



Classic Yachting

For All Fleets of the Classic Yacht Association

SPRING 2007



Riptide on the Predicted Log Race
Rick Olson Photo

Commodore's Corner

By National Commodore David Gillespie

but not 20 miles further to Jacksonville. No insurer on the East Coast would cover *Cygnus II* in Florida, period. I count myself extremely fortunate for belonging to the Classic Yacht Association because it put me in touch with Jim Hackworth who has been able to insure me from California! Many others are not so lucky.

The second is Marinas discriminating against wood boats. This is a phenomenon which has plagued us on the East Coast for the last 20 years or more. At our Last Change of Watch, Peter Riess brought the issue to the floor when he reported that this same thing was becoming prevalent in Southern California marinas. Peter is taking the lead in crafting a response to the issue which may well include writing to City and State officials, and other approaches. One thing we can do as an organization is to use our excellent web site as a vehicle to list those marinas which are wood boat friendly. Such a listing may induce recalcitrant marina managers to think twice before issuing such policies.

Looking at both these issues makes me wonder if it isn't time for the CYA to get more aggressive in lobbying for our historic vessels. It never hurts to cultivate your local officials. More than once, a casual conversation about a problem with local officials has resulted in changing policies so if you know the local officials be sure to let them know if you have public marinas which are not friendly to classic yachts.

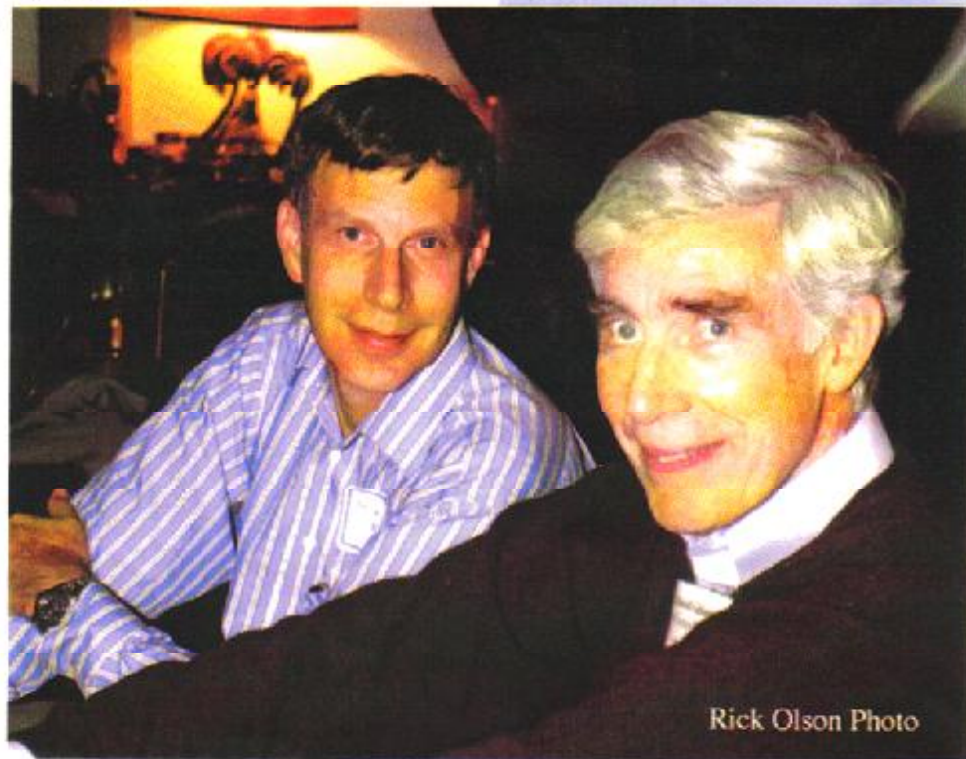
Bill Erving has been in the hospital for several weeks after suffering a stroke. All our thoughts and prayers are with Bill and Anna. We wish him a speedy recovery.

Right:
A gift from
Past Comm.
Andy Blair

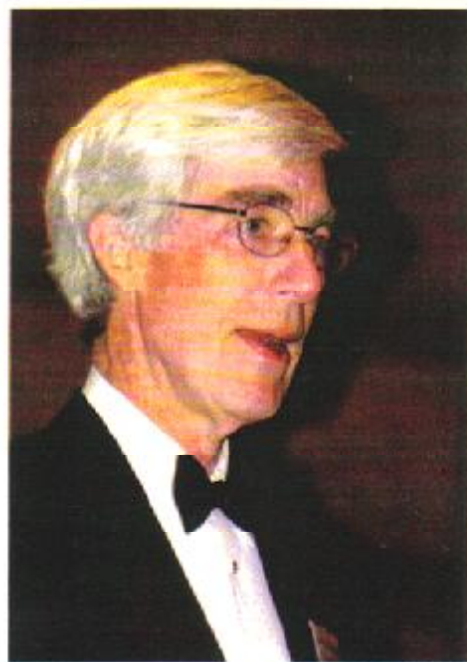
Below:
Director Peter
Riess chats
with the our
new commo-
dore.



Rick Olson Photo



Rick Olson Photo



Rick Olson Photo

Seattle is a truly wonderful CYA venue as well as being a great city in its own right. Ken Meyers, Andy Blair and the COW committee put together a great meeting including an opening cocktail party at David Huchthausen's loft and an impressive array of great classics for Sunday's boat ride. I was so impressed that we are planning a return trip in the summer when the weather should be warmer.

I am very pleased to be writing my first column in the newly re-done *Color Newsletter* which has been put together by our new newsletter editor, David Ellis. David has done a great job in taking up the reins from Jim Paynton whose tenure as newsletter editor can only be described as epic. Thanks, Jim, for all your hard work and thank you David for taking up the challenge and filling those rather large shoes.

Lately two issues of concern to all of us have come up. The first is insurance. By now I'm sure that everyone has read something of the problems being encountered by homeowners getting insurance in South Eastern coastal states. Homeowners insurance is easy to get compared to boat insurance. In my case, my previous insurer could cover me as far as the Georgia border



Northern California

Northern California Fleet Report

My reason for joining the Classic Yacht Association as an owner of an old wooden boat, was to learn more about these classic works of wood and metal and the people like me who own—or are owned by them. As I assume the Commodore's watch for the Northern California Fleet, working with our Bridge to plan events and increase member participation, I am struck by a third component in my education, beyond the boats and our members, that is, the amazing waters we call home in Northern California.

Here in Northern California, our boating takes place on two very different, though connected water systems, the greater San Francisco Bay and the California Delta. Our Bay Area boaters keep their boats in the largely urban centers of San Francisco, Oakland/Alameda, San Rafael, and Richmond. Like Bay Area sailors they are tuned to the Bay's tides and currents, its winds and fog. With an eye to the weather, the old adage holds particularly true for our Bay Area boaters, "If you don't like the weather just wait five minutes."

Our Delta Boaters are scattered throughout an amazing 1,000-mile network of rivers and sloughs, manmade cuts and channels, with only a few large cities like Sacramento, Stockton, and the Pittsburg/Antioch corridor on



Greg Sabourin Photo

"A daughter, her dog, and red vines (licorice), aboard a boat on a beautiful day. What more could you want."

the Delta's periphery. Our Delta Boaters have an incredible knack for navigating this labyrinth, and a knowledge of shifting shoals and bridge closings is every bit as important as knowledge of the tides. This freshwater playground has a rich and quirky history replete with paddlewheelers, dredgers, asparagus farmers, water wars between Northern and Southern California, and much much more.

One of the challenges for our fleet, with rising fuel costs and the large geographical area covered by our fleet, is to encourage boaters from the Bay Area and Delta to leave home and voyage from one area to another. This year, we have tried to cluster some of our events in each area, hoping to make it more feasible to attend two or more events for the price (in fuel and time) of one event

Next time you happen to be visiting

Northern California, please give me or another of our members that you may know, a call. We'd love to show you around and introduce you to our cruising grounds. If you're in the Bay Area, don't miss the Bay Model, a three-dimensional hydraulic model of the San Francisco Bay and Delta areas capable of simulating tides and currents. The Model is over 1.5 acres in size and represents an area from the Pacific Ocean to Sacramento and Stockton, including: the San Francisco, San Pablo and Suisun Bays and a portion of the Sacramento-San Joaquin Delta www.spn.usace.army.mil/bmvc/ Another organization to watch for fans of the Delta, is the Discover the Delta Foundation, www.discoverthedelta.org with a mission to help celebrate and protect the vast inland waterways.

Have a great season on the water!

Greg Sabourin

Welcome New Members



Two affiliate members -

Eric, Wendy and Ryan Nelson
Northern California Fleet
Davis, California

Edward Copeland and Janine
Hanson
Pacific Northwest Fleet
Bainbridge Island, Washington

DOUBLE EAGLE

Randall Olafson and Josephine Dermody
Pacific Northwest Fleet
58' 1948 MM Davis & Sons
Richmond, BC, Canada
Sponsor: Mike O'Brien
photo courtesy of owner



GIN FIZZ

Ross Pattee and Dominique Primeau
Pacific Northwest Fleet
45' 1952 Chris Craft
North Vancouver, BC, Canada
Sponsor: Mike O'Brien
photo courtesy of owner

FAWAN
40' 1911 Unknown builder
Owner: Elizabeth Tiedemann
Fleet: USA
Second vessel
Newport, RI
Photo by David Gillespie



P.O.S.H.

F. Todd Warner ~ USA fleet
55' 1937 ~ Huskins/Hacker
Mound, MN
second vessel - self sponsor

Ma and Pa Christensen, our grandparents, were born in Norway. In 1895, at the age of eighteen, they immigrated to the United States. They settled on a small farm in Oregon in an area known simply as Fernhill. At approximately the same time, our paternal grandparents, Benjamin and Lorentze Ekoos, also emigrated from Norway and settled on a farm near the Christensens'. One of their six children, Harry Ekoos, became Mother's first husband and the father of Billy and me. We are their only children. Mother was born in 1903. My brother, Billy, was born in 1921 and I followed in 1923.

Bob Ekoos relives moments of growth, excitement, joy and sorrow in his romp through a lifetime of experiences in wartime and in peace.

Bette Davis paraphrased it best with her epic statement, "Fasten your seatbelt, it's going to be a bumpy ride."

Bob Ekoos was born in Oregon and lived in California before immigrating to Canada. A World War II veteran of the South Pacific and European Theaters, he is a graduate of the American Institute of Banking, founder of the Classic Yacht Association, and has been published in numerous yachting magazines. Bob and his wife, Cherry, now live on Vancouver Island.



Clara's Boys

Bob Ekoos

Clara's
Boys

Bob Ekoos



www.PublishAmerica.com



Now let us introduce you to Member #1

You won't want to miss the Ekoos story or the special promotion to CYA members. Keep your eye on the web site. The above was printed with permission. Thanks Bob.

A Sad Passing of One of Our Own

The Bridge of the Pacific Northwest Fleet regrets to inform our members that Keith Weathers (Capriccio) crossed the bar, March 30, 2007 after a long and courageous battle with cancer.

Keith, a 21 year member of CYA, served on the Board of Directors, was PNW Fleet Commodore in 1991, and is well regarded as being the PNW Newsletter Editor who revolutionized the look and design of not only

the PNW's!, but also the national's newsletter as he designed the layouts of the famous "Steve Wilen, Ted Geary" series.

In addition to Keith's work on behalf of the CYA, for which he received the prestigious "Herb Cleaver Award," he and his wife Louise have been involved in significant restorations of important boats including SUNRISE, and most recently, CAPRICCIO.

Keith's generosity, spirit, kindness and strength in the face of adversity will always be a beacon to us all. Keith is survived by his loving wife of many years, Louise Weathers, as well as his

many cherished family members. The CYA is coordinating a gathering of remembrance and celebration aboard the Virginia V, to be held dookside on Saturday, April 21st, beginning at 1700 hours (5 PM).

Larry Benson - PNW Fleet commodore





The CYA says "thank you" Jim and 13 years dedicated to publishing "C



Photos by Rick Olson, Greg Gilbert, Ellen Murphey, Ted Hoheisel, and Dave Ellis

Paynton for yachting."



Rick Olson Photo

Southern California Fleet

By Peter E. Riess, National Director

2007 is off to a flying start for the Southern California Fleet. Many of us took the trek to the frozen Northwest for the Annual Board Meeting and National Change of Watch. What a fine event it was! Our heartfelt thanks to the Pacific Northwest Fleet for a really good time. We have been inspired by their efforts and will try to make the next Change of Watch as much as the last one.

The Southern California Fleet held its first monthly business meeting in February at the Long Beach Yacht Club. As part of the meeting agenda, National Vice Commodore Anna Erving officially adjourned the 2007 National Board Meeting (as required by California Non-Profit laws). At the meeting, our calendar for 2007 was established.

In March, we held our annual Opening Day. This year, the festivities were held aboard *Sobre Las Olas*, a 105' Callas-designed Fantail Yacht. Our hosts were



the vessels proud owners Jeff Ganter and Sean Connolly. The guys have done an excellent job of bringing this fine old fantail back from total disrepair. They have even had her original Atlas Imperial diesels completely rebuilt. Great food and much libation was consumed during the time we were all aboard. Our hats go off to Jeff and Sean, not only for throwing a great party, but also for seeing the potential in this great yacht, and taking the risk.

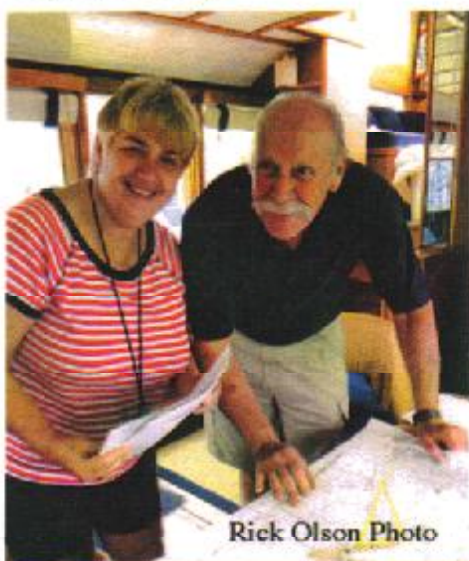
April will be the month for our annual Affiliates Bar B Q and Landlubbers Auction. This event is hosted by the Affiliate Members (as always, coordinated to perfection by Fleet Photographer Rick Olson), and traditionally is a "themed" event. This year's theme is "A White Party", meaning that all members are required to dress in white. At most clubs this would mean a white uniform, but rest assured, that will not be the case with the Southern California Fleet. Most certainly, some "license" will be taken in the choice of appropriate attire. We will make sure censored photos are in the next newsletter. This is also the event where our members empty their dock boxes to provide treasures to auction to fellow members. Another tradition is carried on as well. Years ago, Bruce Dobson created a trophy

of sorts for the auction, using a head (the porcelain variety). Each year the "trophy" auctioned off to the highest bidder, which by tradition must be the new Rear Commodore. The Vice Commodore has the honor of raising the high bid by \$1.00, until whatever "appropriate" selling price is reached. Good fun, all in the name of the CYA.

May is the month for the Annual Predicted Log Race, a competition taken more seriously by some than other. It has really come down to a grudge race between *Sea Dog* and *Madrigal*, with the rest of us merely alongside for a harbor cruise. Following the actual race is a dockside Bar B Q, with all attending the event spending the weekend aboard their boats at Cabrillo Marina.

June will find us returning to Catalina Island for our Commodores Cruise. This jewel of an island is a great place to hold an event. Where else can you take a two-hour boat ride, followed by a hike, and then lunch featuring a Buffalo Burger? Not a bad morning! It's been a few years since the fleet ventured to Catalina together, so this will be a real treat.

As mentioned earlier, planning for the next National Change of Watch is going full steam ahead. Don't want to give away too much at this point, but it appears that we will be meeting in the newly revitalized City of Long Beach. Just a quick mention to get the imagination going!



Rick Olson Photo

Classic Predicted Log

Dorin Robinson Elected to Life Membership

William Dorin Robinson was born to Noble and Elizabeth Robinson at eight o'clock on the evening of February 12th, 1936 in Medford, Oregon in a tent on the banks of the Rogue River. Noble, his deep sea diving father, was one of the first people to mine gold hard hat living. Raised an only child, Dorin was schooled in Portland and Waldport, Oregon and attended college at the U of O, and Linfield, in music. He graduated from Portland State in business and marketing and worked for a variety of companies: Pittsburgh Paint, Pac NW Bell, and sold real estate in Rosario, Orcas Island. In 1966, Dorin went to work for Seattle First National Bank, selling merchants the idea of the first proprietary bank credit card in the country. While at the bank he earned an advanced degree in financial marketing at the University of Colorado in the top five in his class. In his 23 years at the bank, he went on to become Executive Vice President and Marketing Director at Sea First.

In 1970, he bought a 30 foot 1927 Olympic Dreamboat and got hooked on boating. Then, in 1974 he accidentally found the Cle Illahee at Gig Harbour and was able to buy the boat after six months of research and dealing with a difficult owner when the boat finally was listed with Wolfe Marine Sales in Seattle. Shortly thereafter, Dorin joined Queen City Yacht Club and there he met the famous visionary, Herb Cleaver, who wanted to start a club of old vintage boats and wanted help doing so. That was 1976. Six skippers from the Seattle area met at several meetings at Herb Cleaver's home and at Queen City: Rob MacCay (Glayva), Dorin Robinson (Cle Illahee), Herb Cleaver (Marion II), Dick Timmerman (Vagabond), Douglass Footh (Lotus), and Bob Hullin (Davy Bill). In 1977 Herb made contact with some folks in Southern California. (Ian Nance, Bob Ekoos, and Warner Holcombe come to

mind.) That small group of six had high hopes and felt that with a lot of work they might get 20 members for the PNW Fleet Charter. In 1978, four CYA (Home Fleet) members and their wives came up to Seattle and presented the twenty with the Charter for the PNW fleet.

In his first year, he was instrumental in setting up and recruiting for the Canadian Fleet. Dorin was commodore for the PNW in 1980, commodore #2 and just 27 years ago. Since then, Dorin has served as a director, membership committee, and self appointed membership chairman and over the years he has sponsored more members than everybody else put together. He started the first PNW Christmas Cruise when boats would tie up at Timmerman's Fuel Dock. Dorin also was instrumental in the campaign to have the original Gothic Classic "C" reinstated on our burgees. Dorin has skippered Cle Illahee for the past 33 years.



Greg Gilbert Photo

PNW's First 20

PNW "Fleet Charter" Members

Herb Cleaver Marion II 200
 Bob Hullin Davy Bill 203
 Doug Footh Lotus 207
 Rob MacCay Glayva 208
 Dorin Robinson Cle Illahee 209
 Dick Timmerman Vagabond 205
 Ed Todd Miss Lakewood 210
 Herb Rinn LaHer 218
 Laura was PNW's first historian
 Jay Niederhauser Savona 217
 Ralph and Hanna French
 Sandpiper II 213
 Brad & Lena Bradford Mitlite 211
 Story Birdseye Comrade 226
 Michael Alfieri Nirvana 227
 Lyle Iversen Kohala II 224
 Roberts Brown Carolina 228
 Herb Myers Omard 220
 Les Hansen Mione 221
 Kay Bell Mitsey Bell 231
 Lloyd Wray Florie Ann 232
 Gene Spargo Lawana 237

Our special thanks to
Director Bev Partridge
for giving us a glimpse
of her life full of
Classic Corinthian Yachting.

Bev Partridge Shares Her Story of Bob & FANTASEA

It was an MG TD and the Sports Car Club of America that led Bob to the Classic Yacht Association! In 1953 sports cars were our hobby with rallies and gymkhanas our weekend activities. Then Bob began racing in the SCCA races. In June 1960 one of the racers was killed at Laguna Seca Raceway. On our drive home from Monterey, I reminded Bob of his love of boats and suggested that a change from fast cars to a slow boat might be in order. He agreed, and on July 4th we found "Fish Hook II" at Bethel Island. She was a Matthews 38 built in Port Clinton, Ohio in 1925. She was thirty-five years old, but so were we so it was a perfect match. We sold the MG TD, MG TC and Jaguar 120, took the \$5000.00 and bought the boat. We changed her name to "Fantasea" and Bob's lifelong passion had come into our lives.

Our first adventure aboard "Fantasea" was a trip to Ensenada, Mexico in 1962. Unlike today where boats go out the gate and turn left in a constant parade, very few made the trip in those days and power boats were a rarity. Nevertheless, with our 10 year old daughter (I baked her 11th birthday cake on board) and nine year old son we set forth on July 28th after a terrific send off from Pete's Harbor in Redwood City. Our navigation aids were a depth sounder, AM radio, Radio Direction Finder and charts! We gunk holed down the coast leaving early in the morning



Historian File Photo

so as to arrive in the next port before the fuel dock closed. Our itinerary was: Monterey, Morro Bay, Santa Barbara, Newport, San Diego, Ensenada. We had guests aboard on some parts of the trip and one couple from Salt Lake City sailed with us from Newport to Ensenada and back to San Diego. It was their first seagoing experience and our friend is convinced that the Coast Guard designed its diagonal red stripe across the bow of its ships after observing "Fantasea" decorated with his Bloody Mary in a similar fashion. Seasickness was experienced by most of our guests and both of our children from time to time. While in Southern California we took the children to the zoo in San Diego and Disneyland in Anaheim and spent a week at Catalina Island. Traveling North is always a challenge and we experienced a number of them including an engine failure, gale winds that forced us back to Santa Barbara with a Coast Guard helicopter hovering above us and several attempts to get around Point Conception. I'll spare you the details of some of the more harrowing moments. We arrived back in Monterey on September 4th to be greeted by Bob's parents and my mother. Bob, Sr. laughingly said he had checked with the Coast Guard so many times that they were on a first name basis. Looking back now, I can appreciate how worried about us they must have been.

This trip convinced Bob that we needed more outside space and after seeing a newer Matthews with a fly bridge, he designed and began building one for "Fantasea". We still made trips to the Delta and Santa Cruz as well as to San Francisco as members of Golden Gate Yacht Club, but work continued whenever possible. In 1969 Bob was assisting a client in locating a place for his large yacht. He discovered Ballena Bay which was a recently created island located in Alameda. Bob rushed home to tell me that he had made a deposit on a "sand lot, twenty-five feet wide, half under water at high tide and a promise to build a house on it and best of all there would be a dock attached to the house!" Fortunately, it took nearly a year for the house to be completed and for me to get used to the idea of leaving the peninsula where we had lived for nineteen years, but in June 1970 "Fantasea" had a new home and the Partridge family moved with her. We loved Ballena Bay and our new boating community. In fact, in 1978 Bob moved his law firm from the 24th floor of the Shell bldg. in San Francisco to the 2nd floor of a yacht broker's bldg. in Ballena Bay. We were truly committed to a new life style.

By this time we had heard about the Classic Yacht Association based in Southern California and had met Warner Holcombe who was the Commodore of the Northern California Fleet.

Warner encouraged us to join, but Bob hesitated because of the changes he had made. However, Warner persisted and in 1980 "Fantasea" was accepted for membership #269. For the next 22 years CYA was paramount in our lives. Bob became Rear Commodore in 1985 and had the honor of being Commodore in 1987. The highlight of that year was his 50th birthday celebration of the opening of the Golden Gate Bridge. Our three day event found twenty-two classics gathered at South Beach Harbor on Friday, May 22nd. On Saturday our boats paraded to San Francisco YC for lunch and on Sunday, we formed up for the big parade in spite of a 25 knot wind. "Jeremiah O'Brien," "Californian", "Jacquelyn," Master Mariner yachts and boats of all shapes and sizes also participated. After a 30's type dinner at the old Java House restaurant, we were scheduled to return to the Bridge for the fireworks and lighting of the Bridge towers. Not everyone was anxious to go out again to face the wind and waves, in fact, Donna Hamilton told Bob that her half of "Marcy" was NOT leaving the dock! We happily took them on board "Fantasea" and braved the elements to enjoy the celebration.

During the 80's, CYA was a young and growing organization. The Classic Yacht Association 10th Anniversary Membership Roster, published in 1980, contained just twenty-three pages. The

membership section was divided into Home Fleet, Northern California Fleet, Pacific Northwest Fleet, Canadian Fleet and Alaskan Fleet, but the Calendar of Events listed just fourteen dates without separating fleet activities. In 1982 the "Home Fleet" was replaced by "Southern California Fleet" and although it included some additional membership information, it was not until 1987 that By-Laws were printed in the seventy page roster. Our 2006 Roster contained 133 pages and registered membership #1161. My, how we have grown! Northern California CYA has followed the same pattern. In the early years, there were just two events besides Opening Day parades - one at Village West in Stockton in the summer and one at San Rafael YC in the fall. The summer rendezvous was a gala event with vintage clothing the preferred attire for the Saturday night dinner dance. The Rear Commodore, when elected, discovered he was the chairman for this event! By the mid 80's we started adding more events and our Change of Watch banquets became a treasured social event. It is difficult for me to recall missing a CYA event as the organization was so important to us. There may have been times when "Fantasea" had to be absent, but seldom the Partridges.

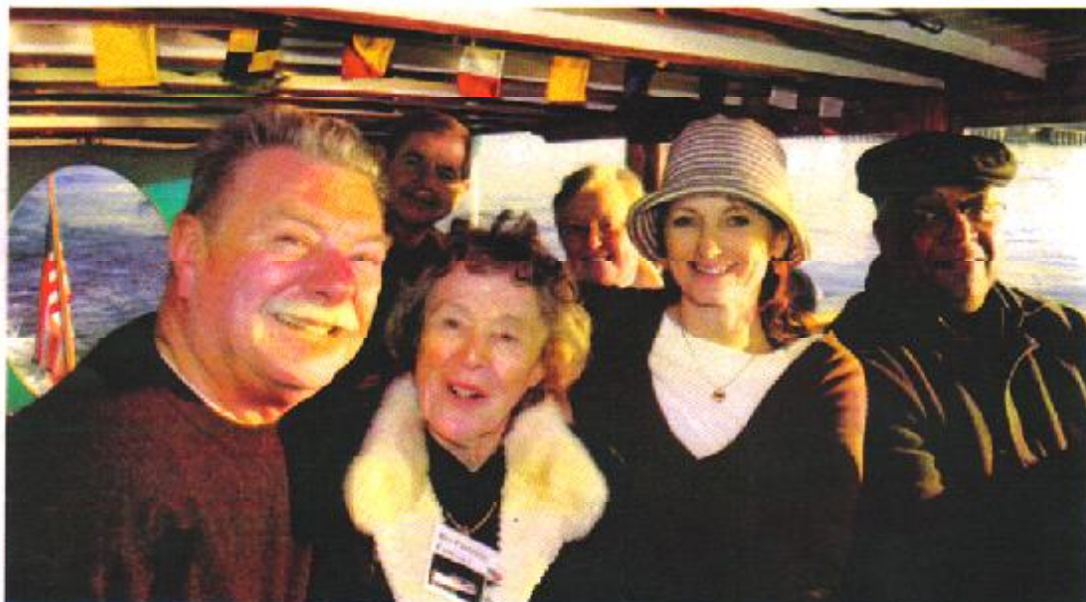
Having our boat in a slip behind our house made impromptu trips on the Bay

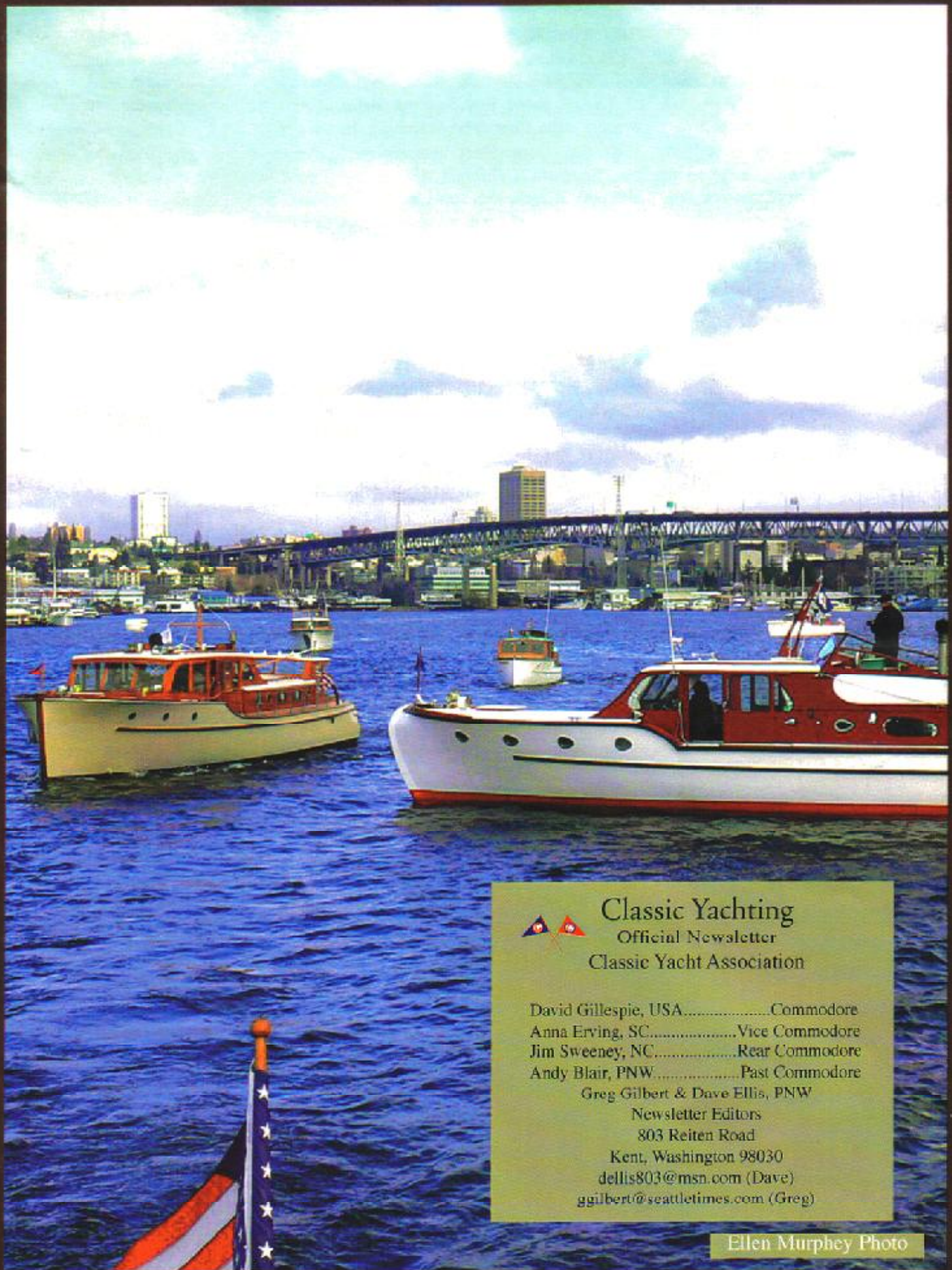
frequent occurrences. If the morning paper told us about an interesting event on the Bay "Fantasea" would be there. When the Her Majesty's Ship "Britannia" visited, "Fantasea" was there to greet her; when the Blue Angels performed, "Fantasea" had a front row spot; after the Loma Prieta earthquake, "Fantasea" made frequent trips for us to view the broken bridge and follow the repairs. Family birthdays and holidays were often an excuse for a cruise to Angel Island and 4th of July fireworks were enjoyed from her bridge. A Christmas tradition was our cruise around our little island with carolers aboard and Bob, in his Santa hat, shouting "Merry Christmas" to our Ballena Bay neighbors. The last trip Bob made aboard "Fantasea" was on May 1, 2002 when we watched the last gigantic crane glide under the Bay Bridge. Now as I cruise the Bay as a docent on the "Potomac" and see the progress being made on the new Bay Bridge I think to myself, "If Bob were here, he would have "Fantasea" ferrying us out on a regular basis to observe this construction project."

"Fantasea" is still in her slip and my wonderful CYA friends help me maintain her. CYA is as dear to my heart as it was to Bob's and I cherish my membership in this unique organization.

Director Bev Partridge, second from left, enjoying the company of members from several fleets, aboard Woodrow on the National Commodore's Cruise around Lake Union and Lake Washington this past January.

Rick Olson Photo





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Official Newsletter
Classic Yacht Association

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Ellen Murphey Photo