

# Classic Yachting

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

## OLMAHA's Classical Cruising Destination

# BROUGHTON ARCHIPELAGO

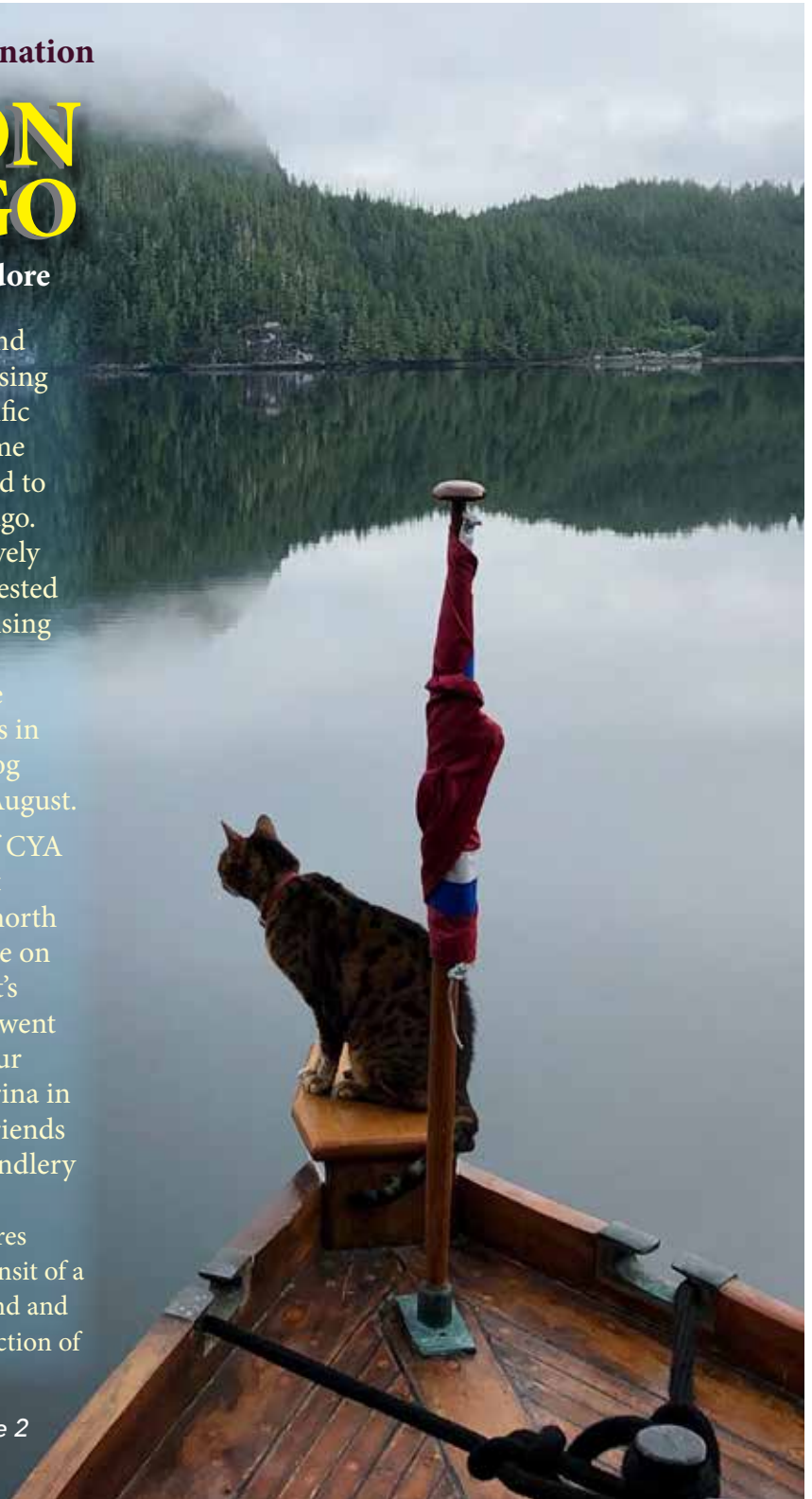
by Garth McBride, 2019 CYA Commodore

The San Juan Islands, Gulf Islands and Desolation Sound are familiar cruising grounds for the Canadian and Pacific Northwest CYA fleets. Less familiar to some is going northward from Desolation Sound to reach the wonderful Broughton Archipelago. I thought some CYA members with relatively slow displacement cruisers might be interested in an account of OLMAHA's 8-9 knot cruising speed journey through the tidal rapids to the Broughtons and passages in Johnstone Strait. May, June and July are great months in the Broughtons as the days are long and fog encroachments are less vigorous than in August.

This year, after the early June departure of CYA flotilla from the Princess Louisa Inlet fleet cruise, **Doren** and I carried on cruising north on OLMAHA. After a stop at Musket Cove on Hardy Island in company with PNW Fleet's **THELONIOUS** with **Larry** and **Tina**, we went on to Gorge Harbour on Cortes Island. Our next stop was the Discovery Harbour Marina in Campbell River, a great place to pick up friends and re-provision at the supermarkets, chandlery and well-stocked Sunday farmers market. Proceeding north from Campbell River requires consideration of tides and weather to plan transit of a series of tidal rapids between Desolation Sound and the Broughtons, as well as safe passage in a section of Johnstone Strait.

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*Photo of OLMAHA's deck patrol surveying the morning mist in Mackenzie Sound from Annie's Cove by Garth McBride*



Canadian Fleet

**Broughton Archipelago - continued from cover**

Our passage north faced a predicted strong northwest wind in Johnstone Strait with a northbound big spring ebb tide. Wind and current in opposite directions can cause the strait to be a scary maelstrom, so we decided to transit the tidal rapids by the more protected eastern route. Leaving Discovery Harbour we made a short 20 nautical mile run up Sutil Channel to Quartz Bay on Cortes Island. That evening we were happy to see two Humpback whales travelling by into Calm channel. We departed Quartz at 3 AM the next morning under a full moon with calm water, all eyes and the radar looked for floating logs. By the 5 AM sunrise we easily transited Yuculta Rapids and Dent Rapids just before the end of a big spring flood. The 17 nautical miles from Dent to Green Point Rapids meant we would arrive there to face overfalls and big whirlpools, so at 7 AM, to wait until the current slowed, we put the hook down in Bickley Bay on East Thurlow Island. This gave us an opportunity for a power nap and a second breakfast! Alternative stops nearer to Green Point are limited space behind the Cordero Islands or roomier Charles Bay just down Blind Channel. Leaving Bickley at 9:30 AM we rode the decreasing ebb through Green Point reaching Whirlpool Rapids at slack and at 11:30 AM, after a total day's run of 45 nautical miles, anchored in Douglas Bay in Forward Harbour with lots of time to explore the trail to Bessborough Bay.

The next morning, running down Sunderland Channel, we entered the section of Johnstone Strait that is unavoidable if you want to get further north. Despite the



Kwatsi Bay Marina

brisk NW wind that had been blowing all night and the ebb in Johnstone, our passage past Port Neville and into Havannah Channel was uneventful. Riding the continuing ebb through Chatham Channel and crossing Knight Inlet to head up Tribune Channel we completed a 53 nautical

mile leg docking in Kwatsi Bay. The engaging owners, Max and Anka, the spectacular scenery, the potable UV treated water and the “happy hour” always populated by interesting fellow boaters make this a must-visit marina.



Eastern Shore of Bellisle Anchorage in Morning Calm

Now the long passages to reach the Broughtons were over and at hand were short runs to an extensive selection of lovely stops rarely more than a few nautical miles apart. Leaving Kwatsi, we passed the often-spectacular Lacy Falls, but, due to the unusually dry weather, we saw just a single trickle of water. On to Greenway Sound to explore two anchorages we had not visited previously, we confirmed that the huge Greenway Sound Marine Resort of bygone years is completely gone. Also the nearby Forest Services float, no longer allows shore access as it is sinking and the ramp condemned. Broughton Point in the west end of Carter Passage proved a secure scenic anchorage despite the strong winds in Queen Charlotte Strait. The next day we moved just south of a small islet named Lion Islet in “A Dreamspeaker Cruising Guide Volume 5”. Despite a continued roaring westerly creating whitecaps in Greenway Sound, the lee of the islet was calm. Ashore on the islet we harvested delicious mussels and sea asparagus at low tide while the adjacent tidal rapids roared with wild waterfalls in each direction as the tide entered and left the Broughton Lagoon.

Previously thinking Kingcome Inlet a hostile place with no good anchorages, we had never ventured in. Now



The Approach to Kingcome Inlet

Photos by Garth McBride

intrigued by the reported pictographs at the head of the inlet and realizing Bellisle Sound, a small fiord about 10 nautical miles from the head, could be a nice anchorage,



Broughton Point Anchorage Looking Back into Greenway Sound

we decided to go for a visit. It was a perfect day for the trip with sun and high clouds as we transitioned from sloping hillsides to towering cliffs. As we progressed up the inlet the water took on a lovely glacial blue becoming blue-green milk at the head. Our depth sounder alarm insisted on sounding a shallow water alarm when it decided the interface between the glacial water and salt water was the bottom. Around Petley Point near the inlet head we were rewarded with a number of First Nation pictographs, including a 90-year-old one by artist **Mollie Wilson** and high up the vertical cliff side the huge modern pictograph



Old Pictographs of Coppers and Deer At Petley Point



Giant Modern Pictograph at Petley Point

created in 1998 by **Marianne Nicholson**. Before leaving Kingcome we enjoyed a lovely solitary anchorage on the south shore of Bellisle Sound by a small islet directly across from the entrance.

Reluctantly leaving the spectacle of Kingcome Inlet, we wended our way to McIntosh Bay in Simoom Sound where in the past we have been treated to a bear flipping over large rocks to snack on the crustaceans hiding beneath. The next day, planning a stay in Lady Boot Cove, we happened upon the single boat anchorage between Fly and Insect Islands. Putting the hook down we settled for a peaceful stay except for being briefly entertained in the early morning hours by the humming of our anchor bridle in the brisk current. The next morning we rode the flood through the shallow narrow passage connecting Indian with Blunden

Passage for a stop in Waddington Bay to harvest Dungeness crabs. Then it was time to head to Pierre's at Echo Bay for the not-to-be-missed Saturday Pig Roast. There we again encountered THELONIOUS, as well as Canadian Fleet's MADERA, with **Michael** and **Audrey Topliss** on board. In addition to the fun food event evenings expertly executed by **Pierre, Tove** and their staff, Echo Bay has other attractions ranging from **Billy Proctor's** museum, catching up with **Slim Gardner** on DEARLEAP, a great laundry room, good potable water, a fuel dock and the best grocery shopping in the Broughtons.



Bear Effortlessly Flipping Huge Boulders to Feast on Crustaceans

**Larry** and **Tina** and cruised THELONIOUS back to Simoom Sound to raft with us in McIntosh Bay. Cocktails on OLMAHA then dinner on THELONIOUS followed by board and card game lessons from **Tina** made for a fun visit.

Loving solitary anchorages, the Dreamspeaker Cruising Guide led us to our most favourite anchorage of the entire trip - scenic "Anne's Cove" in Mackenzie Sound. OLMAHA's 60-foot fit in the tiny cove with just enough swinging room at low tide. Over the next several weeks we continued to wander in the Broughtons as far north as Blunden Harbour and eventually to another favourite stop in Blackfish Sound on the north shore of Hanson Island. Here, anchored just south of Spout Islet, although getting a bit of wake from fishing boats and occasional cruise ships, the anchorage provides plenty of entertainment as Orcas and Humpback whales pass through past the mouth of the anchorage in Blackfish Sound.

800 Year-old Cedar in Forest at Blind Channel

A short hop from Spout got us to Port McNeill and the North Island Marina to enjoy the super hospitality of the Jackman family, the luxury of local restaurants for cook's night out, in-dock re-fueling, free garbage disposal and a very well-stocked grocery store. We took a short ferry ride from Port McNeill to visit the Sointula museum



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*Broughton Archipelago - continued from page 3*

U'mista  
Cultural  
Centre  
at Alert  
Bay



where the interesting history of the Finish settler's socialist experiment is documented. Also the ferry to Alert Bay, where everyone, including small children, greets you with a friendly hello, gave us the chance to visit the U'mista Cultural Centre and re-explore the history of the north coast First Nations as well as see the fantastic collection of dance regalia.

Cruising time nearing its end, we began the trip south with an early morning departure from Port McNeill in the still morning air to catch a ride in the flood down Johnstone Strait. With a 53 nautical mile passage we again stopped in spacious Forward Harbour to wait overnight for a comfortable transit through Whirlpool Rapids. From there riding the flood to clear Greenpoint Rapids is easy but the distance to Dent and Yuculta Rapids meant the flood would be too vigorous with violent overfalls and whirlpools. Rather than waiting in an overnight anchorage stop in Charles or Bickley Bay, we booked into the Blind Channel Resort to enjoy a nice restaurant dinner and a hike to the 800-year-old cedar. Aware the OLMAHA is an old single-screw vessel without thrusters, the dock staff at the resort marina offered the outboard end of an ideal finger where the "always south-bound" current would gently set us on the dock. As we approached the finger the current was perfect only to instantly switch to a vigorous north-bound current, spinning us lengthwise between the fingers. With a forward spring and quick deployment of a long stern line the dock staff and kind crew members of other boats at the dock rescued us at the last moment. Shortly after our arrival **Gord Wintrup** arrived with MY FAIR LADY II and had his docking



excitement when a sailboat shuffling its slip suddenly shot out in his path. The roar of his Detroit 653 in full reverse should have made a lasting impression on the wayward sailboat skipper.

The following day, clearing Dent and Yuculta rapids, we stopped in Drew Harbour at Rebecca Spit to catch up with friends about to embark on their first trip to the Broughtons. We gave them additional tide tables, charts, literature and a bit of veteran cruiser knowledge to improve their preparation. The next morning with nasty strong winds predicted for the following day, finding glassy calm straits, we decided on a long 80 nautical mile passage direct to Newcastle Island. During the passage we were treated to encounters with two adult and a baby Humpback and later with the elegant deep dive of a solitary Humpback.

Arriving at Newcastle at 8 PM we found the anchorage, in addition to its growing plague of private mooring buoys, packed with anchored boats engaged in a drifting match because of the still air and slack tide. Thus began the only misadventure of our two-month cruise! Threading through the anchored boats trying to determine where each boat's anchor might be, I picked what seemed an open spot, set the hook and waited to watch Olmaha's role in the drifting match. Soon after drifting down on a nice sailboat, it was up anchor and try again. Then after a third try the set looked lucky so we settled down for a restless night watching our position amongst the surrounding boats. On anchor watch at 4:30 AM it was evident we had a problem with a big commercial fishing boat enjoying a huge swing on a cable rode. After powering up and creeping out to the border of the anchorage we occupied a spot left by an early departing boat. A brisk northwest wind arouse setting the anchorage in order so we settled back in bed for a couple of hours of relaxed sleep.

A few hours later we transited Dodd Narrows riding the end of the flood with about 20 boats poised to follow us through in accordance with the usual protocol of boats traveling in the direction of the soon to be reversing tide clearing first. Their plan was severely disrupted by a huge yacht barging through northbound against the ending ebb. The subsequent radio traffic on channel 16 was not amusing and we were happy to be clear of the mess. Now back in the Gulf Islands we were then just a few lovely stops from our homeport at Van Isle Marina. ⚓

**New Classic & Vintage Members**



**Gary and Kathleen Conwell**  
**SCOOTEROO**  
 22' 1947 Chris Craft Sportsman  
 SC Fleet  
 Christine Rohde, sponsor



**Colin and Marelon Griffinson**  
**PACIFIC YELLOWFIN**  
 113.2' 1943 U.S. Army/H.C.  
 Hanson  
 CAN Fleet  
 Michael Topliss, sponsor



**Crystal Toupin and James Brickenden**  
**ATLAS**  
 50' 1909 W M Grant Classic Tug  
 CAN Fleet  
 Cecilia Rosell, sponsor



**John and Lotte Davis**  
**VANDAL**  
 57.6' 1954 Clark Brothers Boatworks  
 CAN Fleet  
 Gord Wintrup, sponsor

**Reinstatements**

**Robin and Patricia Hutchinson**  
**SANNOX**  
 38' 1920 Y. E. Kobayakawa

USA Fleet

## 2019 Mystic Antique & Classic Boat Rendezvous

by **Mike Fazio**, USA Fleet Commodore  
Aboard Motor Vessel ANNIE LAURIE

**W**e in the USA Fleet read with great interest the many events in our sister chapters on the West Coast. Being a smaller fleet, we have traditionally focused on one major event each summer. Our premier event here in the East is the annual gathering at Mystic Seaport that commences in late July: The Antique and Classic Boat Rendezvous.

Every classic boat owner has a ritual. For me, it begins with removing the winter cover from ANNIE LAURIE, my 1929 60' Maine-built commuter, and assessing the condition of

Founded in 1893 as the Electric Launch Company, they produced more than 3000 pleasure boats and 1500 military vessels, including 399 PT boats during World War II. CYA members **Herb** and **Shirley Clark** own VALENTINE, a 50' Elco Cruisette, chosen as the featured boat for this year. Unfortunately, she was the only classic Elco in attendance. Other CYA members present were Staff Commodore **Ted Crosby** aboard NISCA, and the author, aboard ANNIE LAURIE. Rear Commodore **Mark Marosits** journeyed by land to attend and support the event.



*Photo of Mystic Seaport courtesy of Mystic Seaport Inc.*

the varnish. Some years, I breathe a sigh of relief. Some years (this year in particular), I shriek in agony... How could this happen? The transom received two coats in an October haul-out, (ANNIE winters in-water) and now it needs to be stripped, sanded, stained and varnished. In those moments of focused triage, the next three months' activity are planned to make the boat show-ready. This year, the ACBR was scheduled on July 26-28. In early May, I made the decision to be alongside Chubb's Wharf at the Seaport on Thursday, the 25th of July.

This year, the Rendezvous honored vessels built by Elco.

My first time attending this event was in 1990. I was not able to arrive by sea at that time, as my boat American Classic, was a Boothbay 33 built in 1958, so it was not within the (then) 40-year age limit. In those early years, the rendezvous drew nearly one hundred vessels, ranging from a flotilla of small runabouts with their vintage engines thrumming and varnish gleaming like mirrors; to sailboats of every rig imaginable, and grand yachts of distinction. In the main basin of the Seaport, boats would often be rafted two or three deep to accommodate the numbers. The comradery and atmosphere were reminiscent of a

weekend-long frat party, the scene made complete with the bodies of boat crews (myself included) strewn on decks and benches, revealing the previous evening's effects of excessive intake of various adult beverages, which usually resulted in indiscriminate singing and dancing!

Today, the event is a mere shadow of a bygone era. The attendance this year, the 44th ACBR, was roughly two dozen boats, ranging from a 1924 William Hand (NISCA, owned by **Ted Crosby**) to a 1989 Elco Launch. Only four power vessels over 40' arrived (three additional folks had registered, but did not show.) The judges, of which there



**MV NISCA**

were 12, visited each vessel Saturday morning. While conversation is always pleasant, their invasive inspection, guided by enigmatic criteria resulted in very little recognition to the owners who have labored fastidiously over the previous weeks and months to make the annual trek to this hallowed venue. Curiously, apart from a citation for VALENTINE, the only certificate given to a vessel over



**MV VALENTINE**

45' was awarded to a 1986 Hatteras "for attention to detail in preserving a modern classic".

In past years, the Seaport hosted a wonderful party in the waterside boat shed where one could enjoy a hamburger, hotdog and (BYOB) carry on for hours. Over time, the

dinner became a lobster bake and the cost increased accordingly. Some years later, it became a rather elegant, catered event with a cash bar, buffet and dancing; the cost climbing yet higher. As a result, many of us chose to avoid the event. This year, the event was moved to the deck of the recently constructed Thompson Exhibition Building. There was a table of complimentary hors d'oeuvres and a cash bar, but no dinner. There was a rather nice performance by the New London Jazz Band on the green in front of the chapel on the Seaport grounds.

One element that has not changed is the parade. Formerly it had been scheduled on Saturday, but now takes place around noon on Sunday. Usually, the whistle from S.S. SABINO blows as a signal to cast off. Inevitably, the bridges do not cooperate, and this year did not fail to meet our expectations! There are two bridges on the navigable portions of the Mystic River. The first bridge one encounters heading south is the ancient "Mystic Highway Bridge." It is a magnificent, open grate, "singing" bascule bridge, that used to have an alternate mechanism to raise the thing by hand, should a power-out emergency arise! The second bridge, The Mystic Rail, lies just 2500' south of this position. Our ever-present hope is that the two bridges will



**MV ANNIE LAURIE**

be in sync, as the passage between them is rather narrow, lined with docked boats on each side. Maintaining station in this area is often a source of significant pucker factor due to winds and river currents.

This year, we had been given hope that the stars were going to align in our favor! The highway bridge was to open at 11:45, and the rail bridge looked clear for the entire parade lineup. Sadly, we were informed that they were going to delay the highway bridge opening due to a road-race, the result of this 20-minute delay would be an inopportune closing of the rail bridge. It happened right in front of the

Photo of Annie Laurie Underway courtesy of Caryn Davis Photography Other images courtesy of Ted Crosby, Mark Marosits, Mike Fazio

## Southern California Fleet

# So Cal Fleet Welcomes John Wayne's "WILD GOOSE"

by **James Kroeger**  
Southern California  
Fleet Commodore

**John Wayne** is one of America's most beloved actors to ever grace the silver screen. He also had a passion for classic yachting.

Wayne once owned a yacht he named the "WILD GOOSE" and it made its first appearance as a CYA member at the 6th annual Newport Beach Wooden Boat Festival this past June. The ship embodies both his heroic-scale personality and iconic image. She was the star of the show and this is her story.

**Wayne's** yacht was originally built as a minesweeper during WWII and completed as USS YMS-328 (Yard Mine Sweeper) in May of 1943. Built by Ballard Marine



& Railway in Ballard, Washington, the hull is constructed completely out of 3" Douglas fir. She checks in at 136-ft. with a 24-ft. beam and weighs 274 tons. Two General Motors 590 hp diesel engines power her along at 15 knots. She still sports the solid brass plates installed by the Navy to protect her prow while minesweeping.

USS YMS-328 served in the Aleutian Islands during WWII, sweeping enemy minefields at Attu and patrolling out of



Adok. The war soon ended and she was stricken from the Naval Registry in 1946.

The ship passed through two owners before being bought by **Wayne** in 1962 for \$116,000.



He renamed her the "WILD GOOSE" and spent more than 1 million dollars remodeling the boat including raising all the ceilings to 6' 8" to accommodate his 6-foot-4 frame. Thus began a seventeen-year association between the "Duke" and his "Goose."

The "Wild Goose" was kept in front of **Wayne's** Newport Beach, California home and soon began embarking on voyages with family and friends. Trips to Mexico, Canada, Alaska and through the Panama Canal were logged as well as a two year tour of Europe. Dozens of trips to Catalina followed and the Duke would invite industry friends like **Bob Hope, Hugh O'Brien, Frank Sinatra, Jackie Gleason** and **Dean Martin** on fishing trips. Presidents **Nixon**







and **Reagan** ventured aboard and best friends, director **John Ford** and actor **Ward Bond**, made it their own personal playground.

Once at sea **Wayne** would sit at the card table in the main salon playing endless games of gin rummy, chess and backgammon

with an ever-present bottle of Wild Turkey by his side (guess that name wasn't good enough for the boat). Two of **Wayne's** children, **Aissa** and **Ethan** used to sleep in bunk beds which are still intact with their initials ingrained in the wood.

Today the "WILD GOOSE" is listed on the U.S. National Register of Historic Places and is owned by Hornblower Cruises who keep the **Wayne** legacy alive. Many portraits of the "Duke" adorn her interiors and you can almost feel his presence.

**John Wayne's** first love was the U.S. Navy but he did not receive an appointment to the Naval Academy so he did the next best thing-he became an actor, bought a WWII minesweeper and converted it into his own personal flagship. He became an Admiral after all. ⚓



*Mystic - continued from page 7*

sail boats. The return up the river to the Seaport was without incident or delay.

An amusing part of the annual ritual is watching boats pulling off the docks early with nowhere to go! Our friend, the late **Barry White**, (previous owner of ANNIE LAURIE and a long-time member of CYA,)

greatly enjoyed the spectacle. While we never witnessed any significant collisions, a few minor bumps perhaps, there have been numerous groundings in the somewhat narrow channel. Those green cans really do mean business as I learned one amusing day, having briefly grounded my former Ketch WANDERER! Discounting the drama, the parade is just good fun! At the highway bridge, an announcer calls out each boat as it passes through. Crowds line the shore on both sides, cheering and waving as we blast our airhorns and cheer back. Many vessels continue down to the mouth of the river and head up or down the sound to their home ports, while some of us return for an additional evening of Mystic hospitality. The Seaport is a magical place at night: The ancient buildings and vessels give witness to a kinder, gentler age and its call to the sea. It is perhaps this mystical charm that lures us back each year.

Owning, preserving and enjoying classic yachts is an awesome responsibility and privilege, but sharing these boats with others is truly my favorite part of the endeavor. Additionally, inspiring like-minded souls to join this pursuit, perhaps even helping them find their own boat, makes the adventure complete.

There are many east coast venues for classic boats to gather, but there is only one Mystic, and I believe that it is worth the fight. We need to revivify this event and others like it. I would like to propose that our collective goal for the USA fleet during 2019-2020 will be to restore not only the fleet membership, but in so doing help to reshape and restore the Mystic Antique and Classic Boat Rendezvous. ⚓



**Mark Marosits**

## Northern California Fleet

## N California CYAers Cruise the Rideau Canal by Nancy Clothier and Alan Almquist

**Y**ou can't find enough great places to go boating. A number of us in the NCCYA have given it a good try over the years and this summer the destination was Eastern Canada and the historic Rideau Canal that links the Capital Ottawa to Kingston, where it joins up with



the St. Lawrence River. This is a total of 202.1 km or 125.6 miles long. The canal was built for defensive purposes, with an amazing connection of dams, locks, canals and lakes. Preparation began in the wake of the War of 1812. In 1826 England sent Lt. Col. John By of the Royal Engineers to supervise the canals' construction. Many thousand Irish immigrants, French Canadians and Scottish stone masons among many others built the canal. The canal opened in an amazingly short period of time in 1832, marking one of the greatest engineering feats of the 19th century. When the fear of war passed, the canal became a major commercial artery but it was soon outpaced by Ontario's railroads.

Today as a Unesco World Heritage History site, the canals and lake system are used primarily for recreational boating activities. The locks are moved in the exact same way as they were in 1832. Locks are opened and closed by hand except for one using hand cranks and chains and summer park workers to man them. As our group consisting of **George Homenko, Candace Gable, Cheryl and Steve Kadzielawa, Tom and Nancy Clothier, Alan Almquist, and Patrick Welch** has done in the past we use boats provided by

LeBoat. This year we rented one boat to accommodate all of us, a 50 ft 5 cabin, 5 head cruiser, (Horizon 5) powered by a small single 65 HP diesel that pushed us along at about 6 knots. All total our 7 day excursion from Smith Falls, base port for LeBoat, and return covered some 55 miles.



Weather was mild with the daily temperature in the 80s and cooler at night. However, afternoons provided us with some excitement, as storm fronts would appear out of nowhere sending wind and rain sometimes with gale strength directly into our bow. The boat handled all of this well, but we did lose the bimini in one storm, bending the chrome frame like a pretzel.

All in all, it was a very good trip, beautiful scenery, quaint villages scattered along the route that provided us nightly dockage, supplies and pretty good food. Keep tuned, it looks like the gang is headed for Ireland for our next adventure. ⚓



Southern California Fleet

# OLD FASHIONED DAY <sup>in</sup> the PARK

by  
Rick  
Olson

Commodore **Jim Kroeger** says, “Well after forty-three years we must be doing something right”. Once again, the CYA Southern California Fleet put on a fantastic “Old Fashioned Day in the Park” event. Held as always in Marina del Rey, **Cris Rohde** gathered up a good group of CYA yachts and a record number of over 50 classic cars for the show.

Everyone in CYA pitches in and helps. Street taco dinner on the dock Saturday night. Breakfast served for 75 Car owners on Sunday morning. The open house car and

boat show, and a fun “mudslide” after party held on the CYA yacht ZUMBROTA hosted by **Mia** from Hornblower Cruises.

We had a special visit from **Jim** and **Bernadette Sweeney** from the Northern Cal fleet. Daughter **Beth Sweeney** and son in law **David** in period clothes joined the party. Both fleets are encouraging visits to each other’s events. We hope this continues. A number of us from So Cal have traveled up to the Bay Area events during the last year. Very fun to share the CYA vib in different places. ⚓



Canadian Fleet

# Cruising Back In Time

By Gord Wintrup



On Sunday, June 9th, a group of classic and vintage CYA fleet vessels rendezvoused off Point Atkinson in West Vancouver for a photoshoot before cruising to Princess Louisa Inlet and Chatterbox Falls.

First, MY FAIR LADY II, EUPHEMIA, BLANCA, TSONA, MADERA, DOUBLE EAGLE, RHINEGOLD and LOUEDA of the Canadian Fleet were joined by SAGA, THELONIUS, and WANDERER of the Pacific Northwest Fleet for the photoshoot off Point Atkinson. The combined fleet was a great example of our maritime heritage featuring boats from 1910 to 1963.

Afterwards, WANDERER, DOUBLE EAGLE, RHINEGOLD and LOUEDA sailed back to their respective ports due to prior commitments. The rest of the fleet set out on a 95-mile cruise north to Chatterbox Falls.

Our first stop was Garden Bay in Pender Harbour, where we took advantage of the Burrard Yacht Club’s hospitality and moored at their out-station for two nights. There, we enjoyed potluck appys and the hot tub.

Day two saw MADERA leave the fleet and continue her journey northward.

On day three, the fleet departed for Princess Louisa Inlet and traversed the Malibu Rapids without incident. The scenery at the Falls was incredible with the water cascading down a rocky cliff onto a granite walled gorge rising 7,000 feet above the pristine water. Here we were joined by MERVA and OLMAHA.

With all that heritage taking up half the dock and OLMAHA anchored in front of the Falls, the fleet put on

quite a show. The potluck dinners on cruises such as these are usually quite a hit, and our potluck at the Falls certainly didn’t disappoint anyone.

On day four, CYA members explored the area by dinghy as well as the odd hike ashore to the Falls.

Day five saw the ships from our fleet depart for their respective destinations. Some headed north to the Broughton’s while others began their journeys home.

While many of us enjoy cruising to various boat shows and maritime festivals, cruises such as this allow us to enjoy the complete boating experience as we “cruise back in time.” ⚓



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Please send queries, suggestions, complaints, articles, artwork and photographs to: [cya.newsletter@gmail.com](mailto:cya.newsletter@gmail.com)

The FIRM deadline for submitting material for the December 2019 Issue of the Classic Yachting Newsletter will be **November 15** ⚓