



Classic Yachting

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

Victoria Classic Wooden Boat Festival

Bill Noon, Canadian Fleet

The Classic Boat Festival is a cherished part of the annual Victoria calendar, thanks to the unending support of generations of boaters, volunteers, committee members, Maritime Museum of British Columbia staff, sponsors, and attendees. What will Classic Boat Festival 2023 bring? We will find out together on Labour Day 2023—mark your calendars!

This is what happened last year.

On a bright and breezy Labour Day weekend September 2022, the Victoria Classic Boat Festival returned to Victoria Harbour. Two pandemic Septembers had sailed by with digital offerings and memories shared on-line, but no boats in the harbour—until noon on the opening day.

Cecelia Dick from the Songhees Nation officially greeted Honourary Commodore Ann Jones, who arrived aboard salute vessel *Midnight Sun*. This welcome ceremony on Lekwungen land and waters welcomes all visitors and guests to the festival, and we are always honoured to participate.



Ann Jones, Honourary Commodore with Slim Gardner
photo provided by B Noon

This year we were honoured to have our very own Slim Gardner who has become something of an icon in classic wood boating. Over 30 years ago, he was able to fulfill his dream by buying the beautiful 1929 80' Hoffar-Beeching Fantail *m/v Deerleap*, which he restored by himself to her former glory. In Slim's time with *m/v Deerleap* they have attended every Victoria Show since, and has been awarded Best in Show, Best Powerboat, Best Engine Room, and the coveted Hospitality Award.



Boats along the docks in front of the Princess Hotel
photo by provided by B Noon

With a chorus of horns from over 80 vessels—the most registered boats in 15 years—the Naden Band of the Royal Canadian Navy began playing a set from the north end of the causeway. In the months leading up to the Classic Boat Festival 2022, Maritime Museum of British Columbia staff found an undated photo of the Naden Band playing at a past festival, and we all wanted to recreate the moment. The performance lineup then grew to include local Celtic band Hounds of Cuchulain playing aboard the deck of *m/v Deerleap*.

2022 was a special year, as the Ex-Forest Service Vessel Squadron (EFSVS) held their annual Rendez-

➔ (to page 3)

From the Commodore

Gerry Kamilos, Northern California Fleet

Belonging: We are in this together.

It's hard to believe almost six months have passed by since our wonderfully hosted Annual Meeting in Vancouver, B.C. If we ever can imagine the existence of a classic motor yacht community, the Classic Yacht Association is at the cutting edge of leadership and vision of how that community can thrive today and have a vibrant future.



Commodore Gerry Kamilos.
photo provided by G Kamilos

I often think about those 20 or so original members who loved their wooden crafts and would gather to have fun with a few beers and good food in a local harbor on a sunny day in Southern California. Although founded in 1969, our charter and by-laws mostly date back to 1971. As a call of duty, I have endured reading and re-reading our by-laws many times over. I am so impressed how well they were written over 50 years ago! My sense is that those original members knew that the Association would achieve something of greatness and importance within the classic motor yacht community. Our Association has become a community within itself and with an ethos to share our unique and grateful position with those who are aligned with our enthusiasm for classic motor yachts. We hope that in the next 50 years we will be able to continue to be a world community leader, create more opportunities to align to secure more members, to further instill to our existing members of the value of being members, and to reach out via all channels of communication to create the value proposition of classic motor yacht ownership.

Belonging is an integral part of the human experience. It is often a source of comfort and community that is crucial for one's overall well-being. However, it is essential that we strive to foster a sense of belonging that is inclusive and accepting of all individuals regardless of differences. It is up to each of us to ensure that everyone feels welcomed and valued in the communities and groups that we belong to.

The USA Fleet is planning for its Essex Island Rendezvous in partnership with ACBS for July 21st.

Already, the PNW Fleet had a very successful Opening Day with *Compadre* and *Comrade* taking honors, plus completing the colossal Bell Harbor Rendezvous with over 40 classic yachts participating. Several Canadian Fleet members participated in Bell Harbor and later this year many members of our Canadian and Pacific Northwest Fleets will participate in the huge Victoria Wooden Boat Festival. In June, the Southern California Fleet participated in the Newport Beach Wooden Boat Festival. One of our member yachts, *Joie de Vivre*, a 1960 56' Stephens cruiser that just completed a 26-month refit in Stockton, CA cruised from Stockton to Newport Beach's Balboa Yacht Club and took Best of Show at the Festival. The Northern California Fleet has started an active cruising schedule and is preparing for the Stephens Rendezvous where it is expected over 20 Stephens built yachts will be on display on September 15th in Stockton, CA. We are truly a blessed organization to have volunteers who are passionate with purpose and persistence to plan, organize, participate, and execute cruises and events. Every one of these events takes countless hours and members to complete them. The Association has much gratitude and appreciation to all our members who are involved and engaged.

We have 10 Board members, six appointed officers, 15 Fleet flag officers; the Yacht Registration Committee has five members; the Strategic Planning Committee has eight; the special appointed committee to review the Yacht Registration Criteria has eight; and over 20 participants in our working groups. In all, over 70 Association level positions are in place, filled by over 40 individuals (some members have taken more than one role) to assure daily operational integrity, and our future is planned concurrently. To further assure the Association is vibrant, the Board has agreed to meet four times a year. So far, the Board has met three times with October 9th being the next and last meeting of 2023. Although the Association has never seen this level of member activity during the year supporting Association level operations and planning, it seems the culture of having this level of energy and participation comes naturally.

When we come together as a classic motor yacht community, the Association allows us all to assemble with one common cause instilled over 50 years ago – to celebrate our motor yachts and each other, as owners and enthusiasts of these amazing masterpieces of nautical heritage and artisan craftsmanship. We just need to make the rest of the world understands us and wants to be part of our belonging.



Victoria Wooden.. continued from page 1

vous at the festival. Earlier that year, the Maritime Museum of British Columbia and the EFSVS announced a new affiliation and mutually supportive relationship, that will continue for many years and festivals to come. A number of the British Columbia



With room for boats of all sizes at docks all along the waterfront. *photo provided by B Noons*

Forest Service vessels, which were used by Rangers to patrol and police logging operations on different British Columbia coastal forest areas and then sold at auction when operations changed, were gathered together on the docks. This was a unique opportunity for the approximately 10,000 attendees of the festival to see a number of these historic vessels all in one place, speak with the current owners about their histories, and even tour some of the vessels!

This was the 43rd festival. The first festival in 1978 saw 32 boats in Victoria's Inner Harbour, overseen by judge and Honourary Commodore, Frank Fredette – sealer, boat builder, naval architect, and Thermopylae Club member. Pulling boat races were a hit with young and old, sea shanties were sung, Jim Saull played his saw, and everybody had a great time. One award was given – Best Sail – at a seafood dinner at the White Eagles Hall in James Bay.

Originally, the Victoria Real Estate Board (VREB) ran the festival, including sponsor Black Press; in 2010 Canoe Cove Marina & Boatyard, Greater Victoria Harbour Authority, and the Maritime Museum of BC took over sponsorship as the Victoria Classic Boat Festival Society kept it running. As of 2017, the Maritime Museum of BC officially runs the festival, and is heading into 2023 with support from the Greater Victoria Harbour Authority. The vision going forward includes a focus on public engagement for a variety of audi-

ences to discover our unique maritime heritage.

Activities and awards have increased over the years. The lineup of activities now includes a Welcoming Reception and Silent Auction for boaters, a Sunday Sailpast, the Classic Open and Schooner Cup Races, a formal Awards Banquet for boaters, and a year-round planning operation. A dozen judges with a wealth of technical knowledge and experience join every year to assess registered vessels and offer feedback and praise. Twenty-seven awards were distributed in 2022.

As always, there were several memorable moments during the festival—the kinds of stories we will all be telling in 20 years as we look back on 2022. One couple visiting Victoria after an eventful Alaskan cruise (their cruise ship was rammed by a tug) found out the Sidney – Anacortes ferry was not running, cutting off their intended route home to Friday Harbour on San Juan Island. *Martha*, an American vessel, became the command centre to get these folks home—*Windsong*, rafted to *Martha*, was by chance going past Friday Harbour. Not only was it the right route, but *Windsong* needed crew members! Happily, the stranded couple were Great Lake sailors and eager to join the crew. A classic festival coincidence!



Editor's Note to Members

We are planning an upcoming issue with a special emphasis on "living aboard".

The goals are to inform our broader membership/readership of the joys, rewards, and challenges of living aboard.

We would like to hear from those who live aboard year-round, as well as those who live aboard seasonally.

For those who have contemplated living aboard but haven't for some reason, please write about the issue(s) that are preventing you from living aboard..

A Burial at Sea

Kathy Weber, Pacific Northwest Fleet

An international flotilla of Classic Yacht Association vessels honored the life of a Civil War widow as she was buried at sea Monday morning, June 19, 2023, following the Bell Harbor Rendezvous in Seattle.



Convoy in route to internment site..
Photo by D Ellis

Eight boats from Canada and the Pacific Northwest celebrated the life of Sarah Catherine “Kate” (Schurman) Davis. The Classic Yacht Association memorial boat parade left Pier 66 in Seattle, circled Elliott Bay, cruised past her West Seattle home, around Alki Point, and stopped in a small cove in front the Davis family’s former Vashon Island property.



Kate’s great granddaughter, Mary Lou Harris, releasing the ashes, spreading rose petals, and waving goodbye. Photos by Beth Featherstone, from Marian II.



Kate’s ashes in their paper bag, the original front of the box that stored her ashes for 95 years, and rose petals all on Kate’s sterling silver platter immediately before her internment. *Photo by K Weber*

age of 84. She was born October 2, 1843, in Essex County, New Jersey, the tenth of ten children. She was the wife of Civil War veteran Herbert William Davis, Sr. She had one son, Herbert William Davis, Jr., and two grandsons, Herbert Richard and Nathaniel Chilcott. Herbert Jr. never picked up his mother’s ashes from the funeral home 95 years ago. He may have been busy designing and building his new boat, *Comrade*.

Kate Davis died in Seattle, December 25, 1927, at the



Mary Lou Harris, Kate's great granddaughter, reaching for rose petals to throw. *Blue Peter* in the background. Photo by K Weber

Kate's ashes were recently located by her great great granddaughter, a PNW Fleet member, Kathy Weber. Kathy realized that Kate's death created the inheritance that certainly helped her son pay for *Comrade's* design and construction for its 1930 launch. Kate's three living great grandchildren voted, and decided that a burial at sea from *Comrade*, would

honor Kate and our family. It wasn't a new idea. Kate's husband, son and grandson were all buried at sea in a similar location. And it seemed just that Kate's ashes got a boat ride on *Comrade* between Everett and Olympia all Spring.

Kate's remains were transferred to a brown paper bag, tied shut with raffia. Human ashes are sticky, so a biodegradable bag is advised for a burial at sea. The bag sinks quickly after it lands on the water. (see "Blue is the new Green", D Flynn, *Classic Yachting*, Summer 2020)

Encircled by Classic Yacht Association vessels, Kate's oldest great grandchild, Mary Lou Harris of Kirkland, tossed the brown bag off the stern of *Comrade* and topped it off with a platter full of rose petals. All the gathered vessels tossed rose petals from their bows in the direction where the ashes landed. *Thelonius* rang eight bells. *Mitlite* sent up a drone to capture a unique perspective. *Blue Peter* gave a Captain's salute. *Olmaha*, *Madera*, *Marian II*, and *Suellen* encircled the burial site.

Note: In the process of planning discussions, the author heard from multiple Classic Yacht Association members that they are storing the ashes of their loved ones at home awaiting a plan. Perhaps, we can consider more burials at sea in the future, and we can honor more lives together.



Gathering around *Comrade*. (clockwise) *Olmaha*, *Suellen*, *Marian II*, *Mitlite*, *Madera*, *Blue Peter*, and *Thelonius*. photo by D Ellis

Note: Thanks to the Missing in America Project. This non-profit organization works to locate, identify and inter the unclaimed cremated remains of American veterans and their spouses. The family was pleased to include their Washington state volunteer, Lynn Lake, on the burial at sea cruise.



Those who helped make this all happen. (left - right) Bill Shain, Mary Lou Harris, Dorin Ellis - Captain of *Mitlite* and drone photographer, Laurie Lambert - Weber family, and Lynn Lake - Missing in America representative.

Photo by K Weber



What's New with Strategic Plan Working Groups?

Richard Randall, Chair Working Groups Committee

The Classic Yacht Association Strategic Plan calls for the creation of five Working Groups to help achieve our Association's Objectives and Goals. We intend to form these groups gradually during the current year. To date four groups have met at least once.

The groups meet virtually via Zoom and are open to all interested Classic Yacht Association members. We hope to kick off the remaining group, Revenue, in September. And even though the groups have started, it's never too late to join. Simply email the group leader and ask to be notified of their next meeting.

In this article we introduce each Group and briefly describe their activities to date. In future issues of Classic Yachting we will update you on their progress.

Communications.

Meetings: First meeting was on February 22. Regular meetings are held every second Thursday evening 6:30 PDT.

Group Leader: Brynn Rovito – Southern California Fleet

The Group's early focus is on improving the Classic Yacht Association website. Several aesthetic changes have been made by webmaster Alex Endzell, including removing wildapricot from our URL. Also planned are implementing methods to improve website metrics (to track numbers of visitors, which pages are most visited, etc.). Another initiative is to develop a "digital marketing plan" aimed at capturing peoples' attention on social media and then directing them to the website.

Membership

Meetings: First meeting was on April 13

Group Leader: Tina Stotz – Pacific Northwest Fleet

The early focus is on recruiting and retaining members, with three activities currently underway: 1) Gather and provide information to Classic Yacht Association members regarding availability of insurance and moorage and to track regional trends in those areas. (Contact: Todd Powell, Pacific Northwest Fleet). 2) Create post-card sized handout for promoting Classic Yacht Association membership. (Contact: Margie Paynton, Pacific Northwest Fleet). 3) Update the list of CYA member benefits currently on the website and communicate benefits more widely to new and prospective members. (Contact: Tina Stotz).

Governance

Meetings: First meeting was held on May 1

Group Leader: Richard Randall – Pacific NW Fleet

This group's focus in the near term will be on understanding our obligations as a 501c3 non-profit organization and communicating those obligations and requirements to each fleet. In particular we must identify which Classic Yacht Association activities are deemed educational and non-educational under the law. The group anticipates that we will need advice from an attorney specializing in non-profit law and will work to identify a source.

Education

Meeting: First meeting was held on June 6. Meetings will resume in September

Group Leader: TBD – interim contact: Richard Randall – Pacific Northwest Fleet

At its first meeting the group discussed the activities of each fleet that might be considered educational and suggested possible new activities. The group will need input from the Governance Working Group as they plan future activities that satisfy our obligations under the 501c3 rules. Meetings will resume in September, when they expect to complete the list of possible task activities and then select several for near-term action.

Revenue

Meetings: expected September 2023

Interim contact: Richard Randall – Pacific Northwest Fleet

This group will identify various ways of raising funds to support the mission of the Classic Yacht Association and will work with the fleets to develop effective fund-raising programs. Watch for emails in the late summer announcing this working-group kickoff meeting.



In order for the greatest transparency and member participation, *Classic Yachting* will institute regular columns to report progress of our Working Groups and quarterly board meetings in each issue.

Hello CYA Members,

Just a quick note to announce that the Southern California fleet is excited about hosting the Change of Watch weekend next January in San Diego. After hosting the fun previous Classic Yacht Association weekends on the *Queen Mary* and in Marina Del Rey, we are planning to outdo ourselves this time on the sunny San Diego Bay. This USA's sixth largest city has so much maritime history to offer.

We will be sending you details later in the year. Actual invitations will be sent in the Fall.

Remember – the weekend of January 13th. Open to all members. Save the date!



In September of 1542, Juan Cabrillo rounded Point Loma and sailed his three ships into San Diego Bay. They were the first Europeans to see California. Cabrillo knew at first sight that this Bay was a huge natural treasure. Cabrillo's fleet continued on up the coast exploring all the way to Oregon.



Classic Yacht Association

The **Southern California Fleet** looks forward to sharing San Diego with you. There is so much nautical history in this, America's sixth largest city. We could spend weeks investigating it all. Although nothing is locked in yet, we are investigating and planning the CYA 2024 Directors meeting.

Trust that we will plan a great weekend for you. Along the miles of waterfront are marinas, islands, and yacht clubs. The aircraft carrier MIDWAY is docked adjacent to the wonderful San Diego Maritime Museum. There will be many tours available. The museum's collection includes seven historic ships including an exact replica of Cabrillo's flagship SAN SALVADOR.

We are excited about hosting the **2024 Change of Watch**. The weekend is open to all CYA members. Please spread the word through your fleets. Stay tuned for more information during the year.

-Your So Cal Fleet COW Committee-



Cabrillo's ship SAN SALVADOR

Do's and Don'ts of Boat Photography

Greg Gilbert, Pacific Northwest Fleet

At one time or another, you have to submit a photo of your boat. The main thing to remember is to keep the background clean, not cluttered to distract with the main subject – YOUR BOAT.

I have attached a few examples of photos that have cluttered backgrounds or backgrounds that compete with the subject (Example 1),



Example 1. *Olmaha* photographed with a cluttered background.

Photo by B Shain

If the background is cluttered, try shooting as low as possible to eliminate the clutter. Or try a high angle. I photographed the beautiful *Orba* from the Fremont bridge with her slowly passing below....this eliminates a distracting background (Example 2).



Example 2. *Orba* photographed from the Fremont bridge.

Photo by Greg Gilbert

The other component is light. If you have time, the best sunlight times are either in the morning just after sunrise, or evening, at close to sunset, or at



Example 3. *Williawaw* photographed with low morning light.

Photo from Classic Yacht registry

least when the sun is low (see examples 3-7). Soft sunlight covered in thin clouds, at any time of the day works beautifully Example. Or if it's foggy that eliminates all kinds of distracting backgrounds (see examples 7 & 8).



Example 4. *Winifred* photographed with low morning light.

Photo by Greg Gilbert.



Example 5. *Only You* photographed with low morning light.
 Photo from Classic Yacht registry

If you have a phone with a camera, use the telephoto adjustment to isolate the boat.

It's difficult to photograph your boat because you're on it. One time, Classic Yacht Association member Ken Meyer and I went to Seward Park early in the morning to photograph our boats, I shot my boat from Ken's boat, while Ken piloted *Winifred*. On that same day, there was no wind, so I got off my boat, pilotless and photographed my boat sitting in the water at Seward Park. (see example 10.)



Example 7. A photo with low morning light.
 Photo by Greg Gilbert



Example 8. *Comrade* photographed with sunlight covered in thin clouds.
 Photo by Greg Gilbert



Example 6. *Winifred* photographed with evening light near sunset.
 Photo by Greg Gilbert.



Example 9. *Conquest* photographed with soft light and fog distracting all backgrounds.
 Photo from Classic Yacht registry

Dos and Don'ts... continued from page 9

The East side of Seward Park is a great location to photograph-the trees behind could be anywhere. It provides a nice neutral back drop.



Example 10. *Winifred* pilotless at Seward Park, Seattle WA.

Photo by Greg Gilbert.

Greg Gilbert has been a full-time staff photographer for *The Seattle Times* since 1967. He has photographed Nobel laureates, stars of stage and screen, sports figures including skating stars, Seattle's professional sports teams, and has won numerous accolades and awards for his photography.



Aurora V cruising in San Francisco Bay, California.

photo by S Kiehl

Editor's Comment.

Apologies to Stuart Kiehl. The following photo was included in the *Commodore's Comments* in the last issue. Even though I had been given the correct photo citation by Gerry Kamilos, I failed to use it. Here is the photo with the correct citation. (Note the low angle of the photo and the lighting. Greg would approve...I think. The Editor)

June 12 Board Meeting Report

Diane Lander, Recording Secretary, Classic Yacht Association

Secretary's Introduction.

I have accepted an appointment to be Recording Secretary for the Classic Yacht Association. Previous methods for recording and regular distribution of minutes did not routinely provide accurate or timely reports.

Our goal is to have minutes of quarterly meetings prepared soon after each meeting and a report provided for the membership in *Classic Yachting*. When approved by the next board meeting, the minutes will be posted on the website.

Report:

The next meeting of the Board of Directors of the Classic Yacht Association is Monday, October 8 at 5:30 PDT. It will be a virtual meeting. The next in-person meeting will be in San Diego during the Change of Watch sponsored by the Southern California Fleet January 12-14, 2024.

At the June 12 meeting, the Classic Yacht Association Flag and Appointed Officers plus members of the Strategic Planning Committee, Fleet Representatives, and Fleet Commodores met and provided reports.

The strategic planning process is well underway chaired by Rick Randall, Pacific Northwest Fleet. (See his report on page six).

Each Fleet representative provided exciting reports about their fleet activities. (Reviewed in the Commodore's Comments, page two.)

Reports were also provided from our Executive Treasurer who reports revenue is down due to dues revenue being down and changes in billing times for the Association newsletter and the CPA fees. Margie Paynton, Historian reported 14 new members and six reinstatements.

Watch for the minutes of the June meeting on the website once they are approved at the October meeting.

It is your Association, get involved and attend some of the meetings and especially the cruising events and rendezvous!



Midnight Bilge Pump Emergency

by Garth and Doreen McBride, Canadian Fleet



Olmaha anchored in Port Browning 2004. photo provided by G & D McBride

We purchased *Olmaha* in February 2004 and in July, returned to Vancouver from our home in Berlin, Germany. Doreen and I set out on our very first *Olmaha* cruise. She reportedly had not been back to Tacoma in 50 years so we decided to take her to the Martinac Shipyard where she had been built. After an interesting visit with the president of the shipyard and the granddaughter of the original owner of *Olmaha* we returned to Canadian waters to anchor in Port Browning. Swinging on the hook in lovely weather we worked on brightwork and other maintenance tasks.

After several long working-days it was sadly time to return *Olmaha* to her moorage in Vancouver, British Columbia so we could fly back to Berlin for the winter. On our last day at anchor we “sweetened the bilges” with a little scrubbing and sluicing with a few buckets of salt water.

That night, drifting off to sleep, I remembered an early morning start was necessary to transit Active Pass on a favorable tide. Recalling that the stuffing box and bearings supporting our very long intermediate shaft needed greasing, I got up to take care of that to ensure our early departure. Grease gun in hand going, aft to lift the floorboards in the main saloon to access the shaft, a shocking situation was revealed! The floorboards were FLOATING as the bilge was overflowing and all three bilge pumps were silent! Thinking that pump switches must have been accidentally turned off, I dashed to the pilot house but the switches were in the “on” position. Back to the flooded bilges I crawled in to locate and inspect the wiring. It became clear that the bilge pumps were wired with “splices” consisting of simple twisted ends wrapped in good old fashioned CLOTH electrician’s tape. Our

bilge scrubbing and sluicing had obviously resulted in failure of enough critical connections to the float switches and pumps to cause all the pumps to fail.

There is no photo documentation of what followed, but *Olmaha* was saved by a wet, no longer sleepy skipper and his mate, dressed in birthday suits, executing an unexpected urgent but happily successful midnight rewiring of the bilge pumps.

Safely back across Georgia Strait it was clear that the top-priority on *Olmaha’s* restoration project had become a complete rewiring of all electrical systems.



Doreen at the helm. photo by G McBride



Classic Yachting seeking reporters

One of our favorite features is our roving reporter interviews. We are looking for additional contributors to conduct interviews at fleet rendezvous or other events. The process of reporting is fun for all. The reporter gets to reach out to other members and everyone has an opportunity to contribute their ideas

Please email newsletter@classicyacht.org to send your ideas or completed interviews.

Three Months Solo to Alaska

Martine Roudier's conversation with *Classic Yachting*

How would you prepare for a three month solo trip to Alaska?

What would delight you as you voyage?

Here's how Pacific Northwest's Martine Roudier and 42' *Zella C* fared – solo! Not exactly solo. Martine and her cat adventurer Ataya bonded in their three months at sea together. Here's some of their story, and a few of the planning strategies and blisses along the way.



Just how far *Zella C* journeyed from Seattle to Glacier Bay and back.

map modified from Google maps

First, the trip was free of mechanical mishaps. Preparation leads to confidence. Stock spare parts on board for all systems, and tools to repair or replace them. Since a pathologist is not necessarily trained as a diesel mechanic, take a diesel maintenance course to learn how to deal with what might be needed in the wild. After the course, invite the instructor to your boat and work together to change both fuel filters and oil filters. I did this on two separate occasions before departure from Seattle on May 4, 2022. [Recommended: Meredith Anderson, Madame Diesel LLC, Seattle.]

The anchor system was a source of worry prior to



Ataya and Martine in the pilot house of *Zella C*.
photo courtesy of M Roudier



Days are longer further North. Eliason Harbor after dinner on the summer solstice
photo by M Roudier

departure, so I replaced the rode and increased the length of what is carried. Now I travel with 175 feet of new rode (combination of rope plus chain).

There were a couple of challenges being out solo for three months such as being alone for that full time. Martine found companionship with her feline friend and quiet evenings sparked her creativity carving cedar figurines. To be as strong as possible before setting out, she trained by rowing. It was disappointing to lose muscle strength while at sea for three months, and it took nine months to get back in



Sitka waters in the Alexander Archipelago
photo by M Roudier

shape after returning home.

A chance meeting resulted in three weeks of buddy boating, off and on. This relationship changed the course of planned travels. Because the other boat insisted on seeing Glacier Bay and Sitka, Martine had the opportunity to see places that weren't in her scope, and she loved them. Buddy boating changed the course of the journey. Perspective was broadened as both parties were able to share places they personally knew and loved, as well as boating tips and tricks. It's now a recommended concept.



My constant companion.
photo by M Roudier

Food takes a different kind of advanced planning. Meals were different on-board than at home and provisioning along the way was infrequent. Although she hasn't a sweet tooth, cookies were sometimes a treat to break the routine. Cases of tuna cans were stored in the bilge, an easy food to share with Ataya. A favorite soup mix that just needs water was acquired from a Vietnamese grocer in Seattle. Lots of flour and yeast for breadmaking. A case of apples. Coffee, of course. Three months' supply of prescriptions required arrangements.

Serendipity can occur when you watch and listen. In Prince Rupert, many South Africans come to fish.



A fanciful wall mural spotted at Tenakee Springs.
photo by M Roudier

They had a custom sausage made for them at the local meat store, which is sold as a dry beef. It was a real find, flavorful and sustaining.

Charting systems were abundant and redundant, as is prudent. Navionics on the chart plotter synced with the iPad. An independent version of Navionics on the iPhone, not synced. In addition, she carried 20 lbs of paper charts.

There was so much art and beauty to encounter. In Juneau, many tribes came together for the inauguration of a totem pole representing multiple cultures: Haida, Tlingit and Tsimshian. Adults and children in their traditional outfits. In Alaska, it seemed the trees welcomed boaters to the shore. The forest meets grass which then meets the beach, providing wide



Indigenous people representatives with a young observer in Juneau. photo by M Roudier

open places for landing. Many painted murals and tattered posters offered insights to local community life. Full sunshine until late in the evening extended daylight and resulted and so so many hours of beautiful scenery.

Will she go out again for three months?

Expect so.

By the numbers

- ➔ 460 gallons of diesel
- ➔ \$4,584 of diesel costs (estimated at ~\$5/gal)
- ➔ 2,618 nautical miles travelled,
- ➔ 440 hours on the engine counter.
- ➔ ~ \$2,325 of marina costs
- ➔ 3 months of leave of absence from work
- ➔ 1 expired passport



Welcome New CYA Members

Members with registered vessels

David Evans
Tortuga
 Classic
 32' 1936 Nunes Brothers
 Home port: Beaufort, SC
 USA Fleet
 Sponsor: Margie Payton



Daryl and Jason Hicks
Swietenia
 Classic
 30' 1941 Chris-Craft
 La Conner, WA
 Pacific Northwest Fleet
 Sponsor: Rick Reeves

Holly and Blaise Holly
 Haven Boatworks
Recovery
 Vintage
 38' 1975 Richard Alley (Beals)
 Port Townsend, WA
 Pacific Northwest Fleet
 Sponsor: Diane Lander
 and Kathy Weber



Leroy Lewis and Elizabeth Hames-Lewis
Arianna
 Vintage
 50' 1970 American Marine
 Home port: Port Orchard, WA
 Pacific Northwest Fleet
 Sponsor: Michael Merta

Karen and Michael Loram
Class Act
Vintage
42' 1946 Hubert Elliss
Home Port: Seattle, WA
Pacific Northwest Fleet
Sponsor: Todd Powell



NO PHOTO

Joan and Michael Michalson
Escalante
Vintage
48' 1961 Benson Brothers
Home Port: Vancouver BC
Canadian Fleet
Sponsor: Michael Topliss

James Nelson
Peppi One
Vintage
45' 1971 Grenfell
Home port: North Vancouver, BC
Canadian Fleet
Sponsor: Michael Topliss



Erik Rhyne and Rashree Patram
Serafino
Vintage
46' 1963 Chris-Craft
Seattle, WA
Pacific Northwest Fleet
Sponsor: Tim Balzer





Official Newsletter of the
Classic Yacht Association
www.classicyacht.org

Commodore

Gerry Kamilos, Northern California Fleet

Vice Commodore

Mke Fazio, USA Fleet

Rear Commodore

Michael Topliss, Canadian Fleet

Staff Commodore

John Peckham, Southern California Fleet

Please send queries, suggestions, complaints,
articles, artwork, and photographs to Bill Shain.

My thanks to all our contributors!

We all – the editor and especially the readers
– appreciate the thought and time you take to
share your experiences and stories with us.

Keep them coming!!

***The deadline for submitting materials for the
Fall issue is September 10, 2023.***

Bill Shain, Editor

Please send all correspondence to
newsletter@classicyacht.org