

In Memoriam Buzz Olson, CYA Founding Member #2



Not that long ago back in 2008, CYA Member #1, founding member Bob Ekoos crossed the bar. And now, just three months ago, CYA Member #2 and founding member A. H. "Buzz" Olson joined his friend and boating compatriot. What they started back in 1970 is history, as they say, and it is a history that has substance and meaning and is so important for us now and for the future.

How Buzz and Bob met, and how CYA was started, is a tale to tell. As Buzz told the story at an Oceanside, CA, CYA event in 2001, he was sitting on his boat at Catalina Island back in 1970 when this fellow rowed up in a dinghy. It was Bob Ekoos. Buzz invited him on board and they began comparing notes on their old boats. There were "old" boats even back in 1970! As they talked, Bob said that he was thinking about starting a club of old wood yachts/owners and would Buzz be interested. Buzz said sure, and the CYA was born.

Buzz Olson was one of a dozen local southern California classic boat owners who attended a meeting called by Bob Ekoos at Long Beach Yacht Club to see if there was more widespread interest in forming a special club for their fine old boats. There was, and the momentum continued to grow.

Several more organizational meetings were held that year, and our founding group of 18 agreed upon a purpose for their new club: *"To promote the preservation, restoration and maintenance of fine, old, power-driven pleasure craft."* That phrase should sound very familiar to you. They also adopted a preliminary set of By-Laws, penned by Bob Ekoos, and chose a burgee design created the night before by the Ekoos' son, Kirk. The meeting concluded with everyone throwing five bucks into a hat to start a treasury for their new club, and that was it! Except that they then all went over to the bar and celebrated the birth of the Classic Yacht Association. But the history of Buzz and Anne Olson doesn't stop there!

The installation of CYA's very first Bridge occurred on October 2, 1970, with Bob Ekoos installed as Commodore, Buzz Olson as Vice Commodore, George Freeman as Rear Commodore, and Bob Heath as Secretary-Treasurer. Each served in their respective offices for two years. Buzz Olson then became CYA's second Commodore in 1973. By that time CYA membership had grown to 101 members.

Buzz was born in Red Wing, MN, and his love of the water came from his fishing on the Mississippi River with his father. He graduated from the U of Minnesota with a degree in music education and went into the Air Force during WW II. He was the 1st Sgt. of the 20th Air Force band stationed in Florida. After finishing his military service he continued his love of music and became district sales manager for C. G. Conn, manufacturer of musical instruments.

He and his wife Anne married in 1948 in Illinois. Their dream was to live in California. Buzz finally was given that territory by Conn and after moving to California, the first thing he did was buy a 16' outboard boat, and he and Anne joined the Coronado Yacht Club. The 16' seemed a bit small for the ocean so he soon traded for a larger classic, a 29' 1933 Richardson, and later traded that for a 39' 1939 Matthews.

In 1969 he had his eye on a rather run down 54' 1929 Lawley owned by another member of the club. The two men talked; Buzz made a deal to sell his boat to the member who had lost interest in the "old" boat and in turn get the Lawley for a steal due to the poor condition. Buzz set out to restore it and a few years later he and

Anne moved aboard and lived on the boat, the *Sea Doll II*, for eight years. If *Sea Doll II* looks familiar, it's because in 2000 Bill and Anna Erving purchased the boat and restored the boat's original name of *Alura II*.

Buzz passed away on October 25th of this year, at the age of 92, due to complications from Parkinson's disease and congestive heart failure. He went peacefully in his sleep which was his wish. He and Anne celebrated their 65th wedding anniversary in September.

They had retired from boating and moved to Goodyear, AZ, and a retirement community called PebbleCreek. He loved the desert. Having lived on the ocean, later in the mountains near San Diego, and ending in the desert, he said he had accomplished everything he wanted in life and loved the change of living in the desert after all the years on the water.

Little could our Charter Members anticipate what they created, and how widespread and successful their undertaking has become! Long Beach Yacht Club and our original burgee, which is on display in LBYC, remind us of the contributions that Buzz and Anne and the other Charter Members made to CYA.

The 18 CYA Charter Members were a special group. We salute them all, but in particular we salute Buzz Olson and extend our sincerest appreciation for the course he set for us 44 years ago. Our hearts and well-wishes go out to Anne Olson. And to you Buzz and all other CYA members who have crossed the bar this past year, we say Godspeed.



Sea Doll II, 54' 1929 Lawley

Article written by members of the Southern California Fleet.



Northern California Fleet Report – Cruisin’ for Kids

by George Homenko, NC Fleet Director



I like to think that, with all my accumulated years on this planet, most of the time I can pick out a good idea from a bad one. This is a tale of just how wrong I can be.

Earlier this year several of our members thought it would be good for the fleet to do a charitable event. I am not sure who came up with the idea first. But the plan was to team up with the Children's Hospital of Oakland and take out some very ill children for a boat ride with their parents on the bay. We would try to bring some joy to families going through a very difficult time. Enthusiasm grew for the idea while I quietly sat on my hands. We couldn't take these kids out on our boats so it was decided to charter the pride of the bay, the presidential yacht *Potomac*, the 165' restored classic, Franklin Delano Roosevelt's "Floating White House" and an honorary member of the CYA. The *Potomac* does not come cheap with a crew and all the necessary additions to handle 25 very sick kids along with their parents. The price tag for this ambitious endeavor was in the ten thousand dollar range. With the knowledge of that number I tried to stuff my hands a little further under my chair and look as inconspicuous as possible, which is hard for a person with my physical presence. Tagging along behind the *Potomac*, our CYA boats would carry hospital staff and VIPs.

A committee was formed to try to raise the funds. John Di Lillo, our fleet commodore, would put the whole thing together. Nowhere did my name show up in this event planning other than I did volunteer the *Catherine E* to be in the procession that would carry the VIPs behind the *Potomac*.

Some six months later it looked like we might actually be able to pull the whole thing off. Money was coming in through the hard work and generosity of many of our members. It was now occurring to me that this thing might really happen! As the day of the event approached the money was still coming in and the total was in excess of **fifteen thousand dollars!**

The day before the event I motored to Jack London Square in Oakland. Not being sure just how many other boats would show up, I was completely blown away by the number of vessels volunteering to help. In recent years a Northern California CYA event would be considered well-attended if four or five boats showed up. But this day, we had well over ten vessels and several with owners/crews I had never met before. Could I have been wrong about this event?





On the day of the event we took guests on board our boats while the children and their parents boarded the *Potomac*. The day was one of those days on the bay you dream about, blue skies, warm sun and not a breath of wind, a day for the tourist bureau photos to be taken. We cruised out the Oakland Estuary, under the Bay Bridge and towards Alcatraz with the *Potomac* leading the way, a dozen or so CYA boats following and two Oakland Police boats with blue lights flashing clearing a path. It was quite a site!

On the return trip, the San Francisco fire boat came out to greet the flotilla with her water cannons at full blast. The CYA boats closest to the *Potomac* could hear the children's screams of delight when mist from the fire boat came down on the presidential yacht. What a GREAT event! Mission accomplished. Well done Classic Yacht Association. This was one of the best events I have ever attended. Next year I think I might even volunteer to help.



Southern California Fleet Report

by Larry Walker, SC Fleet Director
with introduction by Rick Olson, SC Fleet Photographer

Introduction by Rick Olson:

Larry and Teri Walker joined CYA almost as an accident. It was a fortunate accident for the Southern California fleet. During our Commodore's Cruise in 2007, then fleet commodore Cris Rohde spotted a classic boat on the other side of the Isthmus bay at Catalina Island. A small boat was dispatched with her on board to go find out about these new strangers. Cris charmed them into joining the group for cocktails and presented Larry with an official Commodore's Cruise baseball cap. Although Larry said he wasn't into clubs, he was convinced to join CYA. Larry claims that it was all because of the hat.

Larry is a retired airline pilot. With Larry's attention to detail and Teri's bountiful enthusiasm, this couple has made a major mark on our fleet. They are involved in all of our events and come to everything. Larry was fleet commodore in 2012 and was chiefly responsible for organizing the CYA Board of Director and Change of Watch Banquet on board the *Queen Mary* that so many of you enjoyed in January 2013. He is now a CYA Director on the Board representing the SC Fleet. Besides his organizational abilities, he is a fine craftsman as you can see from the small craft he has built and the way *Gracie* is always impeccably kept. We were lucky that he likes hats.

Larry Walker writes:

In 2007, we finally made our move. After 15 years of owning classic-like boats, we found the real deal .. a 1950 Ed Monk 36' cruiser.

Gracie, formally *Tu Tu Baqs*, had spent the previous 18 years in Shelton, WA, with one family who provided a wealth of information about her restoration.

This article, however, is not about *Gracie*. Rather, it is about the siblings her good looks have inspired.

First came the dinghy. As purchased, *Gracie* had a dinghy .. an inflatable carried on her swimstep. At one time, her dinghy sat in saddles, still present, on the roof of the aft cabin. We thought replacing the inflatable with a more traditional pram that would ride in the saddles would be more appropriate. So the search began.

I came across a company in Annapolis that markets plans and kits for all manner of light craft. They offered an 8' pram kit that looked perfect .. all parts mahogany, just like *Gracie*. I ordered the kit and set about assembly. The construction is "stitch and glue", meaning that hull and deck parts are stitched together with copper wire, then the whole boat is fiberglassed inside and out. The result is a lightweight and extremely durable craft. *Gracie's Girl*, as we named her, now resides on those deck saddles and provides us with shore transportation while in Catalina.



But for just putzing around the Catalina bays, we thought a kayak would be perfect. So it was back to the Chesapeake Light Craft catalog where I found their smallest offering, a 10-foot kayak called the Wood Duck. Since neither Teri nor I do well in a double kayak, the solution was two Wood Ducks, his and hers. After more stitch and gluing, there arrived twins for **Gracie** to carry on her forward cabin roof. The kayaks are light enough to hand-launch; the pram, **Gracie's Girl**, requires a portable davit.



And yet the inspiration lived on. One of the nicest kits available is a 17-foot kayak featuring a deck pattern of different colored cedar strips. I rationalized that I needed such a craft at our Lake Arrowhead cabin even though we have a perfectly good fiberglass kayak there. The boat-building bug had bitten, so I started this new project. It was considerably more challenging than the previous builds, but I'm pleased with the result.

Now, becoming a little bored without a boat project, I am refinishing a 1957 ski boat for my kids and grandkids to use at the lake. Its mahogany deck is in fairly good condition, but, geez, what's a guy with varnish in his blood going to do during the winter? It'll look super with just two more coats!

I have a pillow that is embroidered: "There is nothing more joyful than messing around with boats." For me, like many of you, deriving pleasure from boats goes way beyond sitting at the helm.



Canadian Fleet Report – Cruise to Princess Louisa Inlet

by Mike O'Brien, CYA Past Commodore

The Burrard Yacht Club wooden boat show is over; the bunting is stowed; the supplies are loaded and the fearless five slip away from the Club docks at 0700 on June 9. Anxious to get moving, **Merva** has already cleared Lion's Gate Bridge before the rest of the fleet is underway. **Euphemia II** and **Olmaha** move out at a stately 6.5 knots to allow **Alondra** and our honoured PNW member, **Patamar** to keep pace.

Past the lighthouse at Point Atkinson, we slide into Howe Sound, one of the favourite local cruising grounds. The fleet throttles back to let the ferry, running between Snug Cove on Bowen Island and the major terminal at Horseshoe Bay on the mainland, pass. The **Bowen Queen** is loaded with school kids and commuters

heading to school and work and they give us a cheery wave. As we round Hood Point and turn west, **Alondra** falls behind. A quick radio call alerts us to a temperature problem and the three of us shed way to await Dave's diagnosis. Fortunately it is just a gauge acting up and we resume our leisurely cruise.

The Coast Mountains rise up on our starboard side past Gambier Island (named after Baron Gambier, Lord of the Admiralty) while Mount Gardner presents its imposing presence immediately to port on Bowen Island.

Meanwhile, Donell has piloted **Merva** through the Pasley Islands (now owned by the Bell-Irving family, a scion of which was a B.C. Lieutenant Governor), and meets us on

the north side of Keats Island as we make our way into our first night's anchorage at Plumper Cove.

Mike and Peggy find a mooring buoy for *Euphemia II*, Ken does likewise with *Patamar* and Donell is happy on a third buoy. Garth is reluctant to tie to a buoy given his 61 foot length but the crew convinces him that he is OK and that is later confirmed by the Park Ranger. Meanwhile Dave arrives and finds a space on the park dock for *Alondra*.

The next morning, despite the forecast of "twenty knot winds from the NW rising to thirty" we head out through Shoal Channel into the Gulf of Georgia for an attempt at running up to Pender Harbour, but alas waves building to six or more feet forced us back into the safety of Howe Sound.

A quick call to the BYC gets us permission to use their outstation facilities at Gibsons Landing for a day or two while we wait on weather. We motor the three miles to this snug and delightful harbour, tie up our vessels, and go for a wander. The marina facilities are clean and the chandlery is well stocked.

Molly's Reach in Gibsons was the location of the CBC television series *The Beachcombers* filmed in the 70s and still fondly remembered by Canadians of a certain age.



Among the delights available in Gibsons Landing, we came across Donell's younger cousin pictured here. Finally, on June 12, the weather

forecast was hopeful and your intrepid mariners set out again. The winds had shifted to SW, with a falling tide providing a lovely push up the Gulf past Smugglers Cove, Secret Harbour and the south shore of Texada Island, thence across the bottom end of Malaspina Strait to Pender Harbour.

Pender Harbour is one of the most beautiful communities in the Pacific South West. It is bifurcated into a number of bays and inlets including Hospital Bay (named for the Columbia Coast Missions hospital located here from 1930 to 1964), Gerrans Bay, Gunboat Bay and Garden Bay. We tied up in Garden Bay, at the Burrard Yacht

Club outstation. Once again, thanks were due to BYC for the use of their great facility.



We were delighted to welcome aboard colleagues from the Royal Vancouver Yacht Club who were moored at their outstation just across the bay. Their vessels, *Walronda* (1912), *Nimpkish*, and *Northern Light* are all beautifully maintained "woodies" who we invited to join the CYA.

On arrival at Pender Harbour, our intrepid commodore demonstrated an unusual emergency stopping procedure involving dock lines and drive shafts. He then graced us with his appearance in wet suit and snorkel gear!

The rest of the crew foraged for supplies, did laundry and made use of the showers. Blue Sapphire cocktails on *Euphy* were followed by a sumptuous CYA potluck aboard *Olmaha*.



An early morning departure on June 14 saw us transiting Agamemnon Channel (named after the first ship of the line commanded by Admiral Lord Nelson), a shortcut into Jervis Inlet. The Jervis Inlet fjord is the deepest on the BC coast having been sounded to 732 metres (2402 feet). It meanders 77 km into the Coast Mountains (48 miles).

Our timing was bang on for an easy landing at the Back Eddy Marina at Sechelt Inlet (named after the First Nations people of the area, now known as Shi'sha'lh). The inlet is home to the Sechelt Rapids at Skookumchuk Narrows where the current reaches 14 knots (26km/hr). Docking at Back Eddy when the current is running at maximum can be a challenge for even twin screw with thruster vessels, let alone our classic single screw types!

After we settled down and ventured up to the pub for dinner, our intrepid adventurer Dave Cook from *Alondra* negotiated a group rate with Jarvis and Laurie from *Queen of Hearts* for a run up to the Sechelt Rapids at max current that evening. Two hundred billion gallons of water pass through the Skookumchuck Narrows with each tide change, with the sea level being as much as seven feet lower between one side of the rapids and the other! The crew suited up in life jackets and wet weather gear and boarded *Queen of Hearts* at 2000 hours this evening. As the skilful driver took us right to the edge of the drop off, our average age dropped to late teens and we all squealed with excitement!

Thirty minutes of breathtaking experiences riding the currents and the edges of massive whirlpools left your fearless crew buzzing with adrenaline. The big grins on sister-in-law Jill and spouse Peggy tell the story.



Once again we planned our departure according to the tides and currents, this time for slack at Malibu Rapids at the entrance to Princess Louisa inlet. Although the maximum tidal flow is only about 9 knots, the narrow, convoluted passage can be extremely dangerous when the current is running.

For more information on the run up to Louisa, see my article in the 2009 CYA September newsletter.



Olmaha, Merva, Patamar, Euphemia II, Alondra



Once inside Princess Louisa Inlet, our little fleet was able to get moorage at the dock next to Chatterbox Falls where we presented a sight that was reminiscent of the photos in Blanchet's "*Curve of Time.*"

I can only imagine the delight that Jim MacDonald would have felt to see such a fine fleet at the park he donated to yachties.

The weather continued fair and Louisa showed off her sparkling necklaces, shiny granite slopes, and towering mountains to your crew of adventurers. But too soon, June 18 was upon us, and we were again underway. The rains set in as if to shed tears over our departure as we motored down the inlet to Malibu and beyond.



Patamar headed south to Seattle, *Euphemia II* slid back on down to Pender for Peggy's quick business trip to Vancouver, while *Olmaha, Merva,* and *Alondra* turned their bows north to Desolation Sound. The breakup of the fleet was bittersweet as is the end of all shared adventures.

As we went our separate ways we called across the waters "next year in the South Sound."

SILVER KING BROKEN UP

Steve Wilen, CYA Past Commodore

Sadly, the 62-foot motor yacht *Silver King*, designed by Ed Monk, Sr. and built by N. J. Blanchard in 1925, was broken up at Chrisholm Marina in Connecticut the last of September and first of October this year. She had been a member of the Southern California Fleet for a number of years and more recently briefly a member of the USA Fleet.



What transpired among her east coast owners over the past decade since she left Alamitos, CA, is unknown. What is known is that when she left California around 2001 she was in basically good condition, and a decade later she was considered unsalvageable. This may have resulted from financial problems, changing life plans, lack of commitment, lost interest, family medical issues – any number of reasons. Regardless, what happened to this beautiful yacht need not have happened, had the owner(s) assumed responsibility and taken the foresight to prevent it. Those who purchase classic wooden yachts incur a huge responsibility in so doing, and whatever may occur to alter one's well-intended stewardship of these vessels must be addressed in ways other than simply walking away.

Profound gratitude is extended to Victor Matz, owner of Chrisholm Marina, and to David Irving of [Boneyard Boats](#) (a website with many resources that has been saving old boats since 1996) in their tireless efforts to try to find a person to take on the restoration of *Silver King* (re-creation would have probably been a more apropos term in this case). Heartfelt thanks also go to a resident of Chicago, with whom I was in frequent contact earlier this year and who actually made an initial plunge to take on this project after visiting *Silver King* in Connecticut. Understandably, he was forced to change his plans when an estimate of between one and three million dollars to restore *Silver King* was received.

As Norm Blanchard said to me a decade or more ago, in reference to a particular motor yacht that his father had built, "When a boat sinks into such a deplorable condition, sometimes it's just best to let it go." True, perhaps, but nonetheless sad.



Main cabin in 2001



Main cabin in 2012



PNW Fleet Report – Jarrell's Cove

by Ann Hay, PNW Fleet Director

I bet I am not the only one in CYA who is loathe to describe my favorite boating destination to other boaters. One of the things I like about my favorite place is that it is often empty (or close to it) of other boats and boaters. At the risk of having my spot inundated by a whole lot of CYA boats (actually that has happened and it was great), let me share with you what my favorite boating destination is .. Jarrell's Cove in south Puget Sound (aka the southern Salish Sea).

South Puget Sound is a boater's paradise. With sheltered, calm waters, plenty of moorage at marinas or anchored in protected bays or at State Park buoys or docks .. with starfish, jellyfish, oysters, crab, rockfish, salmon, eagles, herons, kingfishers, harbor seals, and even the occasional dolphin or porpoise, south Puget Sound is simply a great boating experience.

On the nautical chart, the northern boundary of south Puget Sound is the famous Tacoma Narrows Bridge, or "galloping gertie" as the original bridge was eventually called. Built in 1938, the original bridge swayed so much in the wind that it violently collapsed into the waters of Puget Sound in 1940 not long after being opened to the public. Today's existing dual bridges, the 5th longest suspension bridges in the world, are strong and safe and impressive. Tidal currents through the waters of the Narrows can approach a speed of 6 knots, creating a tremendous amount of stress on the bridges.

But those same tidal currents bring baitfish and other tiny water creatures into south Puget Sound creating a rich environment for salmon and other fish, for birds and marine mammals, and for humans. Just try to get through or around the small fishing boats off of Point Defiance or Point Evans when the tide and the fish are running! Many bays in "south sound" are famous for their abundance of delicious red crab .. smaller than Dungeness Crab .. but tasty eating. Tiny little Eagle Island boasts an eagle or two if your timing and eyesight are good, and it's also home to a large colony of harbor seals that sleep on the beach. Whenever we pass Eagle Island, we are never sure whether we're watching the harbor seals or they are watching us.

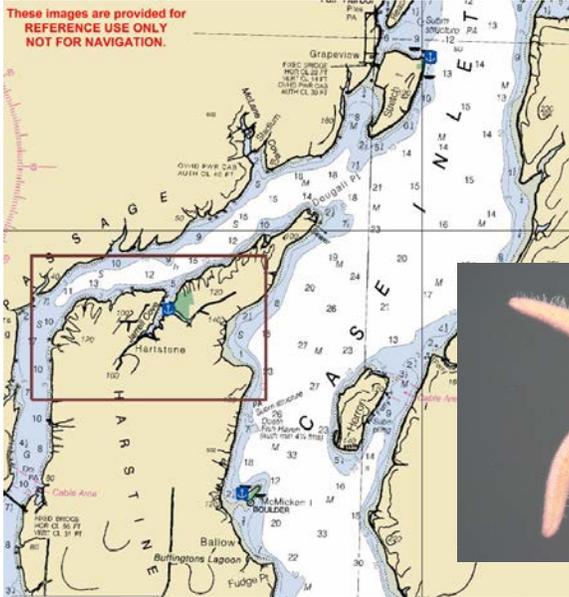
Small, old towns and communities abound in south Puget Sound. Many places are more difficult and time-consuming to get to by car than to get to by boat. This makes for interesting buildings (and people), an extraordinary maritime museum, fascinating headstones in local cemeteries, and a much slower pace of life than most of us are used to. And that is the charm of "south

sound" .. that slower, calmer, relaxed feeling when there's no hurry to get going in order to reach your next destination since it's only two hours away, there's nothing to do when you get there but read your book or put your dinghy down for a row, and you stop wearing your watch because time doesn't matter.

Jarrell's Cove is tucked away in south Puget Sound at the north end of Harstine Island and is my go-to get-away. There is a small private marina there with gas/diesel, propane, and a small store, but no transient moorage. Two Washington State Park docks and a dozen buoys provide moorage, but reservations can't be made so it's always risky arriving with a group of boats. I've led CYA boats to south sound three times (2004, 2010, 2011). PNW member Dorin Robinson led a group this past summer. Entering the cove each year, I could only hope that the dock would be empty, and each year it was! In 2011, we had 11 CYA boats on the State Park dock .. a few were rafted, but everyone had a spot. And, as usual with CYA folks, when a non-CYA boat entered the cove and sought moorage, we rafted another of our boats so the other folks would have room at the dock.

And the peaceful part? At high tide, there are three long inlets to explore by dinghy or kayak (tho you might want to keep an eye peeled for imaginary sea monsters, as one photo on the right shows) .. Kingfishers chatter with each other all day long about their territorial rights .. Great Blue Heron stand stock-still right by your boat and fish the incoming tide .. ice cream is a short row away at the marina store .. Harbor Seals may swim along side your small boat as you paddle up the inlets .. local, wild deer meander along the shore at low tide .. there is absolutely no noise at night, and it's far enough away from city lights for great star gazing .. cell phones usually do not connect. There's time to watch the tide rise and fall, and supervise the starfish as they scramble, in their own slow way, up and down the pilings following the tide. Years ago I was in Jarrell's Cove with three other boats of friends over a winter weekend; we were snug at the dock, the only boats in the entire cove, and then it snowed .. it was magical!

This past September, I took *Pied Piper* to Jarrell's Cove for a much needed three-day retreat from the world. The photo at the bottom of the next page is from that late summer trip. During all three gloriously sunny and peaceful days there, only two other boats came into the cove (in a cove that can easily handle 30 boats). Jarrell's Cove is surely one of the most peaceful and beautiful destinations and yet one of the best kept secrets in the Pacific Northwest. Shhhh .. don't tell anyone!





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



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The **2014 CYA Board of Director Meetings and Change of Watch Banquet** will be held in **Northern California** over the weekend of **January 17-19, 2014**. Hosted by the Northern California Fleet in San Francisco, the weekend promises to be informative, productive, and full of fun **for all CYA members**. Contact George Homenko in CYA's NC Fleet if you wish to attend but have not yet registered. Join us for a great weekend!

NEW CYA members – welcome!

New Classic members:

Dorin Ellis
MITLITE
58' 1933 Foss Maritime
PNW Fleet
Seattle, WA
Dave and Heather Ellis, sponsors



Douglas Weeks and Nina Altman
ASTELLE
42' 1942 J.J. Astell
PNW Fleet
Seattle, WA
Larry Benson, sponsor



Katherine and John Simpson
PINTAIL
28' 1929 Lindstrom/Milgard
PNW Fleet
Port Ludlow, WA
Jessica Freeman, sponsor

