

Winter 2009

**CANADIAN FLEET**  
**CLASSIC YACHT ASSOCIATION**  
**NEWSLETTER**

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## Dr. Shirley Howdle's Adelante



Adelante was built in 1912 by the Grady Boat Company of Seattle, WA. After war service at the Ballard locks she found her way to the Tagish Lakes system in Alaska where she served as a bridge tug. She eventually made her way to Vernon where she is reputed to have served as a pleasure craft from at least 1962 to 1974.

After a significant rebuild, she was re-launched at Shelter Bay Marina on Lake Okanagan in May 1988. Adelante returned to salt water in Vancouver in the

1990's and passed to Shirley Howdle's hands in August 2008. Following significant systems upgrades Adelante resides in all her glory in False Creek, Vancouver.

Please extend a hearty welcome to Dr. Shirley Howdle and her lovely Adelante.

## **2008 Calendar of Events**

- June 13  
Vancouver Area Rendezvous and Burrard Yacht Club Classic Yacht and Car show.  
Organizer(s) – Randall Olafson (Double Eagle)  
- Mike & Peggy O'Brien (Euphemia II)
- August 26 to 29.  
Vancouver Wooden Boat Festival  
Coordinators – Russ & DeeDee Chernoff (Sunrise New York)
- September 1 & 2  
Brentwood Bay Rendezvous  
Organizers – Mike & Sheila Ogden (TumTum) and Barry & Angelle Fairall (Townley Isle)
- September 5, 6 & 7  
Victoria Wooden Boat Show  
Coordinators – John West (Affiliate) and Robin & Patricia Hutchinson (Sannox)

## From the bridge of Euphemia II



Well, it took a few years, twenty two to be exact, but the Canadian fleet of the Classic Yacht Association is back in business! Peggy and I were members of the original fleet, but were not very active at that time due to business commitments. We continued our association with the CYA through membership in the Pacific Northwest fleet where we met many folks who have become lifelong friends.

But as a Canadian nationalist, I was always on the lookout for potential new members in this great country of ours.

Well, here we are with a solid core of members both on the Island and the Mainland. Our boats go back as far as 1913 (the impeccable Charles H. Cates) and range up to 125 feet in length (the historic Taconite).

We have a fleet that we can all be proud to be part of. Our boats are amongst the most beautiful, seaworthy and well maintained vessels in Canada, and indeed in North America.

As is true of all organizations, we must look to our growth potential in order to strengthen the fleet. In that vein, I encourage each of you to sign up one new member between now and the next AGM in October 2009. We all know of beautiful classic and vintage vessels tucked away in boathouses up and down the coast. Preservation of these vessels is the primary purpose of the CYA.

Peggy and I hope to see all of you at one or more of the events set out in the calendar contained in this newsletter. Our best wishes for calms seas and smooth sailing.

Mike O'Brien  
Commodore, 2009

P.S.

Peggy and I have just returned from Tiburon, CA where the 2009 AGM of the CYA was held January 17 and 18. We were excited to receive a Charter on behalf of the Canadian fleet!!

## **M.V. ALONDRA**

OWNERS: DAVE & PATRICIA COOK

THE MOTOR VESSEL ALONDRA WAS BUILT IN 1940 BUT WAS NOT LAUNCHED UNTIL THE FOLLOWING YEAR 1941. THIS DELAY WAS AS A RESULT OF THE SECOND WORLD WAR, WHICH CAUSED CERTAIN ITEMS TO BE RATIONED AND SLOWED THE FINAL COMPLETION OF THE BOAT. SHE WAS DESIGNED AND CONSTRUCTED BY DAVID E. (TED) COOK AND HIS SON EDWARD WHO WAS MY FATHER. TED COOK WAS A MASTER SHIPWRIGHT WHO SPENT THE SECOND QUARTER OF THE TWENTIETH CENTURY IN VARIOUS SHIPYARDS IN THE VANCOUVER COAL HARBOUR ARE.

THE VESSEL IS A TRUNK CABIN DESIGN THAT WAS VERY POPULAR IN THE 1920'S AND THE 1930'S. SHE MEASURES 36.4 FEET FROM PILLAR TO POST AND IS 38 FEET OVERALL. THE BEAM IS 10.5 FEET AND THE DRAFT IS APPROXIMATELY 3 FEET.

THE CONSTRUCTION IS OF CARVEL TYPE PLANKED HAUL ON BENT RIBS. THE PLANKING ABOVE THE WATERLINE IS WESTERN RED CEDAR AND PLANKS BELOW THE WATERLINE ARE OF DOUGLAS FIR.

THE HULL IS A DISPLACEMENT STYLE AND CAN BE DESCRIBED AS SEMI-DOUBLE ENDER AS THE STERN IS VERY NARROW WITH RESULT BEING THAT SHE IS GOOD IN A FOLLOWING SEA.

THE VESSEL IS EQUIPPED WITH 2 MASTS THAT ACCOMMODATE 3 STEADY SAILS, WHICH CAN ALSO SERVE IN AN EVENT OF AN ENGINE FAILURE. THE MAIN MAST AND BOOM ARE USED TO RAISE AND LOWER THE CLINKER BUILT DINGHY THAT RESTS UPON THE AFTER CABIN DECK. THE DINGHY WAS CONSTRUCTED IN THE EARLY 1950'S AND HAS RECENTLY BEEN RESTORED. THIS TENDER IS POWERED BY A SMALL HORIZONTAL SHAFT DIRECT DRIVE BRIGGS & STRATTON ENGINE.



ALONDRA: W.W. II (1941) WITH IDENTIFICATION PLATE IN PLACE.

THE PHOTO WAS TAKEN DURING THE SECOND WORLD WAR WHEN THE VESSEL WAS ENROLLED INTO THE COAST GUARD AUXILLARY. THE WHITE BOARD NEAR THE WHEELHOUSE DOOR HAS HER WAR TIME NUMBER DISPLAYED. DURING THIS PERIOD OF ENROLLMENT OWNERS WERE PERMITTED TO MAINTAIN FULL FUEL TANKS. PRIVATE VESSELS WERE ENCOURAGED TO JOIN THE AUXILLARY AND WERE TO BE USED TO EVACUATE VANCOUVER ISLAND IN THE EVENT OF AN ARMED ATTACK.