

Northern California Fleet Report

by Steve Kadzielawa, Commodore Northern California Fleet



Thunderbird, Lake Tahoe

It is always convenient when you can place blame on someone or something for one of the many destined circumstances that define you. While it would be awfully easy to blame Martin for my becoming Commodore of the NC fleet, the truth of the matter is, it is Lake Tahoe in Northern California that is at the heart of my devoted interest in classic yachts and hence my involvement with the CYA.

From as young as three years of age, I spent all the summer months at Lake Tahoe until well into my teens. The days consisted of one steady routine: fishing from one of the several local piers and private docks lying in wait for the prized lake trout and rainbows. As the mornings progressed and the

days warmed, the fishing would evolve into swimming and ultimately diving from the piers into the cold, clear, inviting waters of the lake. I had my personal favorite fishing piers that ranged from Tahoe City to Lake Forest to Dollar Point. The selection was not based on my fishing prowess nearly as much as it was based on the boats that were moored year after year at each location. Truth be told, I landed only one 10 inch rainbow trout to show for my countless hours and years on the lake. That was fine with me because I knew I could always count on that bullnose, blond deck, Chris Craft Capri at Lake Forest to occupy my thoughts and interest. Only a few yards from the Dollar Point pier was a fifties vintage 24-foot Chris

Craft Express Cruiser with white life ring buoys mounted on the cabin sides. She had a rugged utilitarian look especially when the afternoon winds would kick up causing the boats to pitch up and down from their mooring balls. At the Tahoe City Marina, in what I believed had to be the only boat house in existence, was a monstrous 36-foot Chris Craft Constellation. The confines of the boat house were a major inconvenience to me but did not obstruct the view of the massive chrome trumpet air horns and search light mounted atop the wheel house. Any boat larger than what I played with in the bathtub was out of my league but this one I felt privileged even to dream about.

Those days were more than 40 years ago and would anyone care to guess where I was just 24 hours prior to writing this nonsense for the newsletter? You guessed it. We had just returned from our yearly summer vacation at Lake Tahoe where, by the way, I did see that very same 36-foot Chris Craft that still docks in the same boat house. Apparently it is the only home that boat has ever had since being delivered to Tahoe City back in 1961. I haven't seen the Capri in many years but have seen the 24-foot express as recently as a couple of years ago on the same mooring ball with a relatively fresh restoration by Sierra Boat Company. I have knowledge of this as she was on exhibit at the Concourse D'Elegance a few years earlier.

Aside from keeping my long term memory alive and simply enjoying the surroundings of what I consider one of the most beautiful places on earth, our current Lake Tahoe experiences continue to be enriched by being part of the CYA. A vacation at Tahoe does not go by without many encounters with our friends in the fleet. While the NC Fleet is largely considered to consist of the San Francisco Bay and the Sacramento/San Joaquin River Delta, Lake Tahoe is very much alive with CYA activity. There are a large number of members who keep their classic yachts in the bay or delta areas and own vacation homes at the lake and participate in many of the organized classic boating activities around Lake Tahoe.

Alex Kanwetz, owner of **Huapala**, is an active yachtsman at Tahoe and regular exhibitor in the Tahoe Keys Boat Show every July. During this event Alex hosts tours of the lake aboard his 1937, 38' Stephens as well as a beachside evening BBQ at his west shore home. The weekend is an event enjoyed by as many as 20 fleet members who are attracted to the area each summer. Also of note, **Huapala** holds the distinction of having more miles on her vertically than any yacht in the fleet. She is trucked annually to and from Lake Tahoe over the Sierra

Nevada Mountains in order to spend summers in Tahoe and winters in the S.F. bay. Our International Commodore Jim Sweeney and his wife Bernadette also participate in the

capable of speeds in excess of 60 knots in the high elevation of Lake Tahoe. **Thunderbird** can frequently be seen cruising the lake and visiting the shows when not at rest inside the



various Tahoe activities with their triple cockpit runabout **Little Bear** based out of their vacation home in Tahoe Keys when they are not enjoying their classic yacht **Bounty** back home in the Bay Area.

same boathouse she was originally delivered to on the Nevada shore. Since words do her no justice, I recommend, at the very least, a visit to YouTube.com and enter "Thunderbird Boat Lake Tahoe".

One cannot mention classic yachts and Lake Tahoe in the same sentence without acknowledging the significance of what must be the most famous and intriguing classic in the west if not the country. Of course, I am referring to the beautiful yacht and queen of the lake, **Thunderbird**. Displaying the CYA burgee for many years, she is a 55' mahogany and stainless steel John Hacker design commuter built by the Huskin Boatworks in 1939 and delivered new to Lake Tahoe. The unique design features were the request of the eccentric and extremely wealthy original owner and inspired by the lines of the DC2 aircraft. She is currently powered by two WW II vintage Allison V12 aircraft engines of over 1000 horse power each and is

Thanks to the dedication and generosity of some other NC Fleet members, the CYA welcomed the Tahoe Maritime Museum as an honorary member two years ago. Similar to our mission, the museum is dedicated to preserving and presenting Lake Tahoe's rich maritime history. The twenty-year-old museum in Homewood, CA, on the west shore, last year reopened in their new state of the art facility which hosts a vast collection of artifacts, photos, engines, boats, and other interactive displays.



As a matter of fact, one of the engines donated for display was the original Hall-Scott Invader engine from Mel and Gig Owens 1929 Lake Union yacht **Pat Pending**. A trip to Lake Tahoe will now never be complete without a visit to this remarkable museum. If you can't get there soon, a

sneak peek at their website www.tahoemaritimemuseum.org is a must.

At the risk of sounding like a travel brochure, I honestly believe that no classic yacht enthusiast has truly explored the world of classic yachts

without experiencing Lake Tahoe during the summer. There is no more pleasing sight than that of the cobalt blue alpine waters of the lake in combination with the exquisitely varnished mahogany and chrome of the countless power driven crafts that cruise it.



USA Fleet Report

by Shannon McKenzie, for USA Fleet

The 18th annual WoodenBoat Show was held the last weekend in June, 2009, for the third year in a row at Mystic Seaport. Over the course of three days, more than 12,000 people visited the Museum to see exhibitors on land and in the water. The Mystic area was lucky, as it often is, by being surrounded by serious thunderstorms and yet not receiving a single drop of rain! There were several boats present associated with the Classic Yacht Association, most notably **Aphrodite** and **Canim**. One



highlight of the show was the steady line of people waiting to board **Canim** – throughout the weekend she had more than 1,700 people cross her decks.

Heritage Marine Insurance, operated by CYA member Jim Cassidy, sponsored the annual Concourse d'Elegance, where boats are judged for their quality of construction and restoration, quality and correctness of all on-board systems, and caliber of finish and appearance. Among the winners was **Canim** who, along with her owner, Martin Sutter, won first place in the Professionally Maintained Class. One of the favorite highlights of the Show was the "I Built it Myself" display which featured 50 amateur boat builders who displayed their home-built kayaks, rowboats, sailboats, and power boats. These skilled craftsmen talked with other like-minded builders and inspired visitors to see that they, too, could build their own boat. The WoodenBoat Show will return to Mystic Seaport June 25 - 27, 2010.

A second recent show, the Antique & Classic Boat Rendezvous at Mystic Seaport is an annual event featuring high-quality antique vessels built before 1965 including cruisers, sailboats, runabouts, launches, and more. It was held the last weekend in July this year and featured more

than 45 classic boats gathered along the Museum's waterfront Saturday and Sunday morning, with the boats then parading down the historic Mystic River mid-afternoon on Sunday. This year's featured vessel was **Little Vigilant**, a 70' vessel designed for Drayton Cochran by Walter McGinnis. The sardine carrier style boat built by Abeking and Rasmussen in 1950 recently underwent a complete restoration and now operates as a family cruising yacht out of Massachusetts.



Friday night before the opening of the Antique & Classic Boat Rendezvous, Ted Crosby, International CYA Director, organized an event kick-off party hosted by **Aphrodite**. Mystic Seaport was honored to have Elizabeth Tiedemann, owner of Sea Scope Yacht Charters out of Newport, RI, as the Head Judge for the annual award competition that recognizes excellence in restoration, authenticity, and workmanship. Tiedemann's fleet includes **Fawan** and **Pam**, both of which are CYA members.



Inevitable

Participating CYA members and vessels that received awards this year included Ed and Ann Marie Dombroskas, owners of **Inevitable**, who won the award for Best Example of a Clinker Built Classic Sea Skiff Continually

Used and Maintained by Owner, and Martin Sutter, owner of **Canim** who won Best in Class in the over 50' category. Other CYA vessels attending this year's show were **Nisca**, owned by Ted and Rebecca Crosby, and **Aphrodite**, owned by Chuck Royce, both of whom won awards last year. In 2008 Ted Crosby received a Special Citation for his ongoing support of the CYA and of the Antique & Classic Boat Rendezvous and **Aphrodite** won the Nothing More to Be Said Award. After three straight years of presenting that award to **Aphrodite**, the judges had to take

a break this year! The rendezvous will be held again July 24-25, 2010.



Southern California Fleet Report

by Christine Rohde, International Director, SC Rear Commodore and Historian

It is impossible to think that summer is almost over. I know I'll get no sympathy from the other fleets, but we have had a cool summer, with more foggy "marine layer" than sun. Nonetheless, we have had an especially event-packed mid-summer, with gatherings four weekends in a row, from Marina del Rey's Old Fashioned Day in the Park, to Long Beach with a show with ACBS and Shoreline Yacht Club, to Newport Harbor and the American Legion Yacht Club, to Marina Pacifica in Alamitos Bay to the east. Each was focused on inviting the public to enjoy our restored classics, with the hope of creating more awareness of their fragile existence and our quest to preserve these cherished examples of unique American maritime architecture.



ComOcean

Our own **ComOcean**, Ron and Cathy Yatch's beautiful 1953 33' Chris Craft El Capitan was selected Best in Show at the Shoreline Yacht Club event, with Scott Robinson's Chris Craft **Century** placing second, and Peter Riess and Dennis Ballard's **Riptide** third. Well earned distinctions which represent CYA well!! We were also pleased to officially welcome new members Kevin and Claudia Murphy as affiliates. Their pristine 1966 Baglietto **Arrivederchi** is stunning!

As anticipated in the last newsletter, we also enjoyed our 2nd annual Commodore's Cruise to Emerald Bay on Catalina Island and made more new friends in Corsair Yacht Club. It was a rolly weekend with unusual south swells coming broadside. Several of us were privileged to enjoy a "quiet" afternoon of sailing in CYC's Ashbridge



Classic – which was extended due to almost non-existent wind for the first half of the race (power is not a bad thing CYA!!). It was a fun opportunity to see another side of yachting!! We all celebrated beachside with an evening BBQ and "unending" punch bowl!

A highlight of our Old Fashioned Day in the Park in Marina del Rey was the announcement by Rick Olson and Elissa Cruz – long time and very active CYA members who many of you know – that they are to be wed in September while on safari with friends in Africa. They've promised a celebratory party in October where we will toast that Rick is not only Elissa's "spice" but now her "spouse" as well. Also a personal treat this summer was Bruce Dobson's visit aboard **Sparkle** and the exchange of many old CYA stories.



The 4th of July celebration in Marina del Rey revealed a treasured classic here at home. I saw a beautiful little launch cruise down my "C" channel mid-day, with the gentleman at the helm in appropriate star spangled top hat and proper dress whites. As they returned I hailed them over to the dock, and it turns out that the **Lark** is a former CYA member. She is a 22' 1915 launch built by Fay & Bowen, the same builder of the memorable vessel in African Queen. She is owned by a group termed "The Birds" who are affiliated with Santa Monica Windjammers



Yacht Club. They trade weekends; the primary requirements of the cruise is that the member hosts wear white and all aboard toast with fine champagne. Sounds reasonable for the oldest

vessel in Marina del Rey. They have already provided interim historical documents, and we look forward to their re-joining CYA and bringing their history up to date for our records.

We in Southern California trust the summer around the country has not gone as swiftly as here, and that the rest of the boating season is filled with wonder and fun. I will share a short poem that was one of my father's favorites. I hope you enjoy it and trust we are all "good enough to keep".

*God grant that I may live to fish
Until my dying day,
And when it comes to my last cast
I then most humbly pray,
When in the Lord's safe landing net
I'm peacefully asleep,
That in His mercy I be judged
Good enough to keep.*



Canadian Fleet Report

Princess Louisa Inlet – A Hidden Treasure

by Mike O'Brien, International Director, Commodore Canadian Fleet

One of the joys of coastal cruising in British Columbia is the infinite range of alternative destinations available. In early July several years ago, Peggy and I were crossing the Gulf of Georgia on **Euphemia**. We were to meet friends from Vancouver on a planned expedition to the Broughton Islands. As we lumped our way across in a three foot beam sea we were contacted on the VHF by Grant and Marj who were heading up coast in their recently acquired 1960's wooden trawler-style yacht. Grant was experiencing excessive temperature in his port engine so we agreed to rendezvous at Pender Harbour where a local mechanic diagnosed a perforated heat exchanger. With the prospect of three or four days for repairs at hand, we quickly devised an alternate plan to introduce Grant and Marj to one of our favourite destinations in the British Columbia coast, Princess Louisa Inlet. Peggy and I had first experienced Louisa over twenty years earlier aboard **Haida Princess** and had returned every two or three years since then. We were so entranced with the inlet that we had become life members of the Princess Louisa International Society.

We were soon underway in bright sunshine with winds of 10 knots or less and Marj and Peggy were ensconced in the teak steamer chairs on **Euphemia's** bow.

Rather than run up Malaspina Strait and into Jarvis inlet, a twenty five mile trip, we chose to meander down Agamemnon Channel which runs between the Sechelt Peninsula and Hardy Island, eight miles to Earl's Cove near the head of Jarvis. The B.C. Ferries system operates a ferry from here to Saltery Bay across Jarvis Inlet to provide road transport to Powell River.

From Earl's Cove we crossed the entrance to the Sechelt Inlet which is protected by the awesome Skookumchuck Rapids, the second largest salt water rapids in the world. The Rapids boil as huge volumes of water force their way through Skookumchuck Narrows at the north end of Sechelt Inlet. Skookumchuck means 'strong water' or 'turbulent water' in Chinook.



We left Jarvis inlet, heading up Prince of Wales reach for fifteen miles. M. Wylie Blanchet (Capi) describes the trip up the reaches in her account of her adventures in the 1920's seminal book on pleasure boating on the B.C. coast, *The Curve of Time*, in the following words:

*Once you get through Agamemnon Channel
into the main inlet, you just have to keep going –
there is no shelter, no place to anchor. (p4)*

As we rounded a corner at Britain River, Peggy and Marj were chased into the protection of the wheelhouse by a biting cold glacier fed wind. I was reminded of Capi's description of Prince of Wales:

*It is not a nice wind in among the mountains.
it picks you up in its teeth and shakes you.
It hits you first on one side and then on the other.
There is nowhere to go, you just have to take it. (p. 5)*

As we entered Princess Royal Reach the wind died as quickly as it had come up and we headed back to the Steamer chairs and this time I took the remote control on its 50-foot cord out and steered "Euphy" from the outside position, so that I too could enjoy the glorious scenery on the eight mile run up to Queen's Reach.



We had made better time than expected and reached the entrance to Princess Louisa Inlet, five miles up Queen's Reach, well before slack tide. Captain George Vancouver missed the entrance in 1792 when he was charting the B.C. coast and searching for the mythical North West passage. He passed the entrance on an ebbing tide and mistook it for a river as the water was flowing out at a rapid rate.

The entrance to Louisa appears to be nothing more than a crevice in the side of the 4000 foot mountains and is guarded by the turbulent Malibu Rapids. One enters Louisa through these s-turn rapids only at slack current. The ten knot current boils and froths, creating strong rips that can dash even the largest boat against the rocks if approached at the wrong time. Transiting at slack tide is however done with ease.

As slack approached, I announced our passage on the VHF to warn boaters exiting Louisa in order to avoid congestion in the narrow passage.



As we cleared the rapids, the hairs on the back of my neck stood at attention, acknowledging the almost spiritual effect that the scene before us has on almost all boaters. The mountains rise up to 7000 feet on either side of this half mile wide, six mile long inlet, while the ocean plummets straight down for 1000 feet.

Again in the words of Capi:

At certain times of the day the whole inlet seems choked with mountains, and there is no apparent line between where the cliffs enter the sea and where the reflections begin. (p. 9)

At a stately four knots, we slid up the inlet, marvelling at the more than sixty waterfalls creating silver necklaces for the snow capped peaks. At first almost subliminally but with increasing insistence, a background noise invaded our senses. At the apparent end of the inlet it became obvious there was a dog-leg left extension. We rounded the corner and the cause of the noise revealed itself in the form of the magnificent Chatterbox falls.

First appearing high up the mountains, then hiding behind rock outcroppings and reappearing further down the mountain side, the torrent finally plunges into the ocean creating a constant current and a cloud of soothing mist. We dropped the hook at the base of the falls in twenty feet of water and launched the dinghy to explore the area surrounding the falls. Later in the day we would move back down the inlet to good anchorage behind MacDonald Island to avoid the dampness from Chatterbox.



There is a substantial wharf, boardwalks to viewing spots, tenting sites and the MacDonald memorial Lodge. There is water on the wharf but no power. The wharf and surrounding property is a B.C. Marine Park in partnership with the Princess Louisa Society. James F. MacDonald, or as Capi called him "the Man from California," settled here in 1927 and in 1953 deeded his property to a joint Canadian/American society on his death. The property was to be protected for future use by the boating public.

In furtherance of that aim, the Society has turned the property over to the Provincial Government as a Marine Park, but continues to oversee the land and to raise money for further property acquisition in the area. Our objective is to protect the pristine nature of this jewel. For more information on the Society, I refer you to our web site at www.princesslouisa.bc.ca.

Most boaters from Vancouver, Victoria, and Seattle bypass the forty-one mile trip to Louisa for more northerly waters (see David Huchthausen's article on the Canadian Broughtons in the last edition of this journal). Louisa seems like a lengthy and difficult side trip to many, but to those of us who regularly visit, the magic of this jewel never dims.

After several days of exploring, bracing glacier fed showers and lazy days in the sun, "Euphy" turned her bow west back out to Pender Harbour where Grant and Marj's **Neverhome** was now ready to carry on our vacation. What had at first seemed like an unfortunate delay due to mechanical problems turned into a delightful cruise and the opportunity to see first hand what National Geographic has called the ninth wonder of the world.



Grant, Marj, Peggy, Mike at the base of Chatterbox Falls



Pacific Northwest Fleet Report Show-Boating in the Pacific Northwest

by Larry Benson, International Director



Larry Benson's **Theloniuss**

Summer in the Pacific Northwest! Boating season for sure, and equally sure are many wooden boat festivals throughout the area. Every waterfront community takes great pride in its

waterfront, many celebrate with a waterfront festival, and they all like to feature our wooden classics. Many of our members attend one or several each year. As for me, I'm kind of a boat show junkie, attending as many as seven or eight each year. I love being in these charming communities surrounded by classic wooden boats and their classic owners.

For the past several years I have planned my summer cruising to include the 'Big 3' – Vancouver, BC,

Victoria, BC, and Port Townsend, WA - each spectacular and each with its own distinct personality. They are coordinated to occur on three consecutive weekends centering on USA's Labor Day.

Vancouver - the largest of the three cities, yet the smallest number of boats - perhaps sixty or seventy. Located at Granville Island, it's a thriving colorful tourist center, with shops, clubs, eateries, and a marvelous farmers market. Attended by very few

US boats, those of us from below the border are made to feel especially welcome. Any other time of the year, dockage is limited to three hours, but for the festival we are welcome guests for up to six days. What a treat!

Victoria - with the elegant setting of the Inner Harbour, fronted by the venerable Empress Hotel and Parliament Building, this is truly a magical place to be. This location is the heart of Victoria's 'Old England' charm, and here we are, again front-row-center. This is the only judged

show of the three, with an array of the finest wooden boats you'll see assembled anywhere - steam launches, work boats, speed boats, motor yachts, sailboats, row boats - you name it! A joy to behold! (Rumor has it this is its last year - the long-time sponsor has pulled out. I doubt that this marvelous show will be allowed to die.)

Port Townsend - back south of the border, the community of Port Townsend puts on quite a show. Traditionally this was a sail boat event, but we stink potters are now

very well represented. This is the only wooden boat show to charge admission (or compulsory donation), yet thousands of wooden boat lovers flock to this funky, Victorian town. Besides the boats, there are many booths, seminars, a beer garden with continuous live music - a really big show. The finale is a sail-by that would rival any tall ship festival.

My favorite? Wow - like choosing your favorite child - each unique, each wonderful in its own way. But if pressed, Vancouver has my vote.



NOTICE: CYA is seeking a person to assume the title and duties of *Membership Roster Editor*. If you have an interest in supporting our organization, please consider volunteering for this important assignment. Contact Commodore Jim Sweeney at (415) 459-8681 or via e-mail: james.sweeney3@comcast.net for more information.

Mark your calendars!! **January 15-17, 2010**, the **Annual General Meeting of the International CYA Board of Directors and Officers and the International Change of Watch Banquet** will be hosted in Seattle by the Pacific Northwest Fleet of CYA. *Directors/Officers -- watch for a separate mailing to register!*



NEW – Blazer Pocket Patch for CYA with dual red and blue pennants
\$25 each including shipping
Contact Margie Paynton, CYA Historian



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Jim Sweeney, NC Commodore
Mike O'Brien, CDN Vice Commodore
Larry Benson, PNW Rear Commodore
Ann Hay, PNW Newsletter Editor
piedpiper1940@yahoo.com

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Saturday Mornings with Norm

A tribute to Norm Blanchard, 1911-2009

by Steve Wilen, Past Commodore PNW Fleet



I used to be afraid of Norm Blanchard. He was one of the best and most well-known wooden boat builders on the west coast. As a neophyte boater some thirty years ago, I thought Norm represented everything I ought to know (but probably never would) about the design, construction, and operation of wooden boats. I assumed that, for Norm, a wooden boat was mainly an intricate assemblage of wood pieces, most of whose names I did not know, propelled through the water by sail or some type of motive power. For me, a classic wooden yacht was more a beautiful sculptural thing – more a work of art than a device intended to transport persons or cargo across a body of water from one place to another.

Thirty years later, having spent countless hours talking with and listening to Norm as he imparted his decades of wisdom to me, I'm still a neophyte boater, and a retired one at that, having sold my former motor yacht, **Kensington**, when I decided to move to Brazil. But I did manage to learn quite a few things from Norm.

How that all came about is still a bit of a mystery. Norm never did reveal to me why he chose me as the person to whom he wanted to tell his many stories spanning the better part of a century about yachting and boatbuilding in the Pacific Northwest. I suspect his choice had largely to do with the articles I wrote for the CYA Pacific Northwest Fleet's newsletter about famous Pacific Northwest motor yachts. I could always tell the day Norm received his copy of the newsletter because my phone would ring and I would hear that inimitable voice on the other end of the line giving me additional information on that issue's featured yacht, occasionally correcting minor errors he had found in my story.



Mer-Na, 36' 1930 Blanchard

And then the Saturday mornings with Norm began on board **Kensington**, initially as an exercise to record and then transcribe for posterity Norm's myriad stories of yachtsmen he had known, the boats they owned, and some of the history of Johnson Bros. & Blanchard and the Blanchard Boat Company. Norm would drive over from Redmond each Saturday morning in his older model Oldsmobile, I would set up my Radio Shack tape recorder, and we would begin talking.



Soon it became obvious that I was accumulating enough riveting material for a book. Norm, who had never considered the end result of our project might be a book, seemed intrigued by this possibility. However, it was not long before his eyesight began to deteriorate to the point where he could no longer make the drive to Seattle (a ride with Norm one Saturday, where we crept in his car from the marina to a restaurant a mere 500 feet away with Norm rubbing the right tire walls along the curb, rendered Norm's decision to stop driving quite acceptable to me), and I began trekking to Redmond for our sessions.

The story of the resulting book, *Knee-Deep In Shavings: Memories of Early Yachting and Boatbuilding on the West Coast*, is well known. It was published ten years ago (June 1999), initially did quite well in the boating community, received some good reviews, and garnered a few royalty checks. That entire experience was one which I would not have missed for anything. I consider myself very fortunate to have been asked by Norm to write up his stories, and we were both very blessed to find such a great publishing team to work with as Horsdal & Schubart. But the most lasting and nicest result of all this was the ongoing friendship I have had with Norm and Mary Blanchard over the years.



Colleen interior, 36' 1929 Blanchard

Norm was never *really* active in the Classic Yacht Association, although he and Mary were frequent attendees at banquets and other CYA functions until five or six years ago. The respect and reverence everyone had for him was palpable the moment he entered the room. Long-term CYA members may recall Norm's famous slide show, which was always such a treat when he would present it at fleet banquets or other CYA events. Possibly the last time he gave it was at a banquet at the Harbor Club in Seattle when the PNW Fleet was hosting the then-National Board of Directors' meetings and Change of Watch, around 1997. The slide show was the last event scheduled in a rather full evening, and Norm kept plugging along for what seemed like hours. (Remember that whenever he would come to his slide of the helm of one of the 36-foot standardized cruisers, he would say, "Notice the *elaborate* instrumentation.") Finally I was reminded by Steve Moen that we had reserved the club dining room only until 2200 hours, and that the waiters were all standing around with their arms folded, so we had to pull the plug on Norm. Afterwards, I asked him what had happened to his slide of **Kensington**, which normally appeared midpoint in the slide show. He said, "I was saving the *best* for *last*," which I thought was very kind of him to say, if perhaps not exactly truthful.

Norm had many memorable sayings, always delivered in that unmistakable voice, to which the printed word cannot do justice. Often, these were interjected at CYA events, where something had been said which needed his immediate correction. "It's spelled *caulking*, but it's pronounced *corking*." And regarding the CYA burgee (sic.), "It's not a *burgee*, it's a *pennant*," explaining that a burgee is always swallow-tailed. He had a way of getting right to the point. One year not long ago, onboard Jim and Margie Paynton's **Maranee** at a Turkey Float Cruise, Mary noticed a fiberglass mega-yacht emerging from the Montlake Cut and exclaimed, "Oh, look, it has five stories." "Mary," Norm hastened to correct her, "they're not *stories*, they're *decks*." One of my favorites occurred a few years ago when I showed him a photo I had taken of him. He studied it for a few moments, then chuckled and said, "Wrinkled old guy, isn't he?" A brief moment that has remained with me occurred at the Jensen Motor-Boat Company one morning shortly before Anchor Jensen's death in 2000. As we approached the yard, Anchor was walking up to his ancient International Harvester Scout with the bulldog hood ornament. As they passed each other all that was said was, "H'lo Anchor," "H'lo Norm," like ships passing in the night.

As the years wore on, Norm's razor sharp memory began to lose its edge, and his energy level began to wind down. But two things that *never* changed were his smile and the twinkle in his eyes, instantaneously triggered whenever he would spot a small child in the room; he loved talking to children. Or, after a mostly silent dinner, he might look at me, those blue eyes of his would sparkle, and he would grin like the Cheshire Cat in *Alice In Wonderland*.

So the end to this great and wonderful man came shortly after his 98th birthday, quietly in the early morning of July 9, 2009. According to Mary, it was a peaceful passing, and what he wanted. I think Norm was just worn out. But thank God for his having been in all of our lives in some way, for creating those wonders of wood craftsmanship that he and his father built between 1905 and 1969, many of which still cruise and sail the waters from the Pacific Coast to the Atlantic Seaboard. He was a wonderful friend and mentor to me, although I still marvel at how we always seemed so mismatched. Maybe Norm realized that and it was OK with him. Maybe for him, that completed the circle.



NEW CYA members from the 2nd half of 2008 – more to come!!

New Affiliate/Associate members:

Greg Lewis and Shelly Scribante
CAPRI
27' 1960 Chris Craft
PNW Fleet, Seattle, WA
Eric Mahler, sponsor

Rob Schreurs
PARROTHEAD
50' 1990 Morgan
SC Fleet, Wilmington, CA
Christine Rohde, sponsor

Richard and Aldeana Saber
EAGLE
32' 1987 Transpacific Marine Co
NC Fleet, San Rafael, CA
Steve Kadzielawa, sponsor

Rick and Melodie Bower
OPUS ONE II
44' 1966 Pacemaker
NC Fleet, Bethel Island, CA
Larry Hazelett, sponsor

Laurence Drivon
MAVERICK
50' 1966 Stephens
NC Fleet, Napa, CA
John DiLillo, sponsor

Richard and Jonelle Sullivan
SAN LOUIS
48' 1960 Stephens
NC Fleet, San Francisco, CA
John DiLillo, sponsor

Kent and Kyle Ramos
RAMOS FIZZ
32' Chris Craft
NC Fleet, Sacramento, CA
Larry Hazelett, sponsor

Angelo and Ann Durante
BELLA VITA
37' 2001 Silverton
NC Fleet, Willow Berm, CA
Larry Hazelett, sponsor

Errold Moody
NC Fleet, San Leandro, CA
Steve Kadzielawa, sponsor

Bob and Kelley Williams
BLUE MOON
45' 1968 Matthews
NC Fleet, Bethel Island, CA
Larry Hazelett, sponsor

Tony Gleidt/Maureen Degrano
ROMANCE
42' 1960 Stephens
NC Fleet, Brentwood, CA
Second Vessel

William and Susan Parker
WYNTOON
NC Fleet, Lake Tahoe, CA
Larry Hazelett, sponsor

Affiliate/Associate reinstatements:

Julian Matson
Victoria, BC
Canadian Fleet

John West and Bonnie Stacy
Victoria, BC
Canadian Fleet

John and Nita Dupen
Tiburon, CA
NC Fleet

New Classic/Vintage members:

Robert Layne
UP TO SNUFF
30' 1937 Elco
Wilmington, CA
Southern California Fleet
Tony Escalante, sponsor



Georgia Selfridge
STELLA
35' 1958 Chris Craft
Seattle, WA
Pacific Northwest Fleet
Dorin Robinson, sponsor



Larry Benson
THELONIUS
38' 1953 Admiral Marineworks
Seattle, WA
Pacific Northwest Fleet
Second vessel



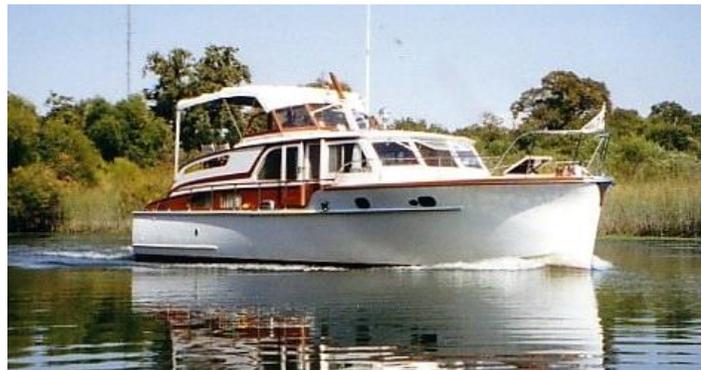
Harold Taylor and Kristin Jordan
MARPRO
43' 1948 Preics
Sacramento, CA
Northern California Fleet
Larry Hazelett, sponsor



Michael Amerlan
EXQUISITE DELIRIUM
35' 1950 Steelcraft
Vallejo, CA
Northern California Fleet
Steve Kadzielawa, sponsor



Gerry Merritt and Jerry Willar
TRUE GRIT
42' 1957 Matthews
Isleton, CA
Northern California Fleet
John DiLillo, sponsor



Paul and Sandy Fredericks
ALURA II
54' 1929 Lawley
Channel Islands, CA
Southern California Fleet
Anna Erving, sponsor

