

# Classic Yachting

June, 2016

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



# From the Commodore's Cabin

by Ken Meyer, CYA Commodore



Your CYA Board has been very busy during the Spring months, and I would like to bring you all up to date.

First, I would like to thank all of you for participating in the membership burgee vote, but I would especially like to thank Margie and Jim Paynton and all who helped for stepping up once again in an unbiased way for the organization. This all came about when a group of members petitioned to have a special meeting to question the Board's 2016 decision on the burgee shape. Given that the vote of the Board was close and the votes of the Directors from two fleets were divided, the petitioners felt that a special meeting should take place. How that was to take place according to our By-laws became a source of discussion and contention. It was negotiated that the special meeting according to the By-laws would be a mail in ballot of the whole membership. In CYA history, this special meeting provision had never been utilized or tested. Ballots were sent out and after 30 days the votes were counted. The results were sent out to all members via email. After counting, the original decision of the January 2016 Board of Directors was ratified.

Subsequently, the flag makers have been contacted and the new burgees are being produced and will be delivered to the fleet commodores and distributed to the members. Just one final comment. I have great respect for tradition, and I feel that any member with an existing burgee, no matter what shape, color, or size, may continue to fly it with pride. There is no need to retire the initial burgee that you were given when you joined the organization.

During the April 9, 2016, teleconference, the Board voted on the measure to extend the date of the Vintage classification of membership through December 31, 1964. Fourteen member boats fit into this category and a letter was sent to each. Your boat can be included in the Vintage classification where it was not before. You are asked by the Membership Committee to re-apply so that

administrative changes can be made and you will receive a new plaque and burgee. The fee for this will be paid by each regional fleet.

Also on the teleconference, Jim Paynton relayed that the committee on the 501(c)(3) initiative had submitted the form to the federal government. On April 26, 2016, I received this short message from Jim Paynton. His words best describe the action:

Dear Directors,

It is my pleasure to share with you the contents of a letter received from the IRS today.

*"We're pleased to tell you we determined you are exempt from federal income tax under Internal Revenue Code Section 501(c)(3)."*

It has been a long road, but the CYA is now officially a tax-exempt organization. Thank you to Ann Hay, John Di Lillo, and the rest of the committee for their diligence and patience, and to our Directors for believing in this endeavor. I will share the full contents of the letter with all of you shortly, but wanted to share this important news immediately.

Jim Paynton  
Executive Treasurer

Untold hours were spent and many years of discussion. We are all hopeful that the new ruling will aid our organization to better support our members and the communities in which we live.

During the process of managing the burgee change and the federal status, it became apparent that our current By-laws are now in need of a second look. If anyone has a special interest in this sort of special form of communication, I would like you to contact me.

As for now, Spring has come and we all have hopefully brought our boats up to the needs of summer cruising and the events at which they may be viewed. Many of the fleets and communities are in the midst of Opening Day ceremonies. I wish you all a great early Summer and calm seas and fair winds.



Your 2016 CYA Commodore,  
Ken Meyer



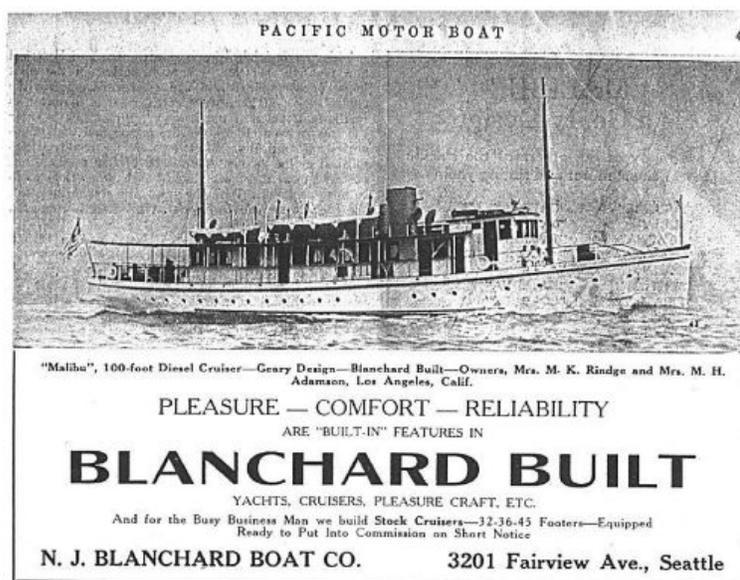
# PNW Fleet Report -- Six Months "On The Hard"!

by Rick Etsell, PNW Fleet Member

Wooden boats are composed of vegetable matter in the process of returning to nature. If you are careful, and *lucky*, you can slow the process down, but inevitably some parts are going to need replacing from time to time. The good news is that all parts are renewable, but the bad news is that it can be a very time consuming and labor intensive process. And to do it right, i.e. so that it will last as long as possible, it pays to utilize the services of skilled and experienced shipwrights.

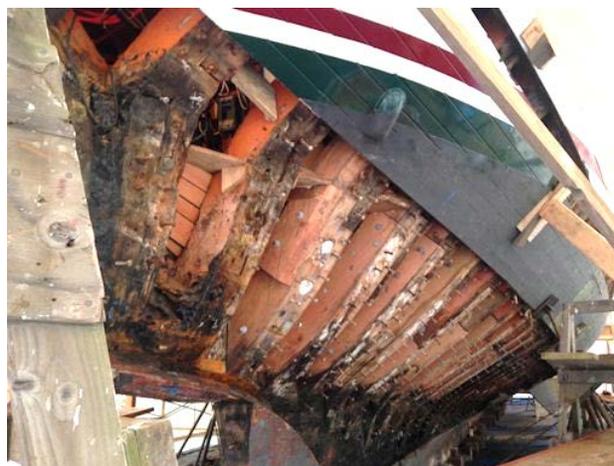
The 1926 motoryacht *Malibu* had come to the point last year where a variety of decay issues had developed in several areas and for a variety of reasons. The biggest issue was significant decay in hull planking, primarily in the after portion of the hull. Piecemeal repairs had been done over the years, but the time had come where the shaft struts and stabilizers would need to be removed to get at planking that ran under them. It was time to bring in the Big Guns!

*Malibu* was built by Blanchard Boat Company in Seattle in 1926. (Her 90th birthday just passed!) She is a 100-foot Ted Geary designed fantail motoryacht, and was stoutly built and designed to brave the rugged coastal waters to be based out of Long Beach, California. (The original owners owned the Malibu Ranch where the present day town of Malibu is located.) She has quite a lengthy history, including one owner who developed the world famous Malibu Camp at Princess Louisa Inlet in British Columbia. The camp, as well as the nearby Malibu Rapids, were actually named after the boat. Today, *Malibu* is a private yacht owned by the founders of a large Pacific Northwest real estate company. They have owned her for close to 20 years, and are passionate about her upkeep and maintenance.



For the extensive repairs that were going to be needed, the decision was made to take the yacht to Haven Boatworks LLC, in Port Townsend, Washington, in October of 2015. *Malibu* is a Seattle yacht, and there are some good shipwrights there, but the crew at Haven Boatworks is especially well suited to caring for a ship like *Malibu*, having worked on a great many vintage and historic vessels, including *Olympus*, the schooner *Adventuress*, *Carmelita*, and numerous others. Co-owners Steven Gale and Julia Maynard have put together a superb team of top-notch people. (Shipwright Blaise Holly and rigging and all-around master boatwright Kit Africa deserve special mention!)

A sad note is that most of the decayed planking to be repaired was in wood that had been put in the boat in 2003, so was not very old. The repairs done then were a result of a grounding and partial sinking in the San Juan Islands in July 2002. Unfortunately, the fir that was used in the repair was plagued with an undetectable fungus that was used in quite a few other vessels during that same time period. Some say it came from lumber that was felled by the Mt. Saint Helens eruption, and so may have laid on the ground for awhile and picked up rot spores. Whatever the cause, virtually all of the new wood put into *Malibu* at that time was now found to be bad – and it had spread to a lot of other wood as well.



As the "wrecking" process progressed, it became clear that many futtock sections in the after frames on the boat

had serious rot where they were in contact with the bad planking. These are some big pieces, with very complicated compound curvature, but the big shocker was that the horn timbers were in a bad way as well.

On *Malibu* there are two horn timbers – the main one extends from the keel at about 3/4 of the way back from the stem, and rises at an angle, extending up over the rudder and terminating at a point that is the bottom of the "duck tail". That one piece was to be fashioned out of purpleheart, and was approximately 18" wide by 24" deep and over 20 feet long – it weighed about as much as a small car! A second horn timber forms the slope of the counter up to the fantail transom log. It was of the same size purpleheart, and was to be joined with a precision cut tenon that interlocked the two timbers together. Several other interlocking pieces finish the duck tail connection, and a new rudder post would also be needed, which would run up through both horn timbers. This was not a repair for the faint at heart!



The crew at Haven went right to work after the boat was blocked on the hard next to their shop. They erected a huge shelter over the boat, with scaffolding around the hull, and all covered in heavy duty shrink wrap plastic. (It withstood 60 mile an hour winds on two occasions!) The vessel had another serious issue at the intersection of the port side deck with the partial bulwark above it and the sheer plank and clamp below it. If that wasn't enough, the fascia that surrounds the fantail at the upper deck was in need of renewal as well. The list goes on from there, but those three areas were the largest issues to deal with. Haven had up to 20 people working on the boat at some times, and somehow they did it with harmony throughout the project!

I and the boat's manager, Greg Gustafson, monitored the progress on a regular basis, and it was definitely a bit nerve wracking to see the entire stern underbody area virtually gone from the boat! The fantail deck was supported all around by large timber posts, but if you looked down the hatch to where the lazarette used to be, all you could see was the ground about 15 feet down! No keel, no frames, no planking!

Meanwhile Blaise had the new horn timbers carefully lofted out in the shop, while the new futtock sections were being cut and stacked next to the boat, ready for assembly. After dry-fitting the parts a few times, and then returning them to the shop for minor adjustments, the new horn timbers were slid into place and the new frames attached to them. The precision with which all of the pieces fit together was absolutely phenomenal considering the size and weight of the parts involved.

After completing the backbone structure, the new planking felt like child's play for these guys! Not long after New Years, the planking was completed and caulked. Next was the job of boring new stern tubes and refitting the stuffing



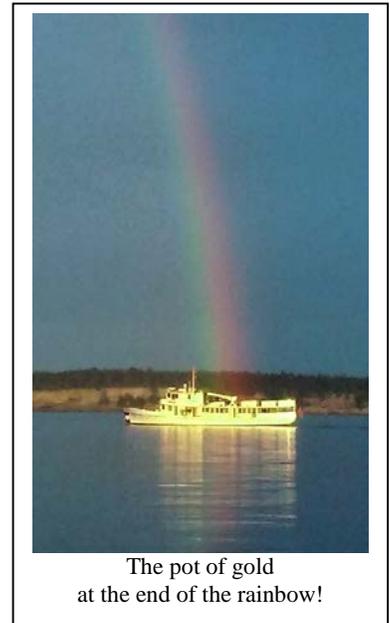
boxes, struts, shafts, etc. By this time the deck repairs were complete as well, and new teak decking was fitted where needed. Through all of these repairs, crews had also been sectioning off areas of the topsides and prepping them for a new paint job.

By the first of April, it was down to the final finish work, bottom paint, wrapping up some of the plumbing repairs, etc. We re-launched on schedule, and within budget, on April 11, 2016. After a couple of days, the hull seams had sealed up, and our sea trials went off without a hitch. The Haven crew had paid

particular attention to the shaft alignments, making sure that the struts and cutless bearings were re-installed perfectly, and that the engines were jacked up properly. (This was helped by the fact that the owners had commissioned an in-the-water keel profile to be measured, which allowed the vessel to be blocked on land the same as it would be in the water.)

Before *Malibu* was returned to Seattle, the grateful owners let us take the Haven Boatyard crews out for a couple of evening cruises on Port Townsend Bay as a thank you for a job well done! The crew there had put their heart and soul into the work, so it was a good chance for them to experience the yacht in all her splendor. A rainbow came up on the last day and was taken as a good omen that this vessel will be blessed with many more years as we look forward to her hundredth anniversary in another decade.

[Rick Etsell is a naval architect and marine engineer, who is now into his second career as a yacht captain. He was captain of the yacht *Olympus* (92' 1929 New York Yacht) for eight years, served more than a year as captain of *Acania* (136' 1930 Consolidated), and is currently the full time captain of *Malibu*. Rick is also a Past Commodore of the CYA PNW Fleet and former CYA Webmaster.]



The pot of gold at the end of the rainbow!



*Malibu* at Opening Day, Seattle, May 7, 2016



## Classic Yacht Association Becomes Tax-Exempt in the USA

by Ann Hay and Jim Paynton, PNW Fleet Members and CYA Board Members

Some history by Ann: When 18 men formed CYA in 1970, they likely did not envision what CYA would become. The founding members did smartly secure non-profit corporation status in the State of California for CYA with a Board of Directors and appurtenant officers and committees. But the usual next step of obtaining federal USA IRS tax exempt status did not happen. Maybe they were too busy boating or, like many of us today, too busy sanding and varnishing!

Today, CYA has more than 320 members and five "fleets" with hundreds of boats. We host world-class events that not uncommonly get reported in national and international media. We have numerous public events that entertain and, most importantly, educate. CYA fleets and individual members are integral partners with other organizations in efforts to help people in need. We have a website, fleet and CYA newsletters, and provide other

resources that share the history and importance of these fine, old, cruising power boats.

And, we've been paying income tax to the USA Internal Revenue Service. There may be more history than I know of but I believe the first major push for pursuing tax exempt status came from PNW's Mike Oswald when he addressed the CYA Board and other CYA members at the 2003 Change of Watch banquet as part of his "inaugural address" on becoming CYA Commodore. He laid the groundwork. A few people in a few fleets continued the effort. As a former Paralegal, I took the helm for this project a few years ago and gathered a few people together from a number of CYA fleets for a committee.

The committee these past three years has been: Ann Hay (PNW Fleet), John Di Lillo (NC Fleet), Jim Paynton (PNW Fleet and CYA Executive Treasurer), Shawn Ball (NC Fleet), Christine Rohde and Rick Olson (both SC Fleet), George Homenko (NC Fleet), and David Huchthausen (PNW Fleet).

We did research; we gathered legal and corporate and tax documents, federal and state; we obtained advice from our own members and from appropriate non-CYA sources. We obtained helpful advice from a paralegal group (Parasec) in California and very helpful advice from an Attorney (Rani Sampson) in the State of Washington, all at no cost. More recently we received excellent support and assistance from a CPA here in the State of Washington who works with federal taxation. Eventually, Jim Paynton signed the application and submitted it to the IRS; our application was approved; the Classic Yacht Association is now a tax-exempt 501(c)(3) organization.

My watch is now over – it's time for me to coil my line. Jim Paynton has the helm and will adeptly lead the Board of Directors in defining the details of being tax exempt and the benefits to CYA and to all of us as members. But just to start with, from now on none of our membership dues, from any CYA member anywhere in the world, will be paid to the USA IRS. That's great news.

Today and the future by Jim: With thanks to Mike Oswald (PNW #744), CYA Commodore in 2003 who first challenged us to consider tax exempt status, to our Board members over the years, and to the above-named committee for their patience and hard work, we can now move forward on our new course. Official designation as an educational charitable organization is now a reality for the CYA, and we are working on taking advantage of the benefits it has to offer us. I am sure it will take some time before all of the positive ramifications are fully investigated, but we do have some exciting developments to share already.

Here are a few questions that may be of interest to our membership, and the answers we have best been able to research thus far:

*Does tax exempt status allow individuals and/or corporations to donate to the CYA and receive a tax deduction?*

Yes. Within IRS guidelines, we are now able to choose to receive donations and help facilitate the donor to deduct gifts of \$250 or more. This will make it much more attractive for CYA to find corporate sponsorship dollars for helping underwrite major events such as PNW's big Bell Harbor Rendezvous. Donations of air time in the form of public service announcements will also be easier to secure.

*Can CYA members who volunteer their time at sanctioned Association events deduct their travel expenses?*

Yes. In fact, if you take your boat to an official CYA event during which you are volunteering your time to host the public or serve in a documented capacity, you may deduct "the costs of gas and oil that are directly related to getting to and from the place where you volunteer," according to the IRS. Our accountant tells us that travelling by boat to a sanctioned event is considered a "qualified mode of transportation." Of course, you will be responsible for accurate and reviewable record keeping. Members are cautioned to consult with their own tax accountant regarding their individual circumstances.

In addition, Board members who travel to the annual Board of Directors Meeting may deduct their travel expenses, even though the trip may in fact be pleasurable in nature. According to the IRS, "The deduction for travel expenses won't be denied simply because you enjoy providing services to the charitable organization. Even if you enjoy the trip, you can take a charitable contribution deduction for your travel expenses if you are on duty in a genuine and substantial sense throughout the trip."



*Will the new status cause the CYA major headaches with added paperwork?*

No. Since our annual gross income falls below the threshold calling for detailed reporting, we simply file a basic "E-postcard" annually (already done this year), provide donor acknowledgments, and ensure our financial accounts reflect basic guidelines.

*Can members deduct the cost of dues?*

In general, no. Two references to this question appear in tax exempt governing materials. The IRS says, "You may be able to deduct membership fees or dues you pay to a qualified organization. However, you can deduct only the amount that is more than the value of the benefits you receive." Given that our dues structure is specifically designed to simply cover Association costs each year (for example, production of the roster, publication of the

newsletter, coverage of corporate insurance), dues do not exceed benefit values.

In addition, the IRS often considers that dues provide an "insubstantial benefit." "An annual membership benefit is also considered to be insubstantial if it ..... consists of annual recurring rights or privileges."

*Can CYA items such as pennants and jewelry be exchanged for a deductible "donation?"*

Again, in general, no. Unless the "donation" is substantially and verifiably higher in value than the goods or services for which it is exchanged, it is not deductible.

*Will we continue to be informed of benefits and procedures as they are uncovered?*

Yes – the Board has made it clear that informing the membership on this status change is a high priority. Keep an eye on your email and on future newsletters for more information.



## Canadian Fleet Report -- Peter Vassilopoulos Mariner, Writer, and Bon Vivant by Mike O'Brien, CYA Life Member and Past CYA Commodore

This is the first in an occasional series of articles about characters who populate the coast of British Columbia and can be found amongst the sea urchins, crabs, and kelp pursuing their unusual life styles.

Peter Vassilopoulos first appeared on my radar screen at the 1979 Victoria Classic Boat Festival. That was the year that *Sheju* took first prize for power boats.

Here was this bearded Greek South African purporting to be putting together a book on classic yachts of BC. Peter had already published several articles on classic yachts in the BC boating magazine *Pacific Yachting* but I knew that many had tried to put together a book on old wooden boats but no publisher could be convinced that it would sell.



Peter Vassilopoulos, *Image courtesy Heritagehouse.ca*

I did not pay a lot of attention to Peter (I was too busy pumping the bilge water out of my "classic" 1930 Nomad1) but I did observe him in animated conversation with many of my colleagues, always with a camera at the ready.

A year later I was proven wrong when Panorama Publications of Vancouver published Peter's seminal book *Antiques Afloat*.

Peter included the following in his preface to the book:

*This is a tale of cruising power boats and the owners of those boats, past and present, and also of those who cruised in them, those who were involved in building them and those who have cared for, maintained and in some cases totally restored them...The history of old pleasure cruisers on the British Columbia coast is therefore also a story of those who put their labour and craft into what today have come to be regarded as some of the finest examples of the shipwrights' skills.*

Photos of a number of Canadian and U.S. boats attending the 1979 Victoria Classic Boat Festival were featured in *Antiques Afloat*. These included perennial Vic Festival attendee Tony Rose's *Faranda*, the Hendersons' *Kiyi*, *Hulakai* then owned by Irv Cormack and the venerable *Marian II* then owned by the best party hosts ever, Herb and Virginia Cleaver, all of which are still regularly seen today and *Nika*, *Mauladay*, and *Nirvana* who have disappeared from view.

*Antiques Afloat* proved to be an informative and entertaining book and I took it upon myself to congratulate Peter. We have since had a lasting and fun relationship.

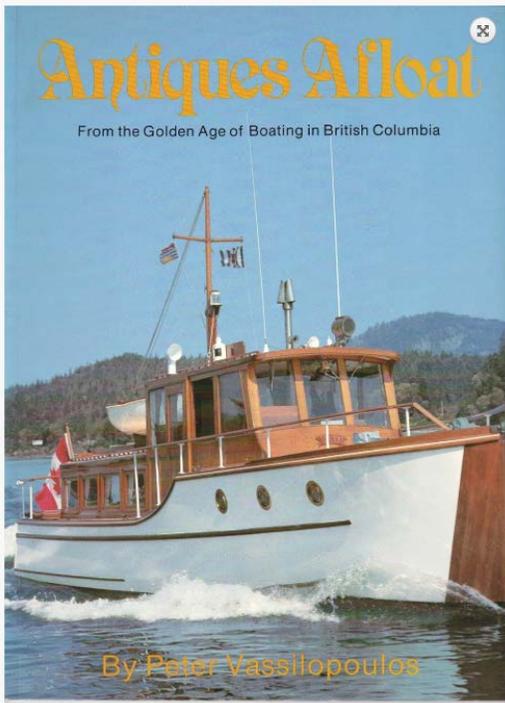
So how did this South African come to be writing about old wooden boats in BC? Peter's first exposure to ocean boating was in the South Atlantic and Indian oceans during his formative years. He was fortunately rescued from the Dark Continent and transported to Canada by his wife Carla, a native Vancouverite. Peter acknowledges that he was "so taken with the city, its ocean shores and tall mountains and particularly with the extensive numbers of boats and yachts at the marinas and plying local waters" that he simply had to stay.

As an already accomplished journalist, Peter found regular employment with BC's premier boating magazine, *Pacific Yachting*, covering predicted log races aboard some of our classic yachts, as well as testing and reviewing new power boats. A dedicated recreational diver, he founded *Pacific Diver*, a magazine dedicated to scuba enthusiasts, and later expanded to a national magazine simply known as *Diver Magazine*.



*Faranda* continues to attend the Victoria Festival

All of this activity led him and Carla to travel extensively up and down the BC and Washington coast, initially aboard his converted fish boat *Balladeer* and later on a high speed cruiser. As dedicated gunkholers, Peter and Carla visited multiple ports from the San Juan Islands to north of Cape Caution. An inveterate recorder of places and people, Peter put all of this experience together in five cruising guides to the coastal waters encompassing the Salish Sea, as well as a comprehensive treatment of the coast in the newly released *Cruising the Inside Passage*.



All of Peter's publications are informative, accurate, and infinitely helpful for not only first time boaters but also experienced coastal cruisers.

Peter has also penned a book on noted mariner artist John M. Horton.

Retiree RCMP officer Kenneth John Hancock largely wrote a detailed recounting of RCMP vessels in *History of the RCMP Marine Services*. After Mr. Hancock's untimely death, Peter took on the task of finishing and publishing this great testimony to the RCMP.

Not satisfied with mere magazines and factual books, Peter is now working on several novels which I guarantee will be filled with his pithy observations on the human condition.

Peter is one of those rare people who always get things done and do so with great humour and modesty. If you spot Peter and Carla, be sure to give them a big wave and, if you see them at a marina, be prepared for the enticing odours of a fabulous curry!

Footnote by Mike O'Brien: When *Antiques Afloat* reached twenty years of age, Peter gifted me with several boxes of the book. Any CYA member who wishes a free copy, contact me and we will arrange delivery.



# Southern California Fleet Report – She's back!

by Christine Rohde, CYA Fleet Director and Past CYA Commodore  
and by James Wolcott, SC Fleet Member

Introduction by Cris: One of the original 18 CYA boats, *Conquest*, has returned to CYA! We are delighted that, after having admired *Conquest* at Newport Harbor Yacht Club for a number of years, Jim and Cathy Wolcott are the owners of this beautiful and historic vessel, have become an active part of CYA, and are continuing *Conquest's* heritage in the Classic Yacht Association.

As Founding Member #13, Dick Burrud signed the original Charter of the Classic Yacht Association on October 24, 1970, at Long Beach Yacht Club. Dick and Sheila Burrud were the owners of this beautiful classic, *Conquest*, at that time and kept her in the then newly completed Marina del Rey, the largest man-made pleasure craft harbor in the world. They sold her to Roy and Mary Newton in 1971 and the boat remained in Marina del Rey until 1987. Roy and Mary were very active members in CYA (Roy was CYA Commodore in 1977) and were instrumental in 1976 in creating "An Old Fashioned Day in the Park" – a gathering of our classic vessels and classic cars each July in Marina del Rey. (This year, 2016, we celebrate the event's 40th consecutive year!)

In 1987 *Conquest* was purchased by Patrick Phinny who remained active in CYA until 1990 at which time *Conquest* disappeared from the CYA Roster. She returned in 1997 with new owner Albert Ouellette after being relocated to Isleton, deep in the California Sacramento River Delta, and near the Stephens Brothers Shipyard, where *Conquest* was originally built. Then she disappeared from CYA again. But now, thanks to the Wolcotts, *Conquest* has returned. The following is the history of *Conquest* as written by James Wolcott and submitted to CYA as part of the CYA membership application process. Welcome back *Conquest*!

## CONQUEST A SHORT HISTORY OF THE VESSEL DOCUMENTATION #229013 by James Wolcott, SC Fleet Member

During the 87 years she's been afloat, *Conquest* has been owned by a flapper whose ghost is now said to haunt a Washington hotel, participated in a world war, hosted First Lady Eleanor Roosevelt, made a Playboy Playmate of the Month look reasonably nautical, housed a seacock parrot, and won the Newport Harbor Yacht Club Opening Day Commodore's Award and Werner Trophy. *Conquest* has seen a lot, but with a long line of owners keeping her in Bristol condition, it doesn't show.

In 1929, Donald L. Rheem, an industrialist and yachtsman from Orinda, CA ordered this one-of-a-kind tri-cabin cruiser from the Stephens Brothers shipbuilders in Stockton, CA. Stephens Brothers hull #572 was delivered to Mr. Rheem in August of 1929, and named the *Colonel Rheem*. Original details such as etched Art Nouveau mirrors, gleaming Burmese teak, and solid brass portholes, fittings and stanchions can still be seen throughout the boat.

Donald Rheem sold the *Colonel Rheem* to the then-president of Standard Oil Company of California, E.D. Veitch in 1933. Mr. Veitch renamed the boat *Ardagh*, a name she bore for five years until Donald Rheem's wife Alice bought the boat back in 1938 and renamed her *The Colonel*. Described by relatives as an exuberant flapper and a San Francisco socialite, Alice Rheem had partied in San Francisco, cruised *The Colonel* around the Bay Area, pursued an adventurous social life outside her

marriage, and generally behaved badly until her husband decided it was time for Alice to live elsewhere.

Apparently deciding that two states worth of distance between himself and his wife was adequate, Donald Rheem bought a mansion on a tranquil cove in beautiful Orcas Island, Washington, and shipped Alice – and *The Colonel* – off to live there. Alice's new home, the Moran Mansion (now part of the Rosario Resort and Spa) was purchased from Seattle mayor and shipbuilder Robert Moran. The protected waters of the San Juan Islands would have provided ideal cruising conditions for *The Colonel's* shallow draft and narrow beam, and it is hoped that Alice – and Don, when he visited – took advantage of this. (The Rosario Resort's historical records indicate that Alice's Northwestern exile did little to reduce her wildness – she was known to ride her Harley Davidson motorcycle into the nearest town in a red negligee and heels to play poker and more with local fisherman . . . but that's another story.)

Alice Rheem passed away while living on Orcas Island, but there are multiple reports that she still haunts certain rooms of the Rosario Resort. (The current owners report no signs of any hauntings on her former yacht.)

In 1940, *The Colonel* returned to San Francisco, sold to H.G. Hills, who rechristened her the *Royal Oak*. Like many yachts of this vintage, *Royal Oak* was

commandeered by the US Navy when the United States entered World War II. The Navy primarily used **Royal Oak** as a VIP vessel for inspecting the fleet. During this time, she hosted a number of dignitaries, including First Lady Eleanor Roosevelt.

After the war, the Navy sold the vessel to Herman Hogrefe, who brought **Royal Oak** to Los Angeles, where she stayed for over four decades under a succession of owners. (Sold to A.M. Beaver in 1946, to Linn Dale Johnson in 1948, to R.V. Henry in 1957, to Ray Passavant in 1960, and to Richard and Sheila Burrud in 1967.)

Dick Burrud was the owner who rechristened the vessel **Conquest**. He was also one of the founding members of the Classic Yacht Association; in 1970, when the CYA was born in a meeting room at the Long Beach Yacht Club, Burrud (charter member number 13) and **Conquest** were there.

In 1971, Roy and Mary Newton, CYA member number 62, purchased **Conquest** from Mr. Burrud. Roy was both Southern Fleet and National CYA Commodore in 1977. He was a good influence on the early years of CYA, and his name still comes up in conversation around Southern California classic boating.

In 1978, Patrick Phinny purchased **Conquest** and became active in the CYA until 1990. It was under Mr. Phinny's ownership that **Conquest** was used as the setting for a *Playboy* centerfold shoot featuring Baywatch's Erika Eleniak in 1989. Even with the nautically half-clad Ms.

Eleniak draped across her helm, **Conquest's** dignity and grace prevailed through the years.

In 1995, Albert Ouelette purchased **Conquest** and took her back to the Bay Area and Sacramento Delta, where she reappeared on CYA rosters in the Delta town of Isleton, CA. Mr. Ouelette remained active in the CYA until 2002, and owned **Conquest** until his death.

On Christmas Eve, 2004, the current owners, James and Catherine Wolcott, found **Conquest** for sale in San Rafael, CA. About a week later, in January 2005, they completed the purchase from Mr. Ouelette's estate. After a few repairs, **Conquest** came to her current home at the Newport Harbor Yacht Club in Newport Beach, CA. **Conquest** was in good condition, but the Wolcotts still found enough repairs and improvements to keep them entertained for years. Autopilot, marine electronics, a holding tank, VacuFlush heads, a Westerbeke generator, hot water, and refrigeration may not be authentic to the 1920s, but they definitely make for a more enjoyable boating experience. The throaty 1955 Chrysler hemi gas engines required no change, and keep **Conquest** cutting through the water at speeds of up to 14 knots.

Although she may look like a museum piece, **Conquest** has become the perfect family boat. The Wolcotts, their two sons, and their small (and occasionally seasick) parrot cruise **Conquest** whenever possible. During the summer, **Conquest** can regularly be found in Moonstone Cove at Catalina Island, usually with a stand-up paddleboard tied to the swim step and her crew of spear fishers, hikers and scuba divers getting ready to enjoy the evening festivities. Alice Rheem would be pleased.



## "Collectible" CYA red pennant sale!!

Yes folks, here is your chance to purchase collectible CYA note cards, blazer patches and jewelry, all with the original red pennant flag. As you might imagine, these supplies are very limited, and orders will be taken on a first come, first served basis from CYA Historian Margie Paynton. Here is a sampling of what is currently available:

- CYA blazer patches with the two crossed burgees, blue and red. Only three remain in stock. A new shipment with the single swallow-tail burgee is on order, with delivery mid to late June. The historic crossed burgees patches are \$25. The newer patch will be a little more; prices have increased since the last order was placed.
- Assorted red pennant jewelry in various quantities. Contact Margie Paynton with specific requests. Most items are reduced to \$5 each, but no reasonable offer will be refused! Included are tie clips, stick pins, wire hook earrings, necklace charms (chain not included), key chains, cuff links, money clips, and post earrings.
- Finally, for those who still write personal letters, CYA red pennant tent style note cards with envelopes. Sold in groups of six, also for \$5.

All proceeds will benefit the newly recognized 501(c)(3) Classic Yacht Association treasury.



**NEW** – CYA Blazer Pocket Patch  
with new swallowtail burgee  
\$30 each including shipping  
Contact Margie Paynton, CYA Historian



Classic Yachting

Official Newsletter of the  
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www.classicyacht.org

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Scott Andrews, NC ..... Rear Commodore  
Ann Hay, PNW ..... Newsletter Editor  
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Cover photo: Interior photo of *Cygnus II*, owned by  
Michael Wright and Joanne Reynolds, USA Fleet

## NEW CYA members – welcome!

### Affiliate Reinstatements

Paul Kaplan  
(no vessel)  
NC Fleet  
Point Richmond, CA

John Curry  
(no vessel)  
NC Fleet  
Alameda, CA

### Vintage Reinstatement

David and Leigh Teece  
**AHALANI**  
60' 1957 Stephens Brothers  
NC Fleet  
Emeryville, CA

### Classic Reinstatements

Michael Lappert  
**RINTA**  
50' 1938 Burrard Drydock  
NC Fleet  
Oakland, CA

Tony and Krista Granieri  
**XANTIPPE**  
43' 1925 Stephens Brothers  
NC Fleet  
Oakland, CA

**New Classic Members**

James and Catherine Wolcott  
**CONQUEST**  
50' 1929 Stephens Brothers  
SC Fleet  
Newport Beach, CA  
Rick Olson, sponsor

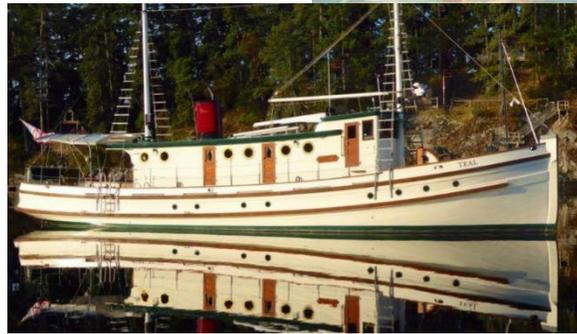


Chris and Gwen Haynes  
**ARGONAUT II**  
73' 1922 Menchions Shipyard  
PNW Fleet  
Seattle, WA  
Dorin Robinson, sponsor



**Transfer to Classic Member**

Kit Pingree  
**TEAL**  
78' 1927 Kruse & Banks  
PNW Fleet  
Friday Harbor, WA  
Diane E. Lander, sponsor



**New Vintage Member**

Dale and Susie Roberts  
**MISS SUSIE**  
45' 1959 Chris-Craft  
PNW Fleet  
Seattle, WA  
Christian Dahl, sponsor



**Transfer to Vintage Members**

Michael Schultz and Steven Sanford  
**LUXURIA**  
60' 1962 Chris-Craft  
PNW Fleet  
Seattle, WA  
Peter Riess, sponsor



Melvin Flavel  
**CAPELLA**  
60' 1961 Vic Franck Boat Co.  
PNW Fleet  
Seattle, WA  
Ken Meyer, sponsor



David and Jackie Peebles  
**GLADSONG II**  
35' 1962 Chris-Craft  
Canadian Fleet  
North Vancouver, BC  
Gord Wintrup, sponsor

