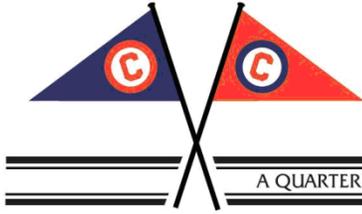


September, 2014



Classic Yachting

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



USA Fleet Report – Blocking Patterns

by Ted Crosby, USA Fleet Director and CYA Past Commodore

Mystic Seaport

The Antique & Classic Rendezvous at Mystic Seaport was a success again this year with entrants from near and far. The Sunday parade, however, was cancelled due to rain. One surprise of mine was meeting a former CYA USA Fleet member, Kerry Brown, who is considering reinstatement. He maintains his boat, *Dorsey Dee*, and was awarded "Special citation for the ongoing preservation of a traditional downeast design and build" in the Powerboat under 45' class.

Dorsey Dee just aft of Ted & Becky Crosby's *Nisca*



Summer Cruise

"Blocking patterns" are just beginning to raise awareness in weather reporting. Serious problems evolve from some patterns such as thirteen inches of rain falling on central Long Island, flooding out most of the major highways and low lying communities. This year, in contrast, we had to enjoy, to the fullest, ten fogless days with sun, calm seas, moderate temperatures, and no wind on Long Island Sound and Narragansett Bay in Rhode Island. Power boaters rule! Most cruises usually result in a few lay-over days, storm days, or down days. Not this year.

For this year's cruise too, deciding which way to go at the mouth of the Connecticut River, east or west, involved a cruising rule of thumb, a mutually agreed to plan when leaving homeport. A forecast of large sea swells and possible high winds from an offshore hurricane passing to the east of Nantucket made for an easy decision – go west. So to the west to Oyster Bay, Long Island, NY, was agreed to but not before catching up with Mystic Seaport's spectacle, the *Charles W. Morgan*, lying in New London, Connecticut.

The *Charles W. Morgan* has completed its 38th cruise after a five year 'to sailing condition' restoration. Those of you who were at the CYA Board meetings in January of 2012 were aboard the *Morgan* in dry dock and remember Dana Hewson, CYA Board Member, describing the extent to which and the difficulty in getting the *Morgan* back into service on time for this cruise. For more information visit the Seaport's website, <http://www.mysticseaport.org/38thvoyage/>.

Charles W. Morgan 1841-2014, in New London, CT



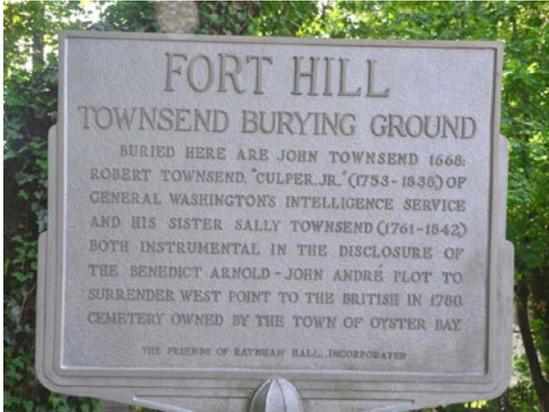
Continuing on from New London, the 7P's, proper prior preparation prevents pretty poor performance, had us armed to the teeth for any problem. Other than failing to anchor at Fishers Island using our CQR, we managed a calm overnight on our Danforth anchor.

Transiting the mouth of the Thames River the next morning, we had another pleasant encounter with 'the bookends', as we call them. I don't know which subs they were (no numbers on the sails) but they managed to miss one another.



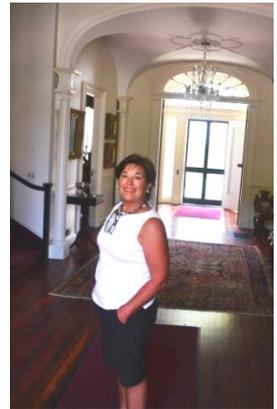
Later that day we put in to Setauket, NY, a quiet mooring area in Port Jefferson Harbor to catch up on family ties to the revolutionary times' spy network there and in Oyster Bay.

George Washington recruited a small group of Patriots from the area to spy on the troop movements and fortifications of the British Army in 1778. The new AMC Channel tv series, *TURN, Washington's Spies* is proving fascinating, so we had to further investigate my great, great, great, great, great uncle, Robert Townsend, aka "Culper Jr.", and the successes of the "Culper Spy Ring."



Robert and Sarah, his sister, my mother's namesake, lived in Oyster Bay in Raynham Hall now the Oyster Bay Historical Society. Our time was well spent as we managed to find the elusive burying ground for my ancestors.

Now it was time to tune in to Becky's not so illustrious, yet very significant, background in Bristol, Rhode Island, 140nm miles east by water, just up the street from the Herreshoff Museum. Becky's first cousin seven generations removed, James DeWolfe, became notorious as the richest slave trader and privateer, circa 1791, and US Senator for twenty-five years in the 1820s. Anyone care to guess what a Democratic-Republican is? There were Loyalists back then, too.



As with all things, this cruise had to end but on a new note; we had never spent ten days cruising without one drop of rain. Of course, it all came the day after we set foot at home.

We look forward to seeing all of you in Tacoma, WA, USA, this coming January for the tours, the CYA Board meetings, and the CYA Change of Watch banquet.



Ted & Becky



CAN Fleet Report – a Canadian Summer

By Mike O'Brien, CYA Past Commodore

The Burrard Yacht Club annual "Keels and Wheels" wooden boat and classic car show 2014 once again demonstrated the incredible hospitality of this little yacht club on the North Shore of Burrard Inlet, Vancouver, BC. With over fifty classic cars and two dozen wooden boats present, the several thousand viewers were suitably impressed.

For the participants' pleasure: pancake breakfast, BBQ burger lunch, and a spit roasted pig dinner with dancing to a live band to follow, left everyone sated and elated. The dinner location on the BYC concrete breakwater with a view of beautiful downtown Vancouver, complete with unannounced fireworks, was simply awesome. Those of you who have not attended this event should definitely put it on your list for 2015.

CYA boats attending included *Madera*, *Olmaha*, *Alondra*, *Wanderer*, *Euphemia II*, *Merva*, *Sunrise New York*, *Adelante*, *My Fair Lady*, and newest Canfleet member *Truant*. Past CYA Commodore Mike O'Brien introduced his latest classic restoration, *Ms Jeannie*, a 1955 13-foot, twin cockpit Peterborough. This little gem is completed with a 1956 Johnson SeaHorse 18hp outboard with electric start.



Following the BYC event, two of our intrepid members, *Olmaha* and *Wanderer* made the trek down to Seattle to the Bell Street festival, where they were joined by new CAN Fleet member *Spartan III* and former CAN Fleet member and soon to be PNW member, *Belle* (we miss you already!).

Hard on the heels of the Bell Street event, *Olmaha*, *Wanderer*, and *Belle* joined our American compatriots in a South Sound Cruise. What a change from the usual invasion of the US boats to Canadian waters!

As for the rest of the summer, CAN Fleet members cruised the waters from Howe Sound and Indian Arm to the Gulf Islands, Princess Louisa Inlet, Desolation Sound, and the Broughton Archipelago.

The next big Canadian Fleet event is the internationally acclaimed Victoria Classic Boat show on Labour Day weekend. Respectfully submitted,
Mike O'Brien, CYA member #319



Greetings from Your Commodore

by Shawn Ball, CYA Commodore

Hello everyone,

It is very nice to be able to report that your CYA Board Members have been hard at work this year and have achieved great things. We are trying out the teleconference method every three months and it has allowed the Board to stay in constant contact, share ideas and thoughts, as well as achieve some of our goals as set forth at the annual meeting in January. This method has been well received and we hope to make it a permanent practice for Board Members from all five CYA fleets.

Our first goal was the installation of a new membership Roster Editor. This was accomplished in early 2014. Janice Johnson-Palmer answered the SOS for help and volunteered for the job. We welcome her as our newest, appointed Board Member and look forward to working with Janice and express a huge thank you to her. Thanks to Ann Hay for all the work she has put in on the Roster over the past several years and all she does for CYA. PNW Fleet members, Janice & Roger Palmer currently own the 1961 45' Chris-Craft, *Encore*.



We have also been working on updating the website to accommodate on-line renewals this next year. I am happy to say that we will have this capability up and running, as soon as a trial is completed, for the last quarter of this year and if successful it will be implemented in full for next year. Rick Estell, Ann Hay, Jim and Margie Paynton, and

John Di Lillo have devoted many hours to this project and it has finally come to fruition. Thank you to each of you for all the hours and work you have done to make this a reality.

Thirdly we have put many hours into the researching the 501(c)(3) USA federal tax exempt status project and it is moving along smoothly. There is still more research to do, but I believe we will be able to accomplish this within the next year. We have a committee working on this project and several people on the Board are doing research on it. A hearty thank you to all who have worked on this project. It is amazing what can be done when we are all aimed toward the same goals.

I am appreciative of the willingness of all members of the Board of Directors to put forth the hard work to make our organization Top Notch. You must remember that this is strictly voluntary and to coin the overworked phrase "truly a labor of love." You can be proud of your Board of Directors and know they are always working to improve our organization.

Remember, "If you think you can, you can. If you think you can't, you can't." We believe we can accomplish and we are doing just that.

Thank you to everyone for your support, hard work, and willingness to do the job.

Shawn Ball
CYA Commodore



SC Fleet Report – Simple Pleasures

by Rick Olson, SC Fleet Vice Commodore

I have flown in to and out of Los Angeles International Airport many times. I love to fly and I love a window seat so I can see the view, especially on approach and take-off when the plane is low. It is hard to fathom the vastness of the LA Metropolitan area. It is literally a hundred miles in all directions. Mountains, deserts, beaches, the Pacific Ocean, and cities that all run together into a tangle of developments and freeways. Although it is an incredible place, it is not without many drawbacks like long runs in ridiculous traffic. The weather is its saving grace. It's really nice most of the time twelve months out of the year.

The Southern California Fleet boating opportunities are a little limited compared to the Northern California Fleet San Francisco Bay Area with its rivers and vast Delta, or the Pacific Northwest with its lakes, sounds, and great chains of islands. The East Coast, Florida, and the Gulf all have wonderful places to go boating. We have Catalina and the Channel Islands, plus about a dozen neat harbors from San Diego to Santa Barbara and a fairly well protected coastline. I'm not complaining, but a cruise in Canada, or around the SF Bay like we had in January on *Acania* makes me a little envious.

One could write a whole book about boating spots in Southern California. I just want to tell you about a little spot that is close and a lot of fun .. **Island White**. Island White is about a ¼ mile off the beach at the Belmont Shore part of Long Beach. It is an artificial island made for drilling oil out of the vast Wilmington seabed oil fields. It's about 15 minutes from my boat's slip and has a nice protected anchorage on the lee side of the island. The on-shore west wind is blocked by the island and it's easy to set an anchor in forty feet of water



Madrigal, Sparkle, Enchantress

with a mud bottom. The breeze and the currents keep all the boats lined up with only a bow anchor. Some days there are two or three boats; other times there are twenty but it never seems over crowded. With guests on board, you can be having cocktails in the cockpit and be enjoying the cityscape behind you in less than an hour from your marina. Situated close to Alamitos Bay, Huntington Harbor, downtown Long Beach's marinas, and the San Pedro/Wilmington marinas, it is the closest place in the area to just go and hang out. I have stayed overnight but many times it is just an afternoon and evening getaway. It's a great place to BBQ and watch the sun go down. CYA has had a number of events and raft-ups there over the years.



What is an oil island you ask? Well, here is the history. Thousands of years of run-off from the San Bernardino Mountain range created the Los Angeles basin and flood plain. Although the Catalina Channel is 3500 feet deep, there is a shelf along the coastline that is shallow and under that shelf are vast oil fields. When I was a boy surfing the southland beaches I always came home with oil and tar on my feet as this oil was just oozing out of the sand on its own even before any drilling started. It's part of the beach environment here.

In 1965 a group of oil companies got together and formed THUMS (Texaco, Humble, Union, Mobil, and Shell) to tap this oil reservoir. They built four islands within the LA harbor by making rings of tons of boulders brought to the location on barges from the quarries on Catalina Island. Each 640,000 ton ring of rock was then filled with soil dredged from the harbor floor. Presto, four islands all as solid as the rocks they were built from. These islands could be easily seen from shore, so to hide the ugliness, a Disney designer was hired to build a landscape façade on each island to cover it up. Although the look is a little mix of Disney and the Jetsons (remember this was 1965), it is cheerful and not

unpleasant to view. Many tourists think the islands are some kind of a luxury hotel. Palm trees, waterfalls, and colored lighting give them a resort look. The islands were named after four early Apollo astronauts who lost their lives in the NASA program: Grissom, White, Chaffee, and Freeman.

Island White is one of LA boating's simple pleasures. It's a place for friends, a warm breeze, a glass of wine, and the sun setting behind the city skyline with mountains in the background, all just minutes from home.

This is simple, stress-free, good boating.



Mindful



It's People Like Les

by George Homeko, NC Fleet Commodore and NC Fleet Director

Yes, I know that I no longer have a classic yacht and because of that the land lubbers are always asking if the *Catherine E* is a classic. I say no, but I am still a member of the Classic Yacht Association and they allow me to be a member because I have air conditioning aboard. For most people it's enough to stop the questions and end my embarrassment of being the odd duck at a wooden boat gathering. The real reason I am a member of the Classic Yacht Association is because of people like Les and Betsy Gunther.

I will never forget the first time I met Les. It was during the CYA Change of Watch in Vancouver, Canada, riding on one of those strange semi-automated ferries that cross the harbor. Someone will have to help me out on timing but it had to have been at least some 20 years ago. Oh my God, if it has been 20 years .. that means I am just about the same age as Les was when we first met! I think I was having problems figuring out how to pay for the crossing when Les helped me. It was a short ride on the ferry across the harbor and before it was over I had an invitation to come to Les and Betsy's home on San Juan Island.

The first time I saw the house and property I was stunned and amazed by its beauty and location. A small lake in front and through the trees behind it you could see False Bay and beyond that the Strait of Juan De Fuca. Nice location for sure, but it was Les and Betsy that always made you feel at home and special whenever you were there. Over the years I can't count the times I stayed as a guest whether in the "pest house" or the main house. It was always the same .. good food, good wine and the best of company.



Les loved beautiful women, wooden boats, and good wine. About beautiful women, all I have to say is Betsy, certainly one of the most beautiful and graceful ladies I have ever had the fortune to meet! Numerous times I had asked Les how in the world did you ever get so lucky. He just smiled and shook his head in agreement.

About boats, most people knew Les for his larger classics. But he was also a builder of museum quality ship models. His home displayed many of his fine works. He also had a boat barn for the building and restoration of smaller vessels. And for wine, my being from the California wine country meant we were a good match.

The last time Candace and I came up to see Les it was to make a cruise through the Gulf Islands on *Sea-Dog*. We were met at their house with an ambulance and informed that Les had collapsed at breakfast and that he was going to the hospital. To make a long story *very* short, two days later we were all on *Sea-Dog* heading north for the

planned cruise. That was Les, there was just no stopping his zeal for life.

I stayed away from Friday Harbor when I heard that Les had suffered a stroke. I feel really bad about it but I just did not want to see him that way. I hope Les can forgive me for that.

This year while cruising in Canada in the Broughton's on a friend's boat, we ran into Slim on *Dearleap*. Slim informed us that Les had passed away. With a little bit of luck and a great deal of planning we were able to make it down to Friday Harbor in time for Les' memorial service. All that I can say is that I was not the only person that felt the way I did about Les. With friends numbering well over a hundred in attendance, it was a wonderful celebration of the life that touched so many. It was good to see and hug Betsy again and

be at the home that holds so many fond memories. And it was good to say goodbye to my friend.

This is why I am member of this club. I want to thank the CYA for all these great times and friends I have made and will make in the days to come.



Les Gunther

George Homenko



1932 55' Stephens Brothers, *Sea-Dog*

[Editor's note: one of the best obituaries ever, if one can call an obituary "best", is this one written for Les, http://www.evanschapel.com/fh/obituaries/obituary.cfm?o_id=2609587&fh_id=13141]



The **2015 CYA Board of Director Meetings and Change of Watch Banquet** will be held in **Tacoma, Washington**, over the weekend of **January 17-19, 2015**. Hosted by the Pacific Northwest Fleet, the weekend will be informative, productive, and full of fun **for all CYA members**. Watch this space, your mailbox, and your email inbox for details. Included will be a tour of the LeMay car museum, Chihuly Glass exhibits and Glass Museum, hotel rooms in the newly remodeled and updated and internet-wired Tacoma Marriott Hotel (with indoor swimming pool), tours of the extraordinary Washington State History Museum and the brand new Foss Waterway Maritime Museum, with a bus tour to see the infamous Tacoma Narrows Bridge "galloping gerty". More details and a registration form will be mailed and emailed. Space is limited. Preference will be given to CYA Board Members, but ALL are welcome .. sign up fast! Watch your mail and your email.

PNW Fleet Report – *Gallant Lady* To Be Gallant Again

by John Hylton, PNW Fleet member



In Her Former Glory



Hull and house wooded, new planks, prepping for paint and varnish.

Love at First Sight:

It was the summer of 2001.

Mary Ann and I were enjoying a great cruise through the Canadian Gulf Islands. We had been at Telegraph Harbor for a few hours when we first saw her. She pulled up along the dock and discharged her charter passengers. We watched every move from our deck.

Later, just after dinner, a knock came on the salon door. "Hi, I'm Roger Stewart and we just brought in that wooden boat on the neighboring dock."

I was thrilled that the owner of *Gallant Lady* had come to our boat. I had not wanted to disturb them since they had passengers. But now, here he was coming to see us!

"I noticed the name of your boat. My wife, Patty, insisted I come over to see if you had been with the Christy Minstrels." Our boat's name was *Christy Minstrel* and I had been a singing member of that group in the old days. Roger and Patty had been fans of the group many years (ok, decades) ago.

Roger, Patty, Mary Ann, and I began a relationship that evening that would last for many years. That night and many times afterwards, I told Roger that, should *Gallant Lady* ever be for sale, I would want to be informed. Well, the short story is that Mary Ann and I have become the owners (caretakers) of this beautiful, 1940 Tacoma built, 65' vessel, *Gallant Lady*.

Our beloved friend Patty had gone home to the Lord several years earlier. Roger had gone through some serious medical challenges himself and the required upkeep of *Gallant Lady* became too much of a burden. By the time the boat was placed in our custody she required extensive mechanical and hull work.

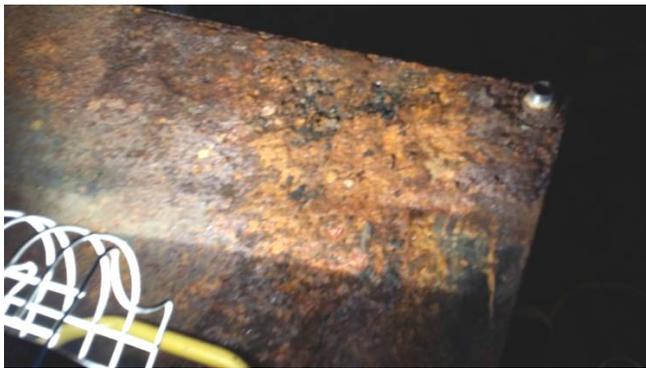
The good news about this restoration journey, which began in November 2013, is that it has certainly resulted in an enhanced prayer life!

Projects, as they have occurred:

Removed about 4 pickup loads of just "junk" that had accumulated and had no further use.

One look at the AC and DC panels would give you nightmares. We tore them out along with every wire in the boat.

What would normally be a lazarette below the aft deck were four large 240 gallon tanks. Two were very old and leaky steel fuel tanks. Two were aluminum water tanks. Their placement made it impossible to inspect any of them, let alone the transom area. Through considerable effort all four tanks were removed.



Old steel fuel tanks being removed. Water tanks removed to be cleaned and reused.

The Engine:

When I acquired *Gallant Lady*, the engine was seized and had to be replaced or rebuilt. I began to do a lot of searching and researching to find ... a replacement. A few engines were available, one from Sweden, and one from Japan. While both were fine engines, I decided that I couldn't bring myself to put a foreign engine in a boat that is a great historic USA built boat. The decision was then made to rebuild the original engine.

The original engine has a history itself which I decided fit the historical nature of the beautiful vessel. The engine model was that of Caterpillar's first truck engine, built in 1961, that was adapted for marine use by Caterpillar itself. At this point

I suspect I have the only Cat 1673 on a boat. Caterpillar had previously built engines only for heavy equipment. In 1961 they began to build engines for trucks that would haul lumber, etc, that worked along with their heavy equipment jobs. I have been told that, because it was their first truck engine, it was built with very high specs. In other words, it's a GREAT engine. So, the job began to rebuild the engine. Caterpillar still has parts because there are hundreds of trucks running around with the 1673 in them.

Once the engine was running, the next order of business was to take her to a haul-out facility and have the hull repaired.

Haul-Out and Hull Repair:

Gallant Lady was hauled out on April 2, 2014, at Citadel Marine in Tacoma, WA. The projects that have occurred through today (July 30, 2014) include stripping of the entire vessel. Several top side planks to be replaced (fir). Entire vessel re-corked and caulked (in progress today, July 30). Removal of varnish and paint on house and hull, then reapply (one coat of primer so far).

In Conclusion:

We hope to launch her later this year. Should you notice the water level of Puget Sound lowering it's because the water is pouring into *Gallant Lady* after being on the hard for over six months. Don't worry, I plan on having a thousand bilge pumps working!! Back in the water will kick off Phase 2 of the restoration. Our target is to be at Bell Harbor for the Classic Yacht Rendezvous in 2015. And who knows?? With some more prayers, this might actually happen.

So, come see us. (Bring a varnish brush!)

John & Mary Ann Hylton



NEW CYA members – welcome!

New Vintage members:

Gary and Shielia Killgore
SEA GAL
47' 1954 Stephens Brothers
NC Fleet
Isleton, CA
Ed Bancroft, sponsor



Karl and Lori Kreutziger
NO CORKAGE
38' 1954 Chris-Craft
SC Fleet
Newport Beach, CA
Rick and Elissa Olson, sponsors

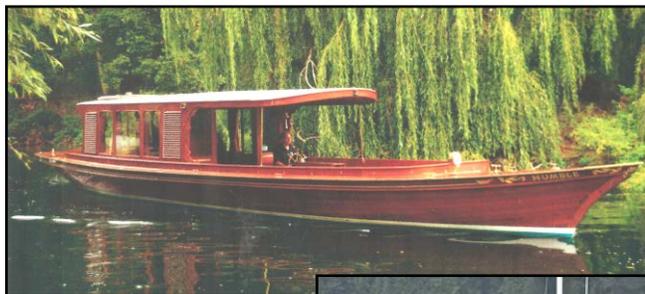


Carol Stone
SHIBUI
47' 1958 Stephens Brothers
NC Fleet
Stockton, CA
John Di Lillo, sponsor



New Classic members:

Victoria Fash and Colin Hellmuth
HUMBLE
 52' 1902 Unknown, England
 SC Fleet
 Newport Beach, CA
 Christine Rohde, sponsor



John Dana Delaplace
TRUANT
 31' 1929 Unknown
 CAN Fleet
 Vancouver, BC
 Mike O'Brien, sponsor



Wayne Ettel
 The Argus Foundation
ATHENA
 47' 1929 Stephens Brothers
 SC Fleet
 Newport Beach, CA
 Christine Rohde, sponsor



John and Mary Ann Hylton
GALLANT LADY
 65' 1940 Riggs Brothers
 PNW Fleet
 Tacoma, WA
 Bob Birdseye, sponsor



Vintage Reinstatement:

Rusty Areias and Robert Slobe
MISS 102
 60' 1956 Stephens Brothers
 NC Fleet
 Isleton, CA

New Affiliate Member:

Barton Waring
M.V. Blessings
 36' 2008 Daigle
 PNW Fleet
 Anacortes, WA
 Bob Birdseye, sponsor



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



Classic Yachting

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 Ken Meyer, PNW Rear Commodore
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Cover photo by Rick Randall .. *Compadre*, owned by
 Rick & Cindy Randall, cruising Colvos Passage.