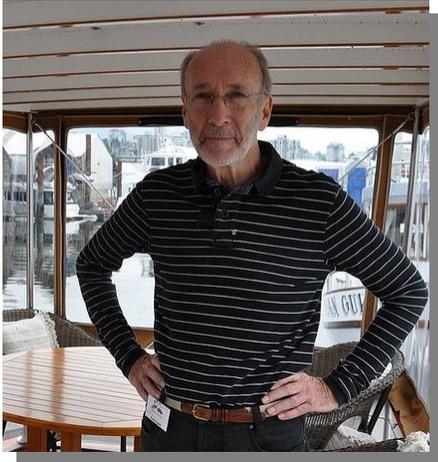


Canadian Fleet Newsletter of the Classic Yacht Association

Spring 2013 – cruise planning time

Commodore's Report



The Canadian fleet AGM was held at the Royal Vancouver Yacht Club on October 13, 2012. Commodore Robin Hutchinson tossed the flaming torch to me via SKYPE, as I was participating virtually from my winter home in Berlin. The assembled group in Vancouver and I, via computer screen, thanked Robin for his spirited leadership in 2012. Unfortunately with a decline in the signed-up Canadian Fleet

membership, we have fallen under the 30-member threshold for 2013 so now only qualify for one International Representative on the CYA Board. **Recruiting new members is of highest priority for the Canadian Fleet this year, so please promote CYA membership to all qualified wooden boat owners you encounter!**

The 2013 **CYA International Change of Watch and Board Meeting** was held aboard the **Queen Mary** in Long Beach, California on January 18 to 20. Randy Olafson, our international representative on the board, has provided an excellent account of the weekend in this newsletter. A Canadian Fleet presence was secured by Randy Olafson, Josephine Dermody, Robin Hutchinson, Pat Hutchinson, Ron Burnett and me. We were blessed with fabulous sunny

warm weather and flawless organization by the friendly Southern California Fleet hosts. The unofficial ICOW kick-off occurred on Thursday night in the Queen's Observation Bar on the **Queen Mary** where the capable members of the CYA partied until the bar staff kicked us out! A highlight for the Canadian Fleet was **Mike and Peg O'Brien** being named **CYA Life Members**. **Congratulations Mike and Peg for this well-deserved honour!** Meetings over for now, **lets get on with the 2013 cruising season!** As 2012 was horn-timber-replacement-year for **Olmaha**, she and I were noticeably absent from most of the 2012 CYA events, but we are determined to showup at the Canadian based events this summer.

*Garth McBride,
Olmaha
Commodore
Member # 1226*

7 planned events

... that you must work into your cruising schedule

1 The annual **Burrard Yacht Club Classic Boat and Car Show** on June 7 and 8. This is a very successful and fun event well attended by CYA boats as well as boat/car enthusiasts. Dave and Pat Cook will again be CYA hosts for this not-to-miss event. Details will appear on the BYC website soon (<http://www.burrardyachtclub.com>). This has been a no-fee event with a generous added feature that the BYC offers complimentary use of their outstations in Howe Sound and Indian Arm for show attendees on the two days preceding as well as after the show. Sign up and attend – it's a great event!

2 A cruise to **Princess Louise** is on the drawing board for Monday, June 9. Classic attendees at the BYC event will depart in a small flotilla to meander up to Princess Louise Inlet and then to follow an open-ended agenda to additional points north. See page 3 for details from Mike O'Brien.

3 An informal **Canadian Fleet Rendezvous** in July on the Vancouver side of the Strait of Georgia is being planned. Randy Olafson will provide details when a concrete plan is finalized.

4 The **Vancouver Wooden Boat Festival** will be held as usual this year August 22 to 25 (<http://www.vancouverwoodenboat.com/boatshow.html>). This is a very popular community event with 4 days jam packed with wooden boat crafts and lore. Russ and Dee Dee Chernoff are the CYA contacts for this event. Visit the website and sign up to attend.

5 The PNW calendar lists a welcome repeat of Curt and Marsha Erickson's generous sponsorship of the **Glenthorne Passage, Secret Island Feast** on August 26. Curt and Marsha are super hosts and the location is a great gathering place before moving on to Brentwood Bay the following day.

6 The **Brentwood Bay Rendezvous** is on again this year for August 27 and 28. This relaxing pre-Victoria event provides a perfect relaxed venue for undisturbed fellowship among Canadian and PNW Fleet members. Donell McDonell is the contact and organizer for this event. Please plan to attend and secure dock space soon by contacting with the Brentwood Bay Resort (<http://www.brentwoodbayresort.com>) by telephone or email.

7 **Victoria Classic Boat Festival** (<http://www.classicboatfestival.ca>) beckons, as every year, on Labor Day weekend. As the crowning event of the Canadian season, let's have a big turnout of the Canadian Fleet this year.

Appreciating the challenge it will be to fit all this into your summer cruising plans, I hope to see you and your craft in attendance on as many occasions as possible.

Canfleet cruise to Princess Louisa

National Geographic calls it the tenth wonder of the world: those who have visited recall it as a "spiritual experience": perhaps Blanchet described it best in her must read "Curve of Time."

In any event, for any serious mariner on the BC coast, a visit to Princess Louisa inlet is a must do. This summer, the Canadian Fleet of the CYA plans a classic cruise to this special destination! The fleet will leave from Vancouver on June 9, 2013 following the Burrard Yacht Club's annual Classic Boat show. The plan will be to make the cruise as easy, enjoyable and laid back as possible. For that reason, I would suggest that we take two or three days to wend our way up to Pender Harbour. We can overnight at Gibson's Landing and Secret Cove with good anchorage or moorage available close by in both locations. From Pender Harbour it is one long day up the reaches to Louisa. It is about 35 miles by way of

Agamemnon channel, so for our six knotters running against a one or two knot current it is about an seven or eight hour run. We could plan a stop a Skookumchuck if we can get moorage reservations there. That would shorten the day considerably, but also reduce the time available at Louisa. Slack tide at Malibu rapids at the entrance to Louisa is at about 1530 or 1600, so a departure time from Pender of 0630 would give us plenty of time to make the run. Moorage at Louisa

can be obtained on the dock - first come, first served, or at several anchorages in the vicinity of the falls. Stern tying is de rigeur, so make sure you have a serviceable line. If you are interested in participating in such a cruise, please let Peggy and I know at pmjob@shaw.ca as soon as possible so we can start planning detailed logistics. If you have any questions or wish to discuss, please feel free to call me at 250.655.0765.

Mike O'Brien
Euphemia II
Life Member
#319

Photo:
Princess Louisa
International Society



Change of Watch and Annual General Meeting of the Classic Yacht Association

In December I arranged the purchase of a new car for Josephine so we had a bit of a different itinerary prior to the AGM. When we picked the car up in Palm Springs it was only 52° however by the time we made our way out of the Coachella Valley and down into Long Beach it was almost 80°, the top came down and we wheeled into the parking lot at the Queen Mary like a couple of California teenagers. During the weekend the weather was about 10 degrees above normal which made the event delightful.

When we arrived at the Queen Mary on Thursday afternoon we had some time to settle into our cabin and have a wander around the ship and, as it was now five o'clock I thought it was fitting that we wandered up to the cocktail lounge to the no host reception that was in full swing with about 25 members. At breakfast the following morning it appeared that everybody had arrived and those that signed up for the Catalina Island

cruise were busily preparing to leave while the other half were preparing to leave for the Warner Brothers and Hollywood tours.

After the morning tours and boat trips we all returned to freshen up prior to the Friday night cocktail party that was held aboard the SS Lane Victory which is a U.S.A Victory-class cargo ship that was used in World War II, the Korean War and Vietnam Wars. The ship was preserved in 1998 to serve as a museum ship and is located in San Pedro just south of Long Beach. Here's a snapshot of our Commodore joined by my wife Josephine, Ken Meyer, (of the PNW Fleet) and Tina Stotz, Larry Benson's partner. The cocktail party was a great success and the ship and location could not have been better.

On Saturday morning the Board of Directors

meeting commenced until noon at which time the executive members took a break and all of the attendees headed off to the Long Beach Yacht Club for a luncheon. The weekend was chock-full of side venues and activities and everything went without a hitch. The Long Beach Yacht Club is where the Classic Yacht Association was founded in 1970 by a small group of boating enthusiasts. The CYA burgee is still displayed behind a mahogany and brass frame that hangs just above the entry stairs to the dining room.

Following the luncheon the highlight to the weekend (and the weather certainly helped this program) was to take a leisurely cruise on a number of CYA boats around the harbour. Just about everybody that went to the luncheon took the opportunity for a short cruise



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Change of Watch continued from previous page

around the inner Harbour as again it was a remarkable day with less than 5 kts of a warm wind and calm seas. The variety of the vessels that were made available to our members were also impressive.

One of the yachts available for viewing was the "Portola" that was in fantastic condition. Only the love and perseverance of the owners Charles & Bernice Licha could keep it in such a pristine state. The 81' 1928 single screw Winton diesel motor yacht was in the 1959 American comedy film "Some Like It Hot", directed by Billy Wilder and starring Marilyn Monroe, Tony Curtis and Jack Lemmon. The "A" list of Hollywood actors that have been on the yacht or filmed aboard Portola is as impressive as the condition of

this magnificent yacht.

Following the outstanding picture-perfect day the group then headed back to the Queen Mary to prepare for the annual change of watch banquet. The evening went flawlessly and the master of ceremonies (Rick Olson) did a stellar job but it was really his wife Elissa that stole the show when she changed from her elegant cocktail gown into a man's tuxedo and fedora hat with a 2 foot long cigarette holder and "as she put it" there needed to be some bygone elegance aboard this classy lady. It was an enjoyable evening due to the skits and patter from them both.

During the evenings activities Past Commodore Mike O'Brien and Peggy were made Honorary Life Members of the CYA and I

had the honor of accepting the award on their behalf. I thought this was a well-deserved tribute to a couple that has supported the CYA for

over 33 years. I can attest that the standing ovation by the attendees gave testament to it. (After bringing my boat from Mexico to Vancouver Mike contacted me soon after to inform me that my "papers" were on the way to me to join the CYA although I did not know much about the organization I sure liked the introduction.)

Commodore Rohde then called for the presentation of the flags and Past Commodore Larry Benson presided over the ceremony at which Ted Crosby was given his Commodores flag, Shawn Ball was presented with the vice Commodores flag and I was presented the Rear-Commodores flag. As Commodore Rohde was now the immediate past, she was presented her flag as well.

Josephine and I enjoyed the weekend immensely and rekindled our friendships with many of our contemporaries and I am looking forward to my participation at the bridge level in the years to come.

*Randall Olafson,
Double Eagle
Rear-Commodore
member #1203*



... for the love of our boats

Olmaha ... Major Hull Restoration Projects



Caretaking of a classic wooden boat to keep it healthy is a constant task. Olmaha has had electrical system updating, mechanical maintenance, annual bottom painting, periodic hull and brightwork re-finishing, as well as caulking, refastening and occasional new planking. In addition she has also presented some larger shipwright challenges for "big timber" items. Here is a little photo essay of three of these.

In fall 2006 Olmaha made her first visit to Chris Earl at his Gronlund Boatworks on the North Arm of the Fraser River in Richmond BC. With his experience and sharp eyes,

Chris went straight to the 11' x 12" x 8" gumwood stem to diagnose a serious hidden defect that had eluded several thorough surveyors over the preceding years. Under the nice paint and cladding, as well as on close inspection in the chain locker, the stem had appeared to all to be flawless.



Then Chris set his gaze and paint scrapper upon it. In some extremely violent collision in the dim past the stem had in fact been fractured at the rabbet from top to bottom. Out of sight behind bow cladding, over subsequent decades, rainwater had tracked down the crack to cause deterioration of the plank ends and fasteners. Up on the ways, after the cladding was removed, with little effort the stem virtually fell out leaving the bow wide open. Clearly, a fairly gentle bump on the stem from a minor collision with a deadhead or a dock would likely have produced a

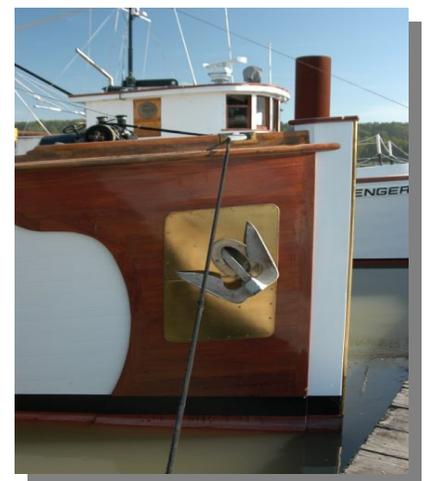
catastrophic result.

Some bad planks were removed or bad ends cut back to healthy wood and, to preserve as much original structure as possible, a new deeper stem was skilfully crafted from purpleheart.

With no "dry-fit" opportunity the new stem was rolled out and driven down between the plank ends to mate perfectly with the keel, leaving perfect caulking space. A work of art!

A new breast hook was constructed and the bow further restored with new fastenings and a substantial amount of new Douglas fir planking.

The restored bow was nicely finished off with purpleheart cladding, a bronze anchor plate and a bronze bow iron, fabricated by cutting a bronze propeller shaft in half.



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Olmaha's restoration projects

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Suspecting that the force of the long-ago stem fracturing collision might have resulted in Olmaha suffering additional latent damage, a brief critical search for a likely secondary injury brought us to the project for the spring of 2010.

With a critical eye and suspicion the hull tumblehome in the aft starboard quarter seemed to have slightly lost its smooth curve. As an immediate consequence of her stem splitting collision Olmaha had likely slewed about striking her starboard quarter. Inspection behind the inner hull revealed 8 consecutive cracked frames and



associated deteriorated planks. Look at all the lovely new planking!

Spring 2012, with the "hidden" problems taken care of, it was time to address an obvious long-standing issue



of wood hydrolysis in the horn timber around the rudderpost and keel bolts.

This clearly could only be properly corrected by completely replacing the horn timber, a major surgical challenge, but not beyond the skills of Chris Earl. After hauling Olmaha stern-first up the ways, the rudder, shaft and garboard planks were removed.

The aft 15 feet of the hull was shored up on each side and the water tanks in the transom rolled out of the way.

The transom knee was removed, the floor timbers cut away and the horn timber extracted piecemeal leaving the top of the keel bolts

protruding out of the deadwood.

Inspection of the horn timber revealed that not only had it been attacked by hydrolysis, but also, although invisible from external inspection, it had also been extensively fractured, undoubtedly due to a rudder grounding in the distant past.

With the positions of the keel bolt stubs marked on a door skin template, Chris prepared a beautiful clear 13'9"x7"x7.5" Douglas fir horn timber, pre-bored to match the old keel bolt positions.



The new timber was coaxed in over the deadwood and new bolt tops were driven down the pre-bored holes and welded to the old bolt stubs protruding from the deadwood. The new horn timber was then dogged down onto the deadwood and a new transom knee was fitted over the old bolts in the transom, keeping it undisturbed.

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Olmaha reborn

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Steam bent oak was used to sister 18 ribs and yellow cedar cheek pieces, notched to accept the old floor timbers, were added along the horn timber. New cedar floor timbers were then installed and the garboard planks replaced

A new oxter knee was bolted into place at the external junction of the sternpost and new horn timber. (Note: "oxter" knee is NOT a typo)

The horn timber was drilled out to fit the new bronze rudder stuffing box, the rudder was reinstalled and the freshly painted water



tanks rolled back into place and re-blocked.

In late summer 2012, better than new, Olmaha was eased down the ways to continue her 9th decade of safe cruising.

For more photos go to:

<https://www.dropbox.com/sh/kyrahk2pt2y2jet/IDME24YOcv>.

Garth McBride

Olmaha

Commodore

member# 1226

Please welcome the new Bridge of the Canadian CYA Fleet

The following positions were duly nominated, seconded and confirmed:

Commodore

Vice Commodore

Rear Commodore

Treasurer

International Director

Fleet Historian

Garth McBride

Donnell McDonnell

Shirley Howdle

Wolfgang Duntz

Randall Olafson

Michael O'Brien