



Classic Yachting

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

Board of Directors Votes Unanimously

FULL MEMBERSHIP STATUS OFFERED TO POST-WAR VESSELS

Years of proposals and discussion came to a culmination at this year's Board meetings, when the Association's Board of Directors voted unanimously to extend Regular Membership to qualifying post-war vessels. In what Pacific Northwest Fleet Commodore David Huchthausen termed "an elegant solution" to the frequent question of vessel age eligibility, the Board instituted a brand new class of regular membership for those yachts built between 1943 and 1959. Keeping intact our long standing CYA definition of a "classic", the directors defined the new class as "vintage" vessels. Rather than changing the Association's original core membership parameters, the move keeps those principals intact while expanding the CYA to include yachts built in later years.

Boat owners applying for membership in the new classification will still be required to submit photos and history, and will still be expected to verify that their vessel "shows no alterations that distract from the designer's original intent."

It was frequently pointed out that many of our current Affiliate members own vessels that will now qualify for Regular Membership as Vintage boats. To encourage and welcome these owners into registering their vessels, three CYA fleets (Southern California, Northern California and Pacific Northwest) are offering to cover the cost of the new plaques and pennants, making the changeover free of charge. Current members of qualifying boats interested in pursuing vintage Membership should contact their fleet commodore soon.

As part of the agreement, it was decided that the original Association red burgee be reserved for pre-war classics. A new burgee with a blue field and red gothic "C" was approved for Vintage boats. In addition, the Board standardized all three of the CYA pennants in design, with the red gothic "C" being a consistent element between the Classic, Vintage, and Affiliate flags.

Board members who had studied the issue of yacht design trends reported that while World War II did create an obvious break in marine architecture practices, another dramatic change in yacht building occurred in 1960. Post-war improvements in power and hull structure had long since been incorporated, when a sudden new change in design and construction swept through the pleasure boat industry. Virtually every major yard's 1960 output reflected this new approach, which effectively closed the door on the post-war era of boat building. December 31, 1959 became an obvious date for our Association's Board to delineate the "Vintage" membership closure.

The Board encourages the membership to recruit and register vessels into the new "Vintage" membership classification. It is expected that this additional membership class will allow our Association to grow in virtually every fleet. This maintains the CYA's commitment to its original dedicated intent, while welcoming beautiful boats of another era into full membership – an "elegant solution" indeed.

2006 CHANGE OF WATCH TO BE HELD IN MYSTIC JANUARY 13-15

Bring your fur coats and come to historic Mystic, Connecticut! In cooperation with Mystic Seaport, the meeting, hosted by the USA Fleet, will feature some of the best of the area, including private tours of the museum and collections, tours to Newport's International Yacht Restoration School, and the Herreshof Museum. There is lots to do and see. If you have any research to do, the collections will be open to CYA members. So come early or stay late!

Watch for meeting details and hotel information, to be published in the Summer issue of Classic Yachting. For further particulars, contact USA Fleet Director David Gillespie, at

< ds Gillespie@lycos.com >

COMMODORE'S CORNER—George Homenko, National Commodore

First of all I would like to thank the fleets for allowing me to serve as your Commodore for 2005. It is a great honor and I am pleased to donate my time to this outstanding organization which has meant so much to me. Over the years I have met so many great people and made many lifelong friendships. I guess for me the Classic Yacht Association has always been about those friendships. Now that I am National Commodore, I have an additional excuse to travel to the fleets. I hope to spend more time with those friends that I usually only get to see at the national change of watch. I hope to see as many boats as I can and talk to as many skippers as I can. I never tire hearing their plans for cruising or maybe the next boating project. You never know, I might even make a few new boating friends along the way.

The first person I met from outside my own fleet was Dorin Robinson of the PNW Fleet. I remember coming to Seattle one 4th of July and opening

my new "CYA" roster to see if I could get someone to take me out on their boat for view of the fireworks on Lake Union. I called Dorin, and he didn't know me, but I was immediately welcomed onto his boat with hospitality that I will remember from that day on. At that point, I knew my membership in the "CYA" was one of the best boating decisions I had ever made. Dorin thank you!

Over the years this scenario has played itself out in so many places, from Southern California to the Pacific Northwest and from the New England states to Florida. I am so proud to be part of this organization. I am also equally proud to serve as the first Commodore for our new fleet classification of "Vintage" yachts. These are motorized pleasure craft manufactured after January 1, 1943 and before December 31, 1959. The Vintage vessels are to be considered "regular" members of the Classic Yacht Association with all rights and

privileges previously reserved for our members with vessels built prior to December 31, 1942.

Many may know that at this time in my life I don't own a "Classic Yacht" or even a "Vintage Yacht". I currently have a steel cruising trawler. Although she has "classic lines", that is about as close as I can get to being a classic. She is always a fixture at the Northern California events, whether bringing up the tail end of the parade or a cool place to sit, with her air conditioning going. Members of the "CYA" are always welcome aboard.

I look forward to seeing as many of you as I can this coming boating season and making as many new friends as I can. And always remember, what the water rat said to the mole: *"Believe me, my young friend, there is NOTHING--absolutely nothing--half so much worth doing as simply messing about in boats"*

AROUND THE FLEETS OF THE C.Y.A.

FROM THE U.S.A. FLEET -

David Gillespie, Director, and Stephen Wilen, Commodore

San Francisco was a wonderful venue for the 2005 Change of Watch. The USA fleet was well represented including Commodore Steve Wilen, our man from Brazil, who certainly got the 'farthest traveled' award. The weather held up well for the entire weekend so that everyone had a chance to visit their favorite spot. The highlight of the weekend was the trip around San Francisco Bay hosted by David & Lynn Olson (NC#864) aboard their beautifully restored yacht, *Linmar*. During the course of the meeting the directors voted to add a new class of 'Vintage' boats going through 1959, so those of you with boats too new to be a Classic will now be full fledged members with a distinctive burgee to fly on your bow. For all of us in the USA Fleet the big news was the decision to incorporate the Fleet into the normal rotation of annual meetings. The 2006 meeting will be held in Mystic so we will need all the help we can

get. Please contact Barry White if you have ideas or can help put the meeting together.

As part of the normal rotation David Gillespie was elected National Rear Commodore, behind Commodore George Homenko and Vice-Commodore Andy Blair. In future the USA fleet will host the Change of Watch every fourth year.

The January meeting of the USA



Fleet was held in E. Haddam, Ct. and attended by a dozen members. A discussion of the coming Rendezvous at Mystic was held with Mystic Seaport Staff, and we agreed to help them push the event. This year marks the 75th anniversary of the Seaport as well as the anniversary of *Canim* and all the other boats produced in 1930. Fleet member Dan Prigmore (USA#997) will be bringing *Canim* and has agreed to be a sponsor of the event.

The Seaport is hoping to make this a large and memorable show but needs our help to get the boats there. *Cygnus II* now in Florida will be making the trip up and hopes to rendezvous with several other boats in the Chesapeake in early July. If you know anyone with a classic or vintage boat, try to get them to the Rendezvous.

Additional events include the

USA Fleet—Continued

Clayton Show, August 5-7 and the Boats Books & Brushes show in New London, September 16-18. New London has invited us to participate and promises free dockage for the weekend along with a very nice city festival. Contact Barry White for more information.

The first meeting of the way-far-south division of the USA Fleet, illegally chartered under the late Clube Rio de

Janeiro in Botafogo Bay, without their full cooperation, was held in late January. The commodore, having picked a Saturday morning when the division's one member was due for a fitting of his Carnaval costume, saw that no one showed up, so all business for the year was cancelled, and no cruises were scheduled. Oh well, summer is almost over in Paradise.

Further up the coast in snowbound Virginia, the Hannolds (USA#971) report that *Kensington* left their dock under her own power for the first time (newly-installed John Deere turbo-charged diesels) in October for a full hull refastening at Tiffany Yacht Yard. By now, all of the myriad pilot house revisions are complete, and the new galley and shower in the aft head should be underway.

FROM THE PACIFIC NORTHWEST FLEET - Dorin Robinson, Director Emeritus

SPACE NEEDLE IMPLODES AS 17 CYA BOATS RUN FOR COVER!

2004/2005 New Year's Cruise turned out to be a smashing event - correction, smashing is not a good word so lets say GALA event. Mike & Nere Oswald (PNW#744) put together a nice package which allowed 17 stunning classics to tie up to the Center for Wooden Boats dock for the entire evening festivities. As usual there were many choices of things to do - eat out - eat in - don't eat at all - eat all you can before you throw up - eat on someone else's boat and trash it rather than your own - potluck - goodluck - badluck - no luck at all - you name it and of course much visiting with fellow CYA enthusiasts. The weather was reported by Seattle's finest weather gurus to be perhaps questionable - I honestly encountered about one half hour of very light drizzle—and an entire evening of clear crisp winter weather - with excellent visibility - for those who could still see especially when midnight rolled around.

The show this year was an implosion spectacle - lasting exactly 8 and one half minutes with fireworks imploding all up and down the Space Needle and a Grande Finale of everything but the kitchen sink exploding from the very top. Where else can you take your classic almost into downtown area - tie up for free for the night - and then eat all you can eat - drink all you can drink without having to worry about driving, and then have a grand fireworks show shot from the top of one of the most famous landmark structures in the world. The answer is obvious - ONLY IN SEATTLE!!!! There were a fair number of Yachts anchored out in the middle of Lake Union and some of the more adventure minded skippers chose to untie and go out to the middle of Lake Union for an unbelievable unobstructed view. Some of our vessels seen wondering around out there in the dark were *Class of 46*, *Winifred*, *Flying Cloud* *Cle Illahee* and I think *Woodrow*. Other more sane folks chose to remain tied securely to the dock and

viewed the spectacle from a different angle.

So you might ask - WHY DO WE DO THIS EVERY YEAR? Well its like this - If I have to explain it - you might not understand! I will say that from my viewpoint it's one of our better, as well as different, events and I will continue to crank up the old girl and motor out to see who is there and just have fun - nothing wrong with that!! This event was considered a success by many, as no one from our group got arrested - which adds another year to our near perfect record!!

By now you are wondering just which boats attended this event: *Caroline*, *Freya*, *Kona Trader*, *Zella C*, *Winifred*, *Corsair II*, *Shearwater*, *Rita*, *Esther Williams*, *Forevmore*, *Cle Illahee*, *Capriccio*, *Madera*, *Woodrow*, *Flying Cloud*, *Class Of 48* & *Virginia VI* There may have been more, and in that regard if I missed naming your boat then that will be the first of many mistakes I will be making in 2005!

FROM THE NORTHERN CALIFORNIA FLEET - Jim Sweeney, Commodore

As I write this report bright sunshine is transforming a rainy February weekend into one of our cool crisp Northern California days. We had similar weather for January's National Change of Watch - a good deal of blustery wind and rain leading up to the big weekend, then a superb day of clear skies, light airs, and sunshine for the Sunday afternoon cruise.

The National Meet was a series of events to savor, and notable for record-breaking attendance. Congratulations to 2005 National Fleet Commodore George Homenko and new Board of Directors Representative Beverly Partridge!

Cynthia McMillen's organization at the Golden Gate Yacht Club and the

nautically themed Argonaut Hotel were simply outstanding. Lucy Aldorman prepared a veritable feast of gourmet cuisine for Friday's welcoming soiree'. Tom Clothier's persistence finally paid off when he secured convenient slips at Fisherman's Wharf for our Sunday cruise fleet of *Linmar*, *Marguerita*, *Eslo*, and *Cielito*. Our skippers and

Northern California Fleet —Continued

crews provided delightful tours of the Northern waterfront, San Francisco Bay, the famous bridges, and the bustling Oakland Estuary. I salute all who contributed to a wonderful weekend. Bernadette and I are really looking forward to the 2006 National Change of Watch in historic Mystic, Connecticut.

The Northern California Fleet's Change of Watch took place a month earlier on the evening of December 11th in the San Francisco Yacht Club's warm and cozy Cove House in Belvedere. I relieved 2004 Commodore Shawn Ball with sincere thanks for guiding us through a very busy year. An elegant candlelight dinner, enhanced with "classic era" dance music by our daughter "DJ" Beth Sweeney, was enjoyed by all.

One week later on December 18th *Bounty, Elan Vital and Eslo*, (all packed to apparent U.S. Coast Guard limits with C.Y.A. members and guests) joined the combined fleets of the Loch Lomond Yacht

Club, Marin Yacht Club, and San Rafael Yacht Club for the annual Holiday Parade of Lights. This was a truly festive evening on the San Rafael Canal, with perfect weather and 75 spectacularly decorated parade yachts.

The Northern California Fleet's first Bridge Meeting was held on February 12th at the Corinthian Yacht Club in Tiburon, California. Substantial progress has been and continues to be made in the refinement of newly adopted Fleet by-laws, expanded membership efforts under the direction of Vice Commodore Alexey Kanwet, and creation of the position Fleet Historian filled by Tom Clothier. These initiatives have already resulted in more expeditious meetings, improved communications with the yachting community and general public, and smoother operations.

We anticipate another busy year of Fleet events, commencing with two Opening Day parades: April 9th

around Bethel Island in the California Delta and April 24th on San Francisco Bay. The Corinthian Yacht Club has invited a contingent of the Northern California fleet membership to join the traditional blessing of the fleet ceremonies and breakfast at their Clubhouse prior to the "Opening Day on the Bay" parade.

Other highlights already on our 2005 calendar of events are the annual Stephens Rendezvous in early July, the Lake Tahoe Concours d'Elegance at Carnelian Bay in early August, a Railroad Cut Sojourn in the Delta in September, a Wine Country Cruise and Tour in late September- early October, and the Delta Champagne Classic Boat Show in October. Details of these and other activities will be provided by respective chairpersons at our next Bridge meeting in May.

Smooth sailing...

FROM THE SOUTHERN CALIFORNIA FLEET -

Peter E. Riess, Director

Since our last article was published, we had our new "Christmas in Naples" cruise, which found us braving the mid-60 degree weather to cruise Long Beach's Naples Canals in electric Duffy launches, where much food and grog were consumed; followed by a pot-luck supper aboard Bob and Alice Swaim's (SC#477) *Old Age*. The only negative of the entire evening was the damage sustained by Bob's Duffy, *Current Wave*, which had an untimely meeting with a bridge abutment, after swerving to avoid a poorly lit gondola. Can anyone say "Bird Rock Award"?

The Southern California Fleet wishes to send its sincerest thanks and appreciation to the Northern California Fleet for a truly wonderful Change of Watch. Many of us made the trek north and had a really terrific time. The hotel was splendid and the perfect setting for the event. The weather was beautiful, and of course

the company was great. We are all excited about the prospect of heading to Mystic, CT for next year's Change of Watch, and should have a large group going.

January and February have passed now into memory, which is quite a relief to us in the Southern California Fleet. Generally this time is used for painting and varnishing in preparation for the actual boating season. This year, we have had the dubious honor of surpassing Seattle in total rainfall. In fact, we had as much rainfall in two days in February as we had during 2004's entire rainy season. Needless to say, varnish may not be as "Corinthian" as in past years here in Southern California.

Upon our return to Southern California, we had our first Business Meeting of the year, held at the Long Beach Yacht Club. As suggested by

the National Board of Directors, the Southern California Fleet has decided to pay the fees associated with "converting" those Affiliate Members who have yachts that now qualify as "Vintage" to Regular Member status. What better way for us to demonstrate our appreciation to these valued members for their contributions to the CYA?

March 20th will begin the boating season for the Southern California Fleet with our Opening Day celebration. This year, we will once again gather for a brunch at the Long Beach Yacht Club, followed by a boat parade through Long Beach and Los Angeles harbors. Should be lots of fun.

The SC Fleet wishes all of our fellow CYA members a happy and safe boating season in 2005. We also want to invite everyone to attend any of our events this year. We'd love to have you!

THE VOYAGE OF THE SWAN: PART II

The Big Ditch

By David and Ruth Gillespie, USA Fleet

We resume our voyage after a three week layover. The layover accomplished two things. It allowed Cygnus II a chance to suck up some more money in the form of a transplanted rudder and a new knee and second, it allowed the weather to get much colder thereby increasing the enjoyment of boating.

The carcass of a 60' Grand Banks Aleutian lay forlornly on the shore as we left Atlantic Yacht Basin – a testament to the rigors of the waterway. But the weather was a crisp 30 degrees, the sun was out, there was no water coming in and sunny Florida beckoned. Blvd Crew braved the icy deck to retrieve the lines and we were once again underway. Our story resumes through the eyes of Blvd Crew.

Our first stop after the rudder repair was the famous Coinjock Marina at MM50 in North Carolina. We were greeted by two huge "blow up" Santas on the roof—a happy change from the free fly swatter given to boaters during 'the season.' Despite poor weather predictions for the next morning the run down Albemarle Sound was calm. We passed a Canadian flagged sailboat of about 20 feet moving noisily with its small outboard at full throttle festooned with wet sleeping bags and clothes draped over every exterior line or deck space. *Cygnus II's* wheelhouse was warm and dry, thank goodness.

There are 90 bridges—fixed, swing, bascule and pontoon—on the 1090 miles from Norfolk to Miami. Closed bridge clearances vary from nothing to 65'. We were making the trip so late in the fall that we were usually the only boat waiting for an opening. At other times of the year this can be hair raising with lots of back & fill. To add to the fun, bridge tenders in SC and FL usually respond only to channel 9 rather than 13, the channel used universally for shore operations on the rest of the waterway. (*But don't count on it because one or two still use only channel 16*) My job as navigator is to study the charts and

bridge lists reducing anxiety levels and making the Captain's life easier. Our trip this time included 25 bridges on the ICW between Norfolk and Jacksonville and 6 more on the St. Johns and Ortega Rivers. The first came at MM84. The large sign on the bridge announced that the bridge would not open if the wind speed was over 34 knots. As if I'd be out here in a boat in 34 knot winds!

We skipped our usual stop in Belhaven, NC—River Forest Marina—because all the guides described much neglected docks. (At our last stop you had to be very careful not to fall through and that was five years ago before the last several hurricanes!) We chose to try the new Dowry Creek Marina which was a very nice facility with helpful owners but no groceries or restaurant in walking distance.

On down the Pungo, Pamlico, Neuse Rivers past Oriental and Beaufort. Beaufort is a lovely town with a great town dock (*and vicious currents*) but we decided to press onward to Morehead City, a busy industrial port. The channel is well marked and the only bridge was a fixed 65' one so we made good time arriving at Spooners Creek Marina at MM211 on Bogue Sound. There our one night turned into three as the winds picked up, heavy rain squalls kept coming through, and the occasional tornado was sighted. We set out to walk to the grocery store leaving the canvas up. *Cygnus II*, Captain and Crew got thoroughly soaked but we got the groceries.

After three days the Captain's patience was getting thin and we set out in the early morning with the wind still blowing at about 20 knots. Running Bogue Sound made for an unhappy crew with water up over the wheel house, but thankfully it was short lived and we passed into calmer water after about 30 minutes.

M235-40 is always interesting as you cruise by Camp Lejune Firing range. Two large red lights greet you with

the message reading "if flashing take alternate route." Crew has always wondered where the alternate route is!

The next interesting bridge is the Onslow Beach Highway Bride at MM240, manned by the Marines. At this point we were following a large motor yacht with a captain whose voice came across the radio in an almost perfect southern drawl. This bridge is "on demand" so we heard the captain ask for an 'opnin' and be told to stand by for ten minutes. After waiting twelve minutes he radioed the bridge, "is theyar a problem?" An obviously embarrassed Marine came back with "no sir" and quickly raised the bridge. Sleeping on duty?

The waterway now takes us down the Outer Banks famous for lovely sandy beaches and yearly hurricanes. It pays to read all the updates and ask for local knowledge because there has been little dredging and shoaling can be a problem. Luckily we encountered no serious problems.

The Wrightsville Beach Bridge at M283 opens only on the hour and can have very heavy sportfish traffic on both sides. My favorite bridge is



Classic Yachting
*Official Newsletter
of the
Classic Yacht Association*

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Voyage of the Swan—Continued

the sunset Beach Highway Pontoon Bridge near the SC border. The roadway floats on several barges and is attached by cables across the channel. The whole contraption is pulled off to the side to clear the channel but boaters have to be careful to wait until the cable is dropped to avoid snagging it on the props. The tender is a good ole southern boy who tells you when to proceed with great authority and lots of body English.

Our last stop in NC was Southport Marina where we found *Witch*—a 50' Eico flattop formerly owned by our dear friends, then beautifully restored by CYA member Walter Schulz, and now owned by new members Stephen & Phyllis Decker. The denizens of the marina entertained us with a great Christmas boat parade while we sat in the wheelhouse keeping warm and enjoying a nice bottle of wine. *Cygnus II* did sport a small tree and red bows on the life rings but I had to wonder at the size of the generators needed to power all those lights.

Our main stop in SC was Myrtle Beach where we left *Cygnus II* to go home for the Holidays. The voyage was to resume after Christmas but this time with Brother-in-Law as crew.

Cygnus II had been left in the hands of a small marina populated by some interesting characters. The weather had turned extremely cold and my attempts to communicate my concern were met with some unintelligible drawls but NY is a long way off and I had to assume they would turn on the heat. They did. But they also left the ports open. Neatness was not necessarily a virtue so the boat looked as if a battalion of clam diggers had crossed it in cleated boots.

Turning the water pump on resulted in a flood of water rushing out of the crew head from a frozen pipe. In a perfect world the Captain would have told the crew to fix it but alas, the Captain had to do the work. Meanwhile crew began shoveling mud off the decks in preparation for washing down the boat. This turned out to be fairly dangerous as the

temps hovered around 31 degrees causing the water and mud to quickly freeze threatening to send Captain and crew overboard.

Up before dawn, we cast off for the final leg of the trip. Leaving the dock it was quickly evident that the marina had less than a foot of water under the keel at low tide making for some nervousness but we made it to the deeper water of the intra coastal and headed south through the canals and rivers of SC.

B'inlaw contributes: I expected it (the Big Ditch) to be one long man-made ditch . . . Instead it was very diverse ranging from narrow man-made cuts connecting rivers and bays to open water at the mouths of major rivers where one is often almost out of sight of land. There is something for everybody; nature lovers will be entranced by wildlife; fishermen were everywhere; and of course boating and navigation on the waterway is a given.

Dawn came slowly revealing absolutely flat water. I hated to disturb it and ruin the perfect reflections along the shore. The sun came out and the weather warmed up. *Cygnus II* was running perfectly. Life was good.

Pushing on we again came upon our Canadian sailors, wet sleeping bags and laundry—and now the Canadians-- now somewhat stiffer in the cold. Huddled in the cockpit, they pushed on doggedly toward the sun.

We reached Isle of Palms, just north of Charleston as the light began to fade. Topping off the tanks and tying up for the night we again washed down the boat hoping to get rid of the Myrtle Beach Mud. After dinner at the Marina restaurant we turned in for the night.

Charleston Harbor is large. And busy. The waterway takes you directly across the main shipping channel. Crew had his hands full trying to identify buoys and the Captain was momentarily distracted looking up to discover some VERY LARGE BOATS coming at us from



both directions. Between a rock and a hard place. Crank up the Yanmars, Battle Stations.

Cheating Death yet again we passed Fort Sumter and Charleston's famous Battery dodging into the comparatively peaceful waterway. Dolphins were especially bountiful in the waterway this year in spite of the cold temperatures of New Years Eve.

Beaufort, SC, was our goal for the day. It is a beautiful small town with magnificent architecture and a great town dock located right downtown. We thought to call ahead learning that the town marina would close at 3 pm for New Years Eve. My friend Dudley lives in Beaufort and we wanted to check in with him to see his progress restoring a 1930 Dawn. The project has been ongoing for the past five or more years but is now nearing completion and it was great to see it coming together at last. Another future CYA member!

New Year's Day saw us again headed south on the waterway hoping to stop at Thunderbolt. Alas, Thunderbolt has lost its major Palmer-Johnson yard and many of the smaller marinas have begun the process of going condo. Pushing on toward Savannah we decided to try the Isle of Hope, a marina I had not tried in previous trips. Isle of Hope is a beautiful small town of historic homes on the water, streets shaded with huge live oaks, and large numbers of boats quietly bobbing in the bend of the river leading to the marina. The marina office was closed but we pulled up and were helped to the dock by one of the resident boaters. A good deal of money has been spent on new docks and other facilities important to boaters and the marina is located in a

Voyage of the Swan—Continued

portion of the waterway known for sparse boating accommodations.

The swamps of SC and Georgia are known to always have some bug in season. In March there are black flies. April brings out the flying teeth,



small knots that bite viciously. The summer brings Green Flies that bite like kamikazes. And then there are the mosquitoes. Did you know that there are more than 20 species in

these swamps? Signs on the roads warn drivers of 'Swarming Bug' dangers. You get the picture. On New Years Day there were no bugs. Must be a Bug Holiday.

For many years we have made Jekyll Island a stop of choice on the waterway or the highway. It is a wonderful place, once the private hunting preserve of a group of wealthy northerners. Today it is a hotel and museum with limited development on the rest of the island. It has one commercial Marina which we stopped at and took the opportunity to walk around the historic district taking in the sights of the Jekyll Island Club.

The final day of our voyage took us across the Florida border past Fernandina Beach and on to Jacksonville. Coming into Mayport, the Ocean entrance of the St. John's

River we encountered our only really shallow water of the trip but it was short lived and we quickly passed into the River. The City is large and has completed a number of projects to liven up the waterfront with shops and marinas. But the journey's end was in sight so we resisted temptation and pushed on down the river turning into the Ortega River and Lambs Yacht Center at about 5 pm. Kiss the ground!

Despite a certain amount of abuse *Cygnus II* had handled the trip well. The new rudder post is solid and dry. Once her Captain learned the Secret Code of the Racors, her engines ran faultlessly averaging 2.7 gph on both engines. Thankfully she is in a covered shed but it is time to think about the varnish again. Now to plan the trip back north for our annual rendezvous at Mystic.

Scenes from the San Francisco Meetings



L-R: Commodore George Homenko (NC), Staff Commodore Peter Riess (SC), Vice Commodore Andy Blair (PNW), and Rear Commodore David Gillespie (USA).



Commodore George Homenko presents outgoing Commodore Peter Riess with an etched glass plate commemorating his year in office.

Sidney and Lucy Alderman's (NC#969) lovely *Marguerita* glides under the Bay Bridge.



Former National Commodore Charlie Rickard and Mary Ann enjoy some California sunshine aboard the *Marguerita*.



New PNW Directors Greg Gilbert (PNW#288) and David Ellis (PNW#490) show unbridled glee after feeling some Pacific rollers in the Golden Gate aboard Tom and Nancy Clothier's (NC#445) *Eslo*.

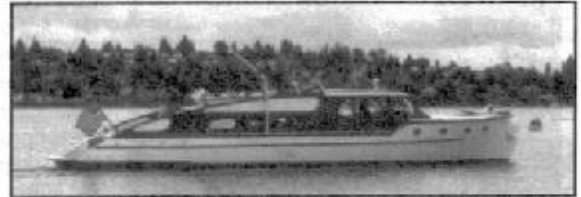
WELCOME TO THE NEWEST MEMBERS OF THE C.Y.A.!



ARIEL II - 1931 46' Herreshoff. Benjamin and Deborah Baker, USA Fleet. Tony Hannold, Sponsor. Dartmouth, MA



GRETA—1956 42' Matthews. William and Julie Buck, Pacific Northwest Fleet. Seattle, WA.



FOREVERMORE—1945 56' Shain. David and Heather Ellis, Pacific Northwest Fleet. Seattle, WA.

NEW AFFILIATE MEMBERS: *John and Suzanne DeLillo*, Northern California Fleet, Carson, CA; *Keefe Kaplan Maritime c/o Paul Kaplan*, Northern California Fleet, Point Richmond, CA; *John and Libby Sabella*, Pacific Northwest Fleet, Seattle, WA.

REINSTATEMENT: *Clarence and Roma Shoemaker*, Southern California Fleet; Yacht *JOAN M. HENDERSON*, 1936 43' Bozanson



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