley*. Evening wear is appreciated.

“We built it and they are coming...”
 Rick Olson



From the Commodore

Gerry Kamilos, Northern California Fleet

Thank you for the honor to serve

One of my greatest honors has been to serve as the Classic Yacht Association's Commodore this past year. I also appreciate that, by luck, I was the 50th commodore of the Association.

Through my Flag Officer rotation, and as a member of the Board of Directors, I was able to contribute to, collaborate on, and complete many projects. This past year allowed me to meet and work with many more members for the betterment of the Association. These experiences provide me with even greater expectations of the Association's success, its mission, its vision, and its future.

I am so grateful that the Board in 2021 gave me responsibility to oversee the first comprehensive survey of the membership. With the help of then-Webmaster, Rick Etsell, we completed the survey in October 2021. That survey provided a tremendous amount of information, concluding among other things, that less than 20% of the membership actually knew how the Association functioned, and what the Association Bridge did.

With the survey results in hand, the 2022 Board moved to create an Association Strategic Plan, authorized the creation of a Strategic Planning Committee, and appointed me as Chair. Rick Randall, Scott Andrews, Elizabeth Becker, Tina Stotz, Mike Fazio, Michael Topliss, and John Peckham were appointed members. With the survey in hand, each Fleet was represented, and immediately began work resulting in a draft Strategic Plan. This took 1000's of hours, numerous meetings, bringing in consultants, dialogue with each Fleet, two town hall meetings, and a special Board meeting to complete a comprehensive draft Strategic Plan. This Plan affirms our Association's mission and vision and it addresses and defines areas such as Governance, Membership, Communications, Education, and Revenue. This Plan and an implementation strategy, including the creation of Working Groups, was presented to the Board at the 2023 Annual Meeting. The Board approved the Plan and its implementation program. Rick Randall was appointed as the 2023 Chair. The Strategic Planning Committee created functioning working groups. I am proud over 30 members are engaged in these Working Groups and have already started producing results. Tina Stotz will be the 2024 Chair.

I think it is remarkable that from a 26 question survey in 2021 we now have a Strategic Plan that will help support the next 50 Commodores. This is the

result of teamwork, commitment by our Board, and dedication of those members who chose to step up and be part of this exciting and historic effort for our Association; it's just brilliant to think about.

I wish to give a special thanks to our appointed officers. Janice Palmer, of

Blessed Memory, dedicated eight years as our Roster Editor with poise and commitment to ensure that our roster is published on time and at perfect quality. Jim Paynton has been our Executive Treasurer for 31 years working countless hours to ensure our accounting and reporting is in compliance, to ensure the integrity of our non-profit status. Margie Paynton has been our Historian for 21 years and whose passion for our records and protocol insures our history is well documented and rules followed. In the last four years, Bill Shain, our Newsletter Editor, has elevated the quality and content of our newsletter to a level we have never experienced before nor have other classic yacht organizations. Also, thank you to his invisible assistants Kathy Weber and Jack Becker. Our webmaster, Alex Endzell, has been able to maintain and operate our website and provide critical data analytics while instituting system upgrades that has benefitted the Association. Rick Etsell, who has taken on our Facebook Page and our Yacht Register, has transformed that Facebook page to a classic motor yachting resource that is accessed and shared worldwide. Brynn Rovito has been appointed as our new Roster Editor, and will be publishing the 2024 roster. The Association historically has relied on the Rear Commodore to complete Board meeting minutes. We have now relieved all future Rear Commodores of this duty and have created the position of Recording Secretary and have appointed Diane Lander as our



Commodore Gerry Kamilos.
photo provided by G Kamilos



Commodore G Kamilos at the helm of Aurora V with Ken Stone on the foredeck. photo provided by G Kamilos

first Recording Secretary. When you come across any of our appointed officers, please thank these individuals as they are the operational glue of our entire Association.

I would like to thank members of the Yacht Registration Committee – David Huchthausen, George Homenko, Michael Topliss, Steve Wilen, and John Peckham who have the difficult task of applying our by-laws to classify each yacht that applies. A new committee was organized to review and recommend to the Board changes to the Yacht Registration Criteria. Scott Andrews is chairing this committee. Members include the Yacht Registration Committee members as well as Margie Paynton, Rick Olson, Ted Crosby, and Christian Dahl.

We are fortunate to have an amazing Board of Directors. Many also serve concurrently on Committees, Working Groups, and in leadership of their own Fleets. This was an extraordinary year for the Board. We reached an historic milestone of six meetings. Normally our Association Board meets once. The 2023 Board covered lots of ground with eight by-law amendments including cleaning up by-law language, moving the qualifying date for Vintage Class to “before December 31, 1974” and defining the role of the Commodore. The Board took on discussions about the Strategic Plan and its implementation and newsletter sponsorships. The Board created the new position of Recording Secretary and engaged discussion and actions regarding membership, finance, communication, and governance. The Board approved the creation of the Pilot House Council that is made up of all past Commodores with the purpose of supporting the current Commodore. We certainly had an active Board and I thank each member for their service.

Our immediate future is in good hands, our incoming Commodore Mike Fazio is prepared to continue the work that has been set into motion. Michael Topliss (Vice Commodore) and Christian Dahl (Rear Commodore) will continue to support the Association’s endeavors. My plans as Staff Commodore are to support our Flag Officers, help implement the Strategic Plan, and begin to organize the Pilot House Council.

Transitions can be bittersweet, but this one is only sweet knowing that there are programs securely in place, new protocols to ensure the business of the Association is dealt with swiftly, and a fantastic crew of dedicated members and leaders who are now on watch to insure the Association is here for another 50 years. The peaceful transition of power is complete, with nothing but the wind to our stern.



Anne Olson, 1929-2023

Rick Olson, Southern California Fleet



Buzz, daughter Janet and Anne Olson installing the first Classic Yacht Association burgee in 1970.

photo provided by R Olson

Classic Yacht Association’s last living charter member Anne Olson passed away in October 2023 at age 94. She was a Classic Yacht Association member for 53 years. Anne was there the day that the idea of Classic Yacht Association was hatched. While sitting on a mooring at Catalina Island with husband Buzz, a stranger paddled over in his dingy. It was Association founder Bob Ekoos. He said, “I like your classic yacht.” Like any cordial classic yacht owner, Anne invited Bob onboard. Anne kept the beers and snacks coming while Bob and Buzz kicked around the idea of an organization for classic yacht owners. During the several hours of talk, the three of them agreed that starting a club was a wonderful idea.

Bob spread the word around Alamitos Bay and a few weeks later when they met at the Long Beach Yacht Club, there were 13 classic owners who enthusiastically supported the idea. Attorney and Classic owner Jonah Jones wrote up the articles of incorporation and a few weeks later they gathered again. Word was already out about the Classic Yacht Association and soon there were 18 who signed the Articles, and Classic Yacht Association was born. It was 1970.

Bob was the first Classic Yacht Association Commodore and Buzz was second. Although Annie never held office she was an active and enthusiastic Southern California Fleet member. She had retired in Arizona, and as our last charter member, always enjoyed reading all the newsletters and hearing about all the activities and events. We chatted with her regularly and she was still bright and proud of the Classic Yacht Association when we talked with her shortly before her death.



Living Aboard

an interview with Dorin Ellis, Pacific Northwest Fleet



Mitlite on the hard summer 2023.
length - 58 ft, Builder: Foss Maritime, 1933.
Photo by D Ellis

How did you decide to live aboard Mitlite? I liked the idea of it. Practically speaking, it made sense financially, as I approached a deep deep restoration project. When I first purchased the boat in 2013, I was managing the Harbor Village Marina in Kenmore, WA, where the boat was moored. The management of the marina liked that I would be on-site and on-call. That's how it started. As it happened, I didn't stay there very long. An old family friend invited me to move into moorage spot next to him, which was more centrally located, and on more protected waters.

What is most satisfying? Feeling the history of the boat when I get up in the morning. Watching the



Sunrise on the stern deck.
Photo by D Ellis

sunrise with the ducks, while on deck with my morning coffee. I enjoy the lifestyle choice. The boat is comfortable.

What has been the most fun? Being on the water, in general. Being able to travel with my whole home. Going cruising, I have all my comforts and conveniences with me. I really like the aesthetics of a teak-clad home with 1920-1930's vintage hardware. It's warm and cozy.

What has been challenging? In the grand scheme of things, being in a pseudo-construction zone, while living my life. Tools everywhere. Dust. Sacrificed conveniences. At times, I have had no shower, only one toilet, no heat. I am here living, but at times it's been a little difficult. I run the boat as a business, so I have to keep the boat super clean.

What was the most surprising?

My relationship to power consumption. I have to ask myself how much electricity I will be using. Toaster oven, hair dryer, and air conditioner all at once, for example, are not possible. I have a strong community of people, other boaters and live-aboards, which have me feeling very connected to a larger community.



My noisiest neighbors.
Photo by D Ellis

What advice do you have for someone considering living aboard? If it's cheap rent in the city, I don't advise this as a financially liberating goal. A boat takes maintenance whether you use it or not. Materials gradually degrade in the water no matter what.

Here are some questions you to ask yourself.

- What do you want to do with the boat?
- What is your intention?
- What's your mindset?

- Do you want to be active year-round? Do you want to cruise or just live at the dock onboard?
- How important are your material possessions? There's not a lot of space.
- How prepared are you to be mindful of resource management as a way of life: fuel, electricity, water.

Where do you cruise with your boat? Mostly around Puget Sound. I have also gone into Canada. When I operate as a professional captain on other boats, I get to go other places. I captain for the 1930 78' *Catalyst* and the 1924 89' *Westward* and go out with either of them. With them, I have been north to Alaska and south to Mexico. I cruise the lakes all summer. I charter *Mitlite* for day long charters, special events, and cocktail cruises.

How long have you been a boater? I was on boats from before I was born. My parents had *Patamar*, while my Mom was pregnant with me. As a newborn, upon leaving the hospital, my parents took me boating for the weekend before they took me home.

What is a piece of equipment you have and love? Right now today, it's my furnace which is also a stove. It's the original Olympic Y18 built by Washington Stove and Iron Works in Tacoma. They were very widely used in Pacific Northwest boats. It burns diesel. It has a rudimentary carburetor system. I rebuilt it all five years ago. It's now a super reliable piece of equipment. I probably use it 180 days per year, burning one gal of diesel every 24 hours. I do a lot of slow cooking in the oven, at about 250 degrees, especially soups and stews in Winter. I can bake cookies, but it would make the whole boat very warm and use a lot of fuel. Pulled pork was a big hit at the CYA



My wonderful Olympic Y18 stove/heater.
Photo by D Ellis

post-Thanksgiving potluck this year. The diesel heat also dehumidifies, while it heats about 75% of the boat – all but the forward cabin.



Slow-cooked pork
Photo by D Ellis

What about your partner? She has her own residence. For her, *Mitlite* is for weekends. It's not quite comfortable enough yet for two full-time inhabitants. I am re-designing the forward area. I have torn out bulkheads, and am in the process of making it more functional and comfortable.

I am part of a strong community at my dock. We know each other and frequently enjoy meals together. Many friends of mine in condos or houses don't have this. Some of my neighbors here are in their 70's and have lived aboard for 50 years, and raised two sons. Their two boys now both liveaboard their own boats-- near me.

For me, living aboard *Mitlite* is a choice. There are built-in benefits and challenges. I like the lifestyle. I realize there are trade-offs. I get to be on water! I know all my neighbors. We help each other. We have a great community.

Help with future continuing columns.

Living Aboard. We plan on continuing this series. Please contact the editor to indicate your willingness to participate or suggest a member you recommend for an interview.

Shipyard Treasures is a new column that we wish to continue in future issues. Our goal is to point out organizations in the marine trades that provide invaluable services for the maintenance and upgrading of our vessels.

We all have our favorites. Please send us an article and photos.

These articles will not only give thanks to our providers, but will also introduce them to your fellow Association members.

Working Groups Update – One Year In

Rick Randall and Tina Stotz, Strategic Planning Committee

We began implementing the Classic Yacht Association Strategic Plan in early 2023. And now that our Working Groups have been in place nearly a year, it's time for a progress report and to reflect on what has gone well and what challenges we face. As most of you know, the Working Groups are our primary means of implementing the Classic Yacht Association Strategic Plan, and are active in five areas: Communications, Membership, Education, Governance, and Revenue. The overlapping interests of the Working Groups and their relation to the Strategic Plan are shown in Figure 1.

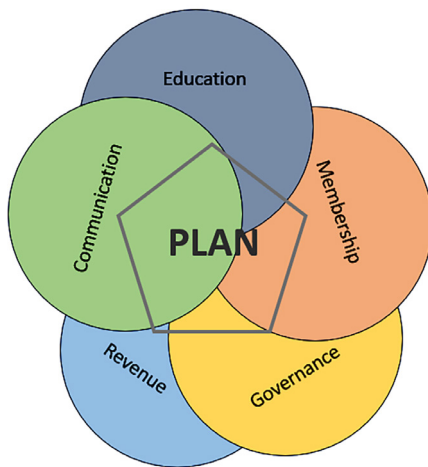


Figure 1.

To date, at least 30 Classic Yacht Association members have attended one or more Working Group meetings, comprising roughly eight percent of our members. Participation is largest among the Pacific Northwest Fleet, followed by Canada, Northern California, and Southern California. We want to

thank those who have joined in and to encourage more of you to participate.

A key feature of the Working Groups is their bottom-up approach to goal setting. Yes, the Groups work in support of the Strategic Plan, but their leadership and direction come from within each group. Participants conceive of projects that can be done to further the Classic Yacht Association's mission and objectives, prioritize those projects, and then carry them to completion. From time to time the Classic Yacht Association Board will direct the Working Groups to act on certain issues, but generally we expect such top-down direction to be rare. Board consent and approval will be needed for some projects, especially those that require Classic Yacht Association funding, but others can move ahead on the initiative of Group members, with regular informational reports to the Board.

Over the years, many Classic Yacht Association members have proposed ways to improve or grow our organization, but until now we lacked a mechanism for moving from ideas to actions. With no

formal framework within which to work, progress on important issues was slow. Figure 2 shows how the Working Groups serve as a framework for action by CYA members, with ideas coming from within the Groups. Now members with ideas can join the groups that best match their interests and can work alongside others toward common goals. Membership in the Groups is entirely voluntary, and participation is not limited to long-time CYA members. In fact, we welcome new members who might offer fresh perspectives.



Figure 2.

The Strategic Plan and the Objectives for each Working Group are posted on the Classic Yacht Association website under Members/Strategic Plan and Working Group Documents. Soon we will post more information there, including news and updates from each Working Group. In the meantime, here is a quick look at what's happening.

Communications Group. This was the first group to form and has met several times in 2023. They have created a Google Docs site which holds their work so that each member has ready access to current information. They are focusing on ways to make the best use of our website and tie it to other social media. This work may require paid support from external experts. The Group is preparing a proposal – including project scope, schedule, and budget – and will then seek approval from the Classic Yacht Association Board.

Membership Group. This Group identified 40 different ways that the Classic Yacht Association might improve recruiting of new members and retaining existing members. Three projects were selected for 2023. Their first project was to produce post-card-sized promotional handouts describing the Classic Yacht Association and how to join. These cards are intended to be used as handouts when you meet someone and want to encourage them to join. Keep them on your boat! Keep them in your car! Hand them out! Templates for these cards were made available to each Fleet Commodore. A similar postcard template for dues-renewal reminders also is available for use

in each Fleet. Other Membership Group initiatives include producing a one-page guidance document describing how to obtain and maintain your boat insurance, and a revised description of CYA member benefits for the website.

Education Group. This working group is focused on determining what educational topics are of most interest to Classic Yacht Association members and the public (The Message). Once priority topics have been established, the group will determine the best means to convey that educational information (The Media). Their aim is to identify and make members aware of existing sources of information, and later to fill important gaps by creating new content.

Revenue Group. Sources of funding other than dues will be essential if the Classic Yacht Association is to meet its strategic objectives. The Revenue Working Group was the last to be established and has met three times. The challenge for this group is to ensure that fundraising efforts are strategically focused and aligned with Classic Yacht Association mission, vision, and values. Before the Revenue Group can act, the fiscal needs of Classic Yacht Association must be determined by the other Working Groups. Those Groups must develop prioritized lists of programs and projects that require financial support, and a “vision” for these projects that can be shared with potential sponsors. Additionally, the Revenue Group must cooperate with the Governance Working Group to develop sufficient and appropriate processes to ensure donations are handled and spent properly.

Governance Group. This Group identified 21 initial ideas for the Classic Yacht Association to improve existing policies and procedures or to develop new ones. It completed two tasks this year. First, documents relating to our 501(c)(3) tax-exempt status were gathered and posted on a publicly accessible page on the Classic Yacht Association website. This includes information regarding our application for educational non-profit status, and documents explaining compliance requirements. Additionally, members of the Governance Group consulted with the Classic Yacht Association accountant to clarify what events are considered “educational,” and what event expenses are allowable under the terms of the US tax code. In 2024 the group intends to:

1. Create best-practice documents to ensure that CYA Board and fleet leaders understand important policy and compliance issues;
2. Propose amendments to the CYA bylaws addressing the Strategic Plan, the Strategic Planning Committee, and the Working Groups;
3. Review and revise CYA Board job descriptions

Shipyard Treasures

Michael Topliss, Canadian Fleet

Tom-Mac shipyard was established in 1963, and now is on it’s third generation of family ownership. The yard is proud of it’s “B.C’s Best Small Shipyard” title and is located on the north arm of the Fraser River between Richmond and Vancouver, providing easy access. Kevin Campbell and Hanna Serka in the front office co-ordinate all the projects as well as sourcing an enormous amount of product, lumber, fittings, metal, plumbing, etc. Although the yard does a large amount of tugs and other



Tom-Mac’s home in Richmong BC
photo by M Topliss

commercial vessels, their marine railway is a method of choice for haul-outs for many wood boat owners.



Classic Yacht Association boats *Vandal & Madera* as well as *Ho Aloha, Merry Chase, Fifer, Welch Manor* and *Deora* all prefer this method.

Tom-Mac has a staff of 18 and the yard is capable of a 225 ton lift, handling vessels with a 24’ beam and 90’ length on the large railway, with the smaller railway being limited to 19’ beam and 70’ length. Their services include woodwork-

Madeira on the railway.
photo by M Topliss

ing, hydraulic upgrades and repairs, electrical upgrades and repairs, custom fabrications in aluminum and stainless steel.

Brodie and Dave were my two enthusiastic and customer focused shipwrights during *Madera’s* visit this Fall. Currently the yard is working on *Snow Prince* (1937) making garboard and frame repairs.



Shipwrights Brodie and Dave. photo by M Topliss

A special day on *Aurora V*

by Gerry Kamilos, Northern California Fleet, and owner of *Aurora V*

The frames and planks of our boats hold their stories, and are today absorbing new ones year by year, as we live them. I am going to tell you a true story of the past and the present, including three John Trumpy yachts, a US President, the First Lady, and some Secret Service agents.

To set the stage, I will introduce the three vessels. Firstly, in 1924, a 102-foot yacht was launched out of the Mathis-Trumpy yard in Camden, New Jersey. She was ultimately the US Presidential Yacht *Sequoia*, sold in 1977 by President Carter. She now sits in a shipyard in Rhode Island with plans and hopes that she will be restored.



USS Sequoia. photo from White House Communication Agency

Secondly, in 1931, *Lenore II*, a 92-foot commuter launch cruiser was launched by the Defoe shipyard for Montgomery Ward's tycoon Sewell Avery. In 1942, she was conscripted by the US Army and was converted into a patrol boat during World War II. After the



USS Honey Fitz. photo from Naval History & Heritage Command.

war, *Lenore II* was renamed *Barbara Ann* after President Eisenhower's granddaughter and became part of the Presidential yacht fleet. In 1957, John Trumpy redesigned *Barbara Ann* into his famous houseboat design, a two year task. In 1961, she was renamed, yet again, to *Honey Fitz* during a small refit at the Trumpy yard. This name honored President Kennedy's grandfather. *Honey Fitz* has recently undergone a three-year restoration and is currently owned by Joe Namath and Charles Modica.

Thirdly, in 1969, *Aurora V*, a coastal cruiser design, was launched. She was built for and by John Trumpy as the first prototype of a new coastal cruiser design that held true to mahogany planked hulls. The goal was to propel John Trumpy & Son's to compete in a new world of fiberglass hulls.

To complete the history that sets the stage for our special day on the water, it was 60 years ago on November 22, 1963, US President John Fitzgerald Kennedy was assassinated in Dallas, Texas. In this season, these historic motor vessels and the events of November 22, 1963 crossed paths again.



Clint Hill climbing into the backseat of President's limousine. photo from JF Kennedy Presidential Library.

In early August, I received a call from Nick Romero, Northern California Fleet Classic Yacht Association Vice Commodore who said that a woman and her husband would like to have their guests cruise San Francisco Bay onboard *Aurora V*. Nick made an introductory email and a few days later I received a call from Lisa McCubbin Hill. She asked if she could charter *Aurora V* for about 20 guests who would be attending a reunion of her husband's retired work colleagues. We do not charter *Aurora V*, however,

we do donate cruises to charities and special groups. In what probably seemed to be in an interrogatory tone, I asked her exactly what the “reunion” was about, and who the guests would be. Lisa explained that her husband’s name is Clint Hill. He is a retired US Secret Service Agent who served in the Presidential Protection Detail from Eisenhower to George H. W. Bush. Clint just turned 91, and Lisa was organizing a belated surprise birthday party and reunion of retired Secret Service agents who served with Clint. She went on to say that Clint was walking behind the convertible limousine that President and Mrs. John F Kennedy were sitting in when the shots rang out in Dallas in 1963. Immediately when he heard the shots, Clint jumped onto the trunk top to protect Mrs. Kennedy and then into the back seat, where he sat with President and Mrs. Kennedy to protect them as best he could as they sped to the hospital. The reunion would include 12 colleagues Clint had served with. After hearing this, I told Lisa that this would be a donated cruise. My wife, Karen, and I, wished to honor the service Clint and his colleagues had given to our country. The time and date were set – a two hour cruise on September 20, 2023. Most of the attendees were staying at the Tiburon Lodge and the cruise was meant to gather all the guests for a few hours, then on to Clint and Lisa’s house for a surprise reception.

The cruise day arrived, *Aurora V* left her homeport of Emeryville at 0930, headed towards Treasure Island. They then cruised along the east side of Angel Island and west into Raccoon Straits. After passing Ayala Cove and the Corinthian Yacht Club, *Aurora V* made the final northerly approach into the San Francisco Yacht Club harbor. *Aurora V*’s 61’ LOA makes docking at the San Francisco Yacht Club a bit tricky. Coming down the narrow fairway, I poked *Aurora V*’s bow into a slip to pivot her, so that I would be going stern first through the remainder of the narrow fairway into a small turning basin, no more than 100’ long. As *Aurora V* neared the end of the basin, I proceeded to

bring her perpendicular to the dock, and then pivoted to rotate and come along side for a snug side-tie.

Once secured and the accommodation ladder in place, guests started boarding. These were amazing people, our retired public servants and their guests and included Kevin Billings, who served from 1983 to 1994, with his wife Karlynn; Tom Daley who served from 1965 to 1987, with his wife Mary Lou; Rocco “Rocky” DelMonaco who served from 1980 to 2002, with his wife Eileen; Ken Giannoules who served from 1958 to 1981, with his daughter, Alexa; John Guerber who served from 1974 to 2000, with his wife Sue; Marty Haskel with his wife Anna Marie; Dennis Hill with his wife Renee; Rad Jones who served from 1963 to 1997, with his wife Nancy; widow of Lin Lawson, Barbara Lawson and her son Jeff; Gary Miller who served from 1964 to 1995 with his wife Sandy; Ron Pontius who served from 1958 to 1980, with his son Paul; and Tom Wells who served from 1959 to 1981, with his friend Donna Wright.

We learned how these retired Secret Service agents had faithfully served US Presidents from Eisenhower to G. W. Bush. They had served on the Presidential Protective Detail, Vice Presidential Protective Detail, Counter Assault Team, and as Special Agents



On board USS Sequoia (left to right) R Pontius, F Boring & C Hill. *photo from JFK Presidential Library*



All ready to board *Aurora V* along side the finger dock. *photo by S Gueber*



All aboard and listening as I explained the workings of the toilet system and gave the safety briefing. *photo by S Gueber*

Special Day... continued from page 9



Clint Hill following Jacqueline Kennedy onto *Honey Fitz*. photo from *Honey Fitz Presidential Yacht Website*

in Charge over decades of service. Together, they represent over 250 years of public service!

With the Kennedys, these agents spent countless hours on board Presidential Yachts *USS Honey Fitz* and *USS Sequoia*; In particular Clint Hill, Ken Giannoules, Tom Wells, and Ron Pontius. Tom Wells recalls being on *USS Honey Fitz* on watch with Clint Hill when President Kennedy and friends celebrated his 46th and last birthday. Ken Giannoules recounted many of his times onboard a skiff following or along side *USS Honey Fitz* as she cruised the intercoastal waters on the East Coast. In Hyannisport, Clint Hill said *Honey Fitz*, because of her narrow beam, was not stable in the least rough open waters.



President Kennedy's 46th birthday celebration with family on *Honey Fitz*. photo from *JFK Presidential Library*

For our day's outing, Classic Yacht Association member Nick Romero served as first mate (Nick is also a first responder). We had two other special guests – Metropolitan Gerasimos and Bishop Ioannides of the Greek Orthodox Church. Metropolitan



Metropolitan Gerasimos read a blessing honoring those who served, unselfishly placing their lives on the line every day, and expressing gratitude for their service, so meaningful to all Americans and the world. photo by S Gueber

Gerasimos is the head of the Church for the Western United States.

Drinks and appetizers served, engines warmed and generator running; lines were cast off and *Aurora V* moved into the fairway. The winds in the bay were strengthening, so I decided to stay in protected waters. By keeping the cruising speed at six to eight knots in these waters, all the guests had full access to *Aurora V* and were free to safely and comfortably sit on the foredeck benches, in the aft deck chairs, or in the salon. We traveled though Richardson Bay, Sausalito, Belvedere, Tiburon, the east and north sides of Angel Island, and Raccoon Straits. About mid-way, we served the best box lunches from our favorite Tiburon source. During the cruise, there were many stories told about the “good ole days” that probably can't be repeated. What was said on *Aurora V*, stays onboard *Aurora V*.

As we were cruising into the fairway to make the “pivot” and stern in, Ted Wells gave the best compliment I ever received when I overheard, “He reminds me of the pilot of the *USS Sequoia*”. As we approached the dock and secured *Aurora V* for debarking, it was clear everyone was relaxed and happy that they were able to spend time with old friends and colleagues celebrating Clint's birthday on a classic.

And the story continues.

On September 23rd, the CYA's Northern California Fleet held its 12th Annual Classics at the Corinthian, a classic motor yacht show shared with the public. Several of the retired Secret Service agents and their guests came to the show and saw nine of the most beautiful yachts in the Classic Yacht Association's Northern California Fleet. They continued discussing

their great romance and appreciation of our wooden boat heritage.

Within a month, Lisa McCubbin Hill called me to invite Nick, me, and a few guests to lunch with Clint at the San Francisco Yacht Club. My wife, Karen, and I, were onboard *Aurora V* in Tiburon that weekend, so we walked over to the Club. Joining us were Nick Romero, Mary Jo Romero (Nick's mom), and Carmelina Frasca (Nick's high school history teacher). It was amazing to be in the presence of Clint Hill and Lisa McCubbin Hill again and to have lunch with these genuine and accomplished human beings. No sooner had we sat down, when conversation started, and questions were flying. You can tell Clint was used to the questions. He fielded them quickly, persistently, and diplomatically. One thing for sure is that November 21, 1963 is still etched in Clint's mind and heart. Even now, 60 years later, he shows his emotion and remorse that he couldn't do more to protect JFK. Although everyone reminds him that he did all that anyone could do, it still bothers him that JFK died that day. Clint's dedication to service and protecting US Presidents is indeed part of his DNA. We did hear a few personal and entertaining stories about his service and the public figures near him. During the Kennedy years, his assignment was to protect Jacqueline Kennedy. He also spent a lot of time with the children — Caroline and John Jr. He talked about his fond memories onboard both the *USS Sequoia* and *USS Honey Fitz*.

Clint's wife Lisa was a former TV news anchor turned best-selling author. She has collaborated with Clint to write five books on Clint's Secret Service experiences with the Kennedys and others, and wrote a biography of First Lady Betty Ford. Growing up in North Dakota, Clint mentioned his plan was to become a history teacher; it actually turns out he did teach us all history by being part of it. At the end of the two-hour lunch, Clint was kind enough to autograph books for us all. In recognition of his service to the United States and serving on two Presidential Trumpy-designed yachts, Nick and I presented Clint with a Classic Yacht Association burgee.

Already there is talk about a second reunion and another cruise on *Aurora V*.

Our yachts are meant to be shared, whether with family, friends, the public, or special guests. Our boats are ambassadors that remind us all, and the public everyday, why they must be preserved. The energy and enthusiasm of those on Clint's reunion cruise was only heightened by being onboard a yacht that is hand-made with artisanal qualities, and having a pedigree more analog than electronic, a ride in water unlike more modern yachts.

Our special day brought together men who have now



Gerry Kamilos, Clint Hill, and Nick Romero as Clint receives his burgee. photo S Gueber

cruised on three Trumpy-designed boats and have contributed over 250 years of selfless public service to the United States. What an amazing and meaningful time!!

Johan "John" Trumpy, Sr. was known worldwide for his elegant artisanal designs and construction methods. He built over 400 vessels. Fewer than 40 are afloat today. Born in 1879, "John" Trumpy graduated from Bergen Technical School in 1899, studied marine engineering in Germany, and emigrated to America in 1902, where he entered a design/drawing office in a Camden, NJ. He assumed the position of naval architect and vice president of Mathis Shipbuilding. In 1910, John Trumpy and John Mathis developed a partnership and the two companies operated side by side at the Camden yard.

The Mathis Yacht Building Company built the *Sequoia* in 1925, She served as a Presidential yacht between 1933 and 1977. When John H. Mathis died in 1939, John Trumpy became sole owner of the Mathis Yacht Building Company. By mid-1942 the company relocated downriver to Gloucester City, NJ, and was renamed John Trumpy & Sons. In 1947, the Trumpy company relocated to Annapolis, MD. At the Annapolis yard, in 1954, John Trumpy redesigned and rebuilt a 1930 Defoe commuter yacht into a Trumpy Houseboat design – the former Presidential yacht, *Honey Fitz*. In 1962, the Annapolis yard was destroyed in a fire. A year later John Trumpy died. His sons John Jr. and Don rebuilt the yard until it closed in 1974.

Given that John Trumpy designed *USS Sequoia* and re-designed *Barbara Ann* (now *USS Honey Fitz*), he was truly the naval architect of Camelot.

A Cruise with George Weyerhaeuser as Told by Norm Blanchard

by Steve Wilen, Pacific Northwest Fleet

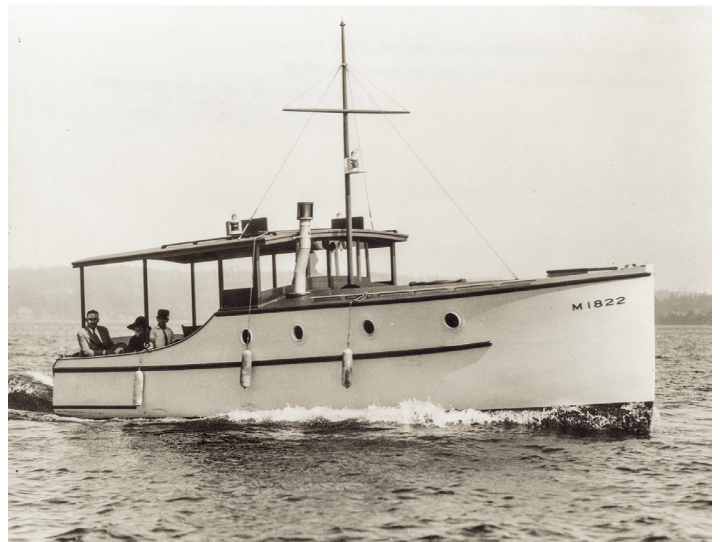
One summer Saturday morning in the late 1920s George Weyerhaeuser came into the shop and asked me, "Do you have boats here for sale?" I answered, "Yes, of course, we build new boats and we have them for sale," and I went and got my father because I was still in Roosevelt High School at the time. So Dad and I took him out and showed him the thirty-two-foot standard Blanchard raised deck cruiser we had there, and he looked it over and then said to Dad, "I didn't bring my checkbook with me. Would one-hundred dollars hold it?" And Dad said, "Well, normally we expect ten percent, but this late in the season there's very little likelihood of anybody coming around who hasn't seen the boat already, so I guess I could hold it for a week or two on the strength of a hundred-dollar bill." So he took the money and told Mr. Weyerhaeuser, "I'll just put this in an envelope in our safe here," and that's the way the deal was closed for that 32-foot, \$3,500-5,000 boat.

Later - in the 1930s George Weyerhaeuser's nine-year-old son George was kidnapped in Tacoma, WA, United States. The grandson of prominent lumberman and company founder J. P. Weyerhaeuser, young George was successfully released for ransom and eventually succeeded his father as the chairman of the Weyerhaeuser company.

Well, Mr. Weyerhaeuser came back the following Saturday in a taxi, paid off the balance on the boat and told my dad, "I'm on my way to Minneapolis-St. Paul for a family wedding," and he didn't say whose wedding it was, "so I'll be coming back to Seattle in just two weeks from tomorrow on the Empire Builder, and I'll come by the shop by taxi and then take the boat home to Tacoma." So Dad said, "Fine." But, when it came time for Mr. Weyerhaeuser's return, Dad had received an invitation to go duck hunting on a cruiser with some of his best, old-time friends, so he said to me, "OK, on the weekend in question you know Mr. Weyerhaeuser is coming to take delivery of his boat." I acknowledged that. He said, "Well, I want you to go down to the shop on Friday afternoon, wash her all down nice and clean just like you would for Harry Gowman or McDonald Smith. I want you to get the woodbox full, the wood locker full, or good hardwood scraps from the scrap pile, and get a good fire going. You lay it on Friday, and the next morning you start it so the boat is nice and warm when he gets here. And, if he should come alone, you offer to go with him back to Tacoma." And that's the way it hap-

pened that I got a cruise with George Weyerhaeuser.

By the time Mr. Weyerhaeuser and I got his boat out into Elliott Bay he said to me, "I'm sure glad your dad thought to send you with me, because I didn't know there were any locks between the fresh water and Puget Sound. In fact, if I had had to leave your place alone I would have turned the wrong way and wound up in Lake Washington."



A 32-ft raised deck Blanchard boat. Photo courtesy of S Wilen; MOHAI, catalog no. 89.89.257.

As we headed for Tacoma it began to blow pretty rough, and Mr. Weyerhaeuser asked me, "Do you think everything's all right?" "Yes," I said, "as long as that engine keeps running there's nothing to worry about." Well, he figured we would go down the East Pass, so I asked him, "You're going to moor at the Tacoma Yacht Club, aren't you." "That's right," he said. "Well, it's a little shorter if we go down the West Pass (now known as Colvos Passage)," and that's the way we went, and it took the best part of the day before we got to the Tacoma Yacht Club and put the boat in his nice, new boathouse.

As soon as we had the boat secured in her boathouse Mr. Weyerhaeuser took me up to his aunt's home, which was a beautiful, English Tudor mansion right on the edge of the bluff, and it later became part of Annie Wright Seminary. It looked right north up the East Pass, with a gorgeous view of the Olympic Mountains, and I'm sure on occasion you could see Mt. Baker. After he had showed me the view he said, "You can see why I wanted the boat, living here."

Then he said, “Now I’ve got to go up and unpack some of these things, and it may take me a little more than half an hour, but,” he continued, “as soon as I can I’ll come down and we’ll go downtown to the hotel for dinner.” There were plenty of magazines and other things to occupy my time while I waited, and then we had a fine dinner, and he paid for my ticket on the bus to get back to Seattle, and that’s the last we heard from George Weyerhaeuser. Apparently he had a local connection in Tacoma to look after the boat, keep it in shape, and I have no idea how long he kept it. I did become aware later that he purchased a Huckins Fairform Flyer from Florida, and I think he may have had two Huckins boats.

It was probably in the late 1970s that Eunice and I were on the *Aura* in Canada, heading south, and we stopped in Sidney, BC to do some shopping for items like Empress strawberry jam and things like that that were readily available up there in Canada at that time. When we pulled into the Customs dock I noticed what I was sure was George Weyerhaeuser’s Fairform Flyer, and a lady was sitting in the after seat in the cockpit. So as Eunice and I headed up to town we stopped by the Huckins and I asked the lady if that wasn’t Mr. Weyerhaeuser’s boat, and she said, “Yes, it is,” and so I asked if he was aboard. She said he was, but he was napping, so I said, “Well, maybe he’ll be awake when we come back.”

So forty-five minutes or an hour later, when we



A 1933 print advertisement from the Huckins Yacht Co.

headed back to the boat, we stopped by the Weyerhaeuser boat, but the lady said, “Well, he awoke, but he and his wife went uptown shopping, too.” So we didn’t get to meet that day, but I asked the lady, “Well, you just tell him when he comes back that the guy on the sailboat, which you will undoubtedly pass on your way heading for Customs at Roche Harbor, is the guy who took him for his first boat ride on Puget Sound.” So when the *Flyer* came by we were still in Canadian waters, and Mr. Weyerhaeuser gave us a

three-whistle salute and waved cordially. And within a very few years of that day he was gone.



Working Groups... *continued from page 7*

where necessary to reflect current practices; and

4. address any unexpected new responsibilities as the Strategic Plan is implemented.

The coming year presents many opportunities and challenges for implementing our strategic plan. The biggest challenges we see today include:

1. Recruiting more members to join the Strategic Planning Committee and the Working Groups.
2. Asking Classic Yacht Association members to think BIG or BIGGER about how we achieve the goals of the Strategic Plan. What do we want to do and how do we do it?
3. Helping the Working Groups develop written plans for projects that will require external support and new financial resources.
4. Ensuring that we have processes in place to manage donated funds responsibly.

If you have an interest in any of the areas covered by the Working Groups, we encourage you to join us at any time. Simply contact Rick Randall or Tina Stotz via email or phone, and we will connect you with the right Group. Or you can contact your local Fleet Commodore if that is more convenient. However you do it, please join in – this is your chance to help the Classic Yacht Association grow and prosper.



Welcome New Members

Roy and Ruth Bickerstaffe,
Member, Canadian Fleet

Torry and Erica Adams,
Member, Pacific Northwest Fleet

Jeritt and Erin Venable
Member, Pacific Northwest Fleet

Devon Bacon and Akiko Oda
Member, Pacific Northwest Fleet



Welcome New Members with Registered Vessels

Garrett Boyd
Avanti
 Vintage
 53' 1955 Chris Craft
 Homeport: Seattle, WA
 Pacific Northwest Fleet
 Sponsor: Tim Balzer



Kierstan Craft and William Russell
Sea Witch
 Classic
 36' 1906 Elco
 Homeport: Seattle, WA
 Pacific Northwest Fleet
 Sponsor: Diane Lander

Roger and Rebecca Emerick
Sea Wolf
 Vintage
 62' 1958 Blanchard Boat Co.
 Homeport: San Mateo, CA
 Northern California Fleet
 Sponsor: Rob Sesar



Jason Giddings
Simplicity
 Classic
 80' 1931 Jensen Motor Boat Co.
 Homeport: Wilmington, CA
 Southern California Fleet
 Sponsors: W & D Ettel

Daniel Overstreet and Danielle Janibagian
Amoreena
 Vintage
 50' 1951 Chris Craft
 Homeport: Seattle, WA
 Pacific Northwest Fleet
 Sponsors: J & M Paynton





Richard and Kathryn Tait
Good News
 Vintage
 42' 1973 American Marine
 Homeport: Newport Beach, CA
 Southern California Fleet
 Sponsor: Rick Olson

David Carver and Siri Reinbold
Tarka
 Classic
 30' 1939 J.J. Taylor
 Homeport: Vancouver, BC
 Canadian Fleet
 Sponsors: J & M Paynton



John Tinney
Duchess
 Classic
 50' 1930 Elco
 Homeport: Wrightsville Beach, NC
 USA Fleet
 Sponsor: Ted Crosby

Dorian and Elaine Walker
Foxglove
 Classic
 45' 1926 Red Bank Yacht Works
 Homeport: Annapolis, MD
 USA Fleet
 Sponsor: Ted Crosby



Charlie and Sarah McDonald
First Light
 Vintage
 36' 1968 American Marine
 Homeport: Seattle, WA
 Pacific Northwest Fleet
 Sponsor: Erin Masterson





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Gerry Kamilos, Northern California Fleet

Vice Commodore

Mke Fazio, USA Fleet

Rear Commodore

Michael Topliss, Canadian Fleet

Staff Commodore

John Peckham, Southern California Fleet

Please send queries, suggestions, complaints,
articles, artwork, and photographs to Bill Shain.
e-mail: newsletter@classicyacht.org

My thanks to all our contributors!

We all – the editor and especially the readers
– appreciate the thought and time you take to
share your experiences and stories with us.

Keep them coming!!

***The deadline for submitting materials for the
Spring issue is March 10, 2024.***

Bill Shain, Editor

Please send all correspondence to
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