



Classic Yachting

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

Annual Meeting 2021 – An opportunity for global participation by Gerry Kamilos, Northern California Fleet, CYA Rear Commodore

Often we get angst when the weather ahead looks to be rough in preparing a week or so prior to a cruise. Then you cast off, and you realize that the weather front of concern has passed or dissipated, providing for an unexpectedly pleasant cruise. That is what happened on January 16th and 17th for our 51st annual members' meeting. It was not held at one of our Fleet's intriguing locations. It was virtual! In fact, the very first virtual gathering of CYA membership in its 50 year history. Our Commodore Diane Lander led the charge to pivot us to a virtual format, literally taking on the crest of the pandemic wave, and it's head winds, bow first; the CYA was able to plow through what would could have been torturous waters. With a steady throttle and a sea-worthy CYA, the first virtual annual members' meeting was held at a near-flawless execution.



One screen shot showing participants at our Zoom annual meeting. How many people do you recognize?
photo courtesy of G Kamilos

Insuring that our maiden virtual voyage was a success, we brought in as our Zoom Captain, Kathy Weber from the Pacific Northwest Fleet, to pilot and help navigate through this virtual course. Maneuvering and docking takes practice. After charting our Zoom course, that included: a pre-meeting social time, actual meeting including exhibits, videos, breakout sessions, polls, and a keynote speaker. Our Zoom Captain convened practice sessions amongst a few of the Bridge members and Flag Officers. Several practice sessions were held to assure that we were

ready, willing, and able to handle this journey. Many thanks to Kathy for her thoughtful approach; carefully reading the tides, currents, and winds; to bring in to port safely this maiden virtual voyage of our meeting.

Commodore Diane Lander's comments included thanks to the Fleet Directors and Appointed Officers, as well as Rick Etsell for his contributions as Webmaster and Bill Shain for editing our newsletter. She called out the efforts of Jim and Margie Paynton for their work as treasurer and historian, in addition to Janice Palmer's efforts to update the roster and membership renewal.

For 2021, Commodore Lander presented a number of priorities for the CYA:

1. Enhance our education programs;
2. Educate the public on the benefits and importance of preserving classic boats;
3. Recruit the next generation of owners by working closely with the wooden boat schools;
4. Enhance the awareness to our members of the massive resource of our website; and
5. Improve our social media presence.

Commodore Lander concluded:

"We were able to celebrate our 50th year of service to preserve classic yachts; and we are well positioned to do another 50 years. A group is only as good as its members".

Jim Paynton, the CYA Executive Treasurer presented the financial report (see *Financial Report*, page 11). Because CYA revenue has exceeded \$50,000, we are required to provide greater documentation for United States Internal Revenue Service compliance. This has required us to hire a Certified Public Accountant who specializes in non-profit accounting. To meet these requirements, the CYA's Financial Review Committee structure has changed. Members will now be Fleet Treasurers, rather than Fleet Rear Commodores.

From the Commodore

Diane E. Lander

Spring greetings! Spring is emerging here in the Pacific Northwest, after a particularly long winter with the pandemic. I have been fortunate enough to receive both my vaccines with zero side effects and am ready to travel again using great caution. I have a trip planned at the end of this month to visit my younger sister and her family in Savannah, Georgia and will also visit friends in Charleston for a few days. It will be lovely to travel again – masked and socially distant. I am happy that my sister and her family are vaccinated. Many of them work in health care.



New member Peter Knowles with burgee on the Geordie.
image captured from YouTube.

I want to talk about the power of the internet. At the Classic Yacht Association Annual Meeting in January, I have to admit I was more than skeptical about Rear Commodore Gerry Kamilos' suggestion that we invite Peter Knowles to be our keynote speaker. Peter was not a member of the Classic Yacht Association (he is now – welcome Peter!) and his apparent claim to fame is that he is a YouTube star with his series called "Travels with Geordie", a weekly series on YouTube about his life aboard a historic Monk that he is restoring. Peter lives aboard his boat in Victoria, British Columbia. With no prior boat construction experience but with a ton of construction experience on land, Peter has set about to refurbish his boat. He is doing a major restoration, including the installation of a new engine. What I was amazed to learn is that Peter has over 20,000 YouTube subscribers. His new engine was far beyond the reach of his budget, so he started a "Go Fund Me" campaign and raised \$30,000 for the engine and the boat

restoration. During his interesting talk at our Annual Meeting, Peter explained that people are so interested in wood boats because they are so beautiful and built largely by hand. He explained that his viewers find it so interesting how he can repair/replace parts of the boat with new wood and the boat is better than ever. I have become a regular viewer and a subscriber to his YouTube channel, and I really look forward to new episodes every single Saturday. He is talented and entertaining. Right after our Annual Meeting, he joined the CYA. A few Saturdays ago, he had received his new CYA burgee and during an episode about his new companionway stairs that he built (they are beautiful) he used the stairs turned upside down as a podium and discussed his new membership in the CYA. The very next day, we received 4 new applications for membership and half of those new members have qualifying boats. We thank Peter for his support of our organization and look forward to his participation. Unfortunately, it is doubtful that the Canadian border will open for us this summer, so we will wait until the Summer of 2022 for the PNW fleet and the Canadian fleet, including Peter, to cruise together. As I write this article, I have Peter's latest video playing on my iPad. So fun and interesting!!

I raise this issue about the power of the internet because now I have a concrete example of how we can use the internet to promote our organization. Use your social media pages to promote events. It is how we can recruit younger members and promote the love of our wooden boats.



Our Commodore presiding at our Zoom Annual Meeting
photo courtesy of D Lander



Annual Meeting continued from page 1



A poll question and possible responses presented to the participants of our Zoom Annual Meeting photo, a “screen grab” courtesy of W Shain

Several activities were used to provide breaks from the business meeting. Breakout sessions for all 60 participants were created – 5 to 8 people – for more direct discussion and social time. Polls were taken on various topics from your favorite cruising snacks to your thoughts on the Association’s future.

Both Janice Palmer, Membership and Roster Chair, and Commodore Lander expressed concern about timely membership renewal. Janice suggested that the Fleets should be more proactive encouraging fourth-quarter renewals and the use of our simple on-line renewal procedure.



Peter Knowles’s screen sharing of his presentation and some of the on-line audience. photo courtesy of G Kamilos.

Peter Knowles presented a stimulating and provocative talk. (Peter is now the newest member of the Canadian Fleet!)

A highly coordinated presentation of Life Member status was made by Commodore Lander to Peter

Peter Knowles’ Keynote presentation

Using his YouTube Channel show, *Travels with Geordie*, about restoring his 1953, 38’ Ed Monk-designed tri-cabin cruiser, Peter has become a classic yacht preservation advocate. He has over 20,000 subscribers. Peter described himself as a “Dreamer and a Doer” with a strong sense of stewardship – the careful and responsible management of something entrusted to one’s care. Peter further explained, “The boats are part of me, they depend on me; when they shine, I shine... we develop a personal relationship with these vessels. And why I think so, is because they are made by hand”. These boats are the work of masters and unfortunately the number of masters are dwindling. We can and must help.

He discussed how community can help. “Community includes masters, enthusiasts, patrons, and financiers. For Peter, community is the internet.” Besides Peter’s Monks, other wooden yachts are being saved through the internet community, like *Tally Ho*, Steinbeck’s *Western Flyer*, and *Arabella* to name a few. If it were not for the internet these vessels would never feel the sea again.

Peter described his internet community support. *Travels with Geordie* started seven years ago as a tribute to John Steinbeck’s *Travels with Charlie* – documenting Steinbeck’s one-year road trip with his dog Charlie. Peter refurbished a 1959 Range Rover and an Airstream trailer and began his multi-year trip with his late dog Geordie. He posted his journey on social media. A huge following grew. When he sold the Airstream and bought the Monk, followers continued and grew, as *Travels with Geordie* became dedicated to saving the Monk tri-cabin cruiser, *M/V Geordie*.

He attributes his successes to peoples’ desire to make things, but most people do not have the opportunity to do so. Programs like *Travels with Geordie* allow people to participate in keeping and preserving hand-made artisan works of masters. Peter indicated that there are tens of thousands of enthusiasts that will someday take on stewardship themselves and 100’s of thousands of supporters who want to help insure these vessels are preserved and the masters’ work lives on.

Peter concluded, “CYA and growing enthusiasm of preserving wooden yachts and the works of the masters – with the internet – will continue to grow”.

Riess and Dennis Ballard (see *Life Membership*, page 4). Peter and Dennis were in Florida at the time of the surprise presentation.

Life Membership awarded to Dennis Ballard & Peter Riess

by Jim Paynton, CYA Treasurer, Pacific Northwest Fleet

CYA bylaws describe Life Members as those “who have outstandingly served the Classic Yacht Association, and whom the Association especially wishes to recognize.” Life Membership is the highest honor that our Association bestows, and it is a rare distinction.



Peter and Dennis after receiving their Life Member plaque in the Florida home during the CYA Annual Meeting.

photo by Freddi Riess

Peter Riess and Dennis Ballard were named Life Members at the 2021 Board of Directors meeting.

Having joined the Southern California Fleet of CYA in 1998 when they registered their 1939 Chris-Craft *Riptide*, Dennis and Peter have been loyal members of the Association, serving in two different fleets as volunteers, event organizers, and officers. They have served with distinction at the

Association level as well, and continue to be active and inspiring members now in the Pacific Northwest Fleet.

Dennis, along with fellow SC Fleet member Rick Olson, stepped in to save the CYA photo album project in 2000, when the long-sought dream of publishing a hardbound glossy photo album of CYA vessels was doomed to failure. He and Rick picked up the pieces, gathered the information, collected the photos, engaged the publisher, completed the layout, and had the book in members' hands by 2003. Dennis went on to serve on the SC Fleet bridge, and was elected Commodore three different times, leading the fleet in 2004, 2009, and 2010. Following their move to Washington State in 2011, during which they meticu-

lously arranged for their beautifully restored *Riptide* to be transported north, Dennis and Peter immediately became active members of the Pacific Northwest Fleet. Dennis has served as an event coordinator on multiple occasions, and continues to be an ever-present champion of CYA activities and values.

Peter served on the bridge of the SC Fleet, beginning in 1999, and was named Fleet Commodore in 2001. He was appointed Roster Editor by the CYA Board in 2001, and edited that vital publication for three years. He concurrently served on the Association bridge, and was elected CYA Commodore in 2004. Peter later chaired several committees, including a bylaw review team that produced substantial revisions and updates to the rules and regulations of the Association. Upon moving to the Pacific Northwest in 2011, Peter joined the PNW Fleet bridge and was elected Fleet Commodore in 2016. He served as event coordinator for multiple CYA events, and even hosted a live televised news segment broadcast from Bell Harbor Marina during the 2018 Classic Weekend.



Riptide, registered with the CYA in 1998. *Riptide* was built by Elco in 1939 and is 53 feet long.

photo from CYA registry

Coordinated in secret communication between Commodore Diane Lander and Peter's sister Freddi, the Life Member plaque was presented to Dennis and Peter at their Florida home in real time during the

H.C. Hanson - who hired him to design cruising vessels in the 1920's?

by Kathy Weber, Pacific Northwest Fleet

A Washington state marine architect of the 1920's found design work primarily with fisheries, canneries, tugboats, the US Coast Guard and Geodetic Survey office, or the US Forest Service ranger boat fleet. Only a few private individuals hired a marine architect to design their personal yacht. Who were those clients?

H. C. Hanson was a prolific naval architect whose design career spanned 65 years. Born in Bellingham, WA into a family whose waterfront business involved both vessel builds and repairs. H.C. maintained his office in Seattle. Of the seven Hanson-designed boats in the Classic Yacht Registry, only one was built originally as a personal yacht. The other six were designed as commercial vessels. Who hired H. C. Hanson to design their yacht in the 1920's and how did it work out? I'd like to introduce you to four of his clients who hired him for personal yacht design in 1927-1929: Drake, Brobeck, Davis, and Averill.



Dr B Elizabeth Drake.
photo courtesy of K Haas

Dr B. Elizabeth Drake of Tacoma, WA graduated University of Oregon Medical School in 1907. She practiced medicine for more than 50 years in Washington state. As a physician and surgeon, she specialized in women's health and public health. She showed her dogs and won prizes with her terriers and shepherds. Pre-1924, she motored from Canada to Mexico, and across the US. Born in South Dakota in 1882, her parents moved to Tacoma in 1887, she remained an only child and a single woman. Her Hanson-designed cruiser was built in 1927 and called Tacoma Yacht Club home, where it was unusual for a woman to have full membership and captain her own yacht at that time. (The name of this boat has not been confirmed.)

Dr Christian J Brobeck was born 1883 in Minneso-

ta, married in 1909 in Ohio, and was practicing medicine in Tacoma by 1910. He owned a second home on Day Island and had two daughters ages 17 and 18 by the time

his Hanson-designed drawings for a 46' cruiser were completed in September 1928. Sadly, his wife died in March 1929 and he died a month later in April. Mercifully, his death certificate indicates he was sick only "a few minutes". It seems unlikely this boat was ever built since Brobeck died seven months after the design was completed.



HW Davis, Jr. 1927 photo courtesy ML Harris (granddaughter of Davis and Kathy Weber's mother)

Herbert W. Davis Jr. of West Seattle was born in 1877 in St Louis, Missouri, and resided in West Seattle after 1909. Trained as a lawyer, he was an investment broker with two teen age sons when both his parents and his wife died within a few years of each other. The family owned tugboats and

a brickwork and H. W. worked with his father in investment banking.

He was proud to have owned one of the first Model T Ford cars in West Seattle, and kept his boat, *Comrade*, on Elliott Bay within view from his back yard. Mr. Davis cruised locally until his second wife made her disinterest in yachting known to him. Nonetheless, Hanson gave Davis exactly what he asked for in his 38' cruiser, designed with enough head room for his tall stature and a galley on the main level so he could to see views while at the stove.

WOMEN GO ON COAST CRUISE

TACOMA, Wash., Aug. 7.—With a woman doctor at the helm and none but women passengers aboard, the 49-foot cruiser yacht *Martha* left the harbor here today for a week-end cruise of the Puget sound waters.

The "skipper" is Dr. Elizabeth Drake, Tacoma physician and surgeon, who is accompanied by her secretary, Miss Marie Lamb and several friends. Dr. Drake is an able mariner and last year piloted her craft on a voyage up Princess Louise inlet in British Columbia waters.

Spokane Chronicle, August 7, 1925

The Path to Professional Boatbuilding

by Sarah Devlin, American Boat & Yacht Council

David was a senior in high school when he picked up an old book at a garage sale that would change the course of his life. It was the 1941 classic *Boatbuilding* by Howard Chapelle. He spent hours studying the detailed plans for building wooden boats of every variety, from flat-bottom rowboats to ocean cruisers.

Today David is a boatbuilder at Van Dam Custom Boats, a maker of meticulously crafted wooden boats, where joinery and structure are never hidden from view, and the wood is expertly fit and finished. That technical and aesthetic challenge, he says, is part of the appeal. “Becoming an expert boatbuilder is a lifetime thing. I love that you can always learn to do something better.”

David’s path to professional boatbuilding began at one of four top-tier schools in the country providing a hands-on learning environment in boatbuilding and marine systems: The Northwest School of Wooden Boat Building in Washington, The Landing School in Maine, IYRS School of Technology & Trades in Rhode Island, and Great Lakes Boat Building School in Michigan. These four schools were founded by and are populated by industry folks and boatbuilders, people with the types of problem-solving skills that only classic yacht restorers truly understand.

That skill was put to a high-stakes test in the spring of 2020, however, when these four schools all faced the same problem. How do you provide a hands-on learning experience in the midst of a pandemic?

It may not be surprising that each of the schools found a way to keep students and staff safe through the pandemic. What is surprising is that they came up with the identical safety protocols, because they made the decision to tackle the problem together, meeting on a regular basis to talk about shared challenges and potential solutions. Initially the agenda focused on COVID-19 safety protocols in the shop, but soon they were discussing on-line learning strategies and how to support instructors who must have the requisite technical skills and also master teaching hands-on vocational skills for a wide range of students – different backgrounds, different ages, different learning styles.

Sharing best practices for solving logistical problems did not detract from each school’s unique strengths. It allowed each school to focus more attention on the heart of their mission—providing students with a quality education and a smooth transition to the workforce.

Northwest School of Wooden Boatbuilding (NWSWB)



Students have been learning hands-on boatbuilding skills at the Northwest School of Wooden Boatbuilding for 40 years, including during COVID.

photo courtesy of the Northwest School of Wooden Boatbuilding

Founded by master shipwright Bob Prothero, alongside Henry Yeaton and Libby Palmer—a finish carpenter for custom design woodworking projects and a teacher with experience in hands-on, cooperative approaches to learning, respectively—the Northwest School of Wooden Boatbuilding is located along Puget Sound, well known to classic yacht enthusiasts as an area steeped in wooden boat building traditions and history. Since its inception in the Port Townsend boatyard in 1981, the school has evolved to teaching both wooden boat building and marine systems at its now seven-acre waterfront campus in Port Hadlock.

NWSWB offers a full-time 12-month Associate of Occupational Studies (AOS) degree in Traditional and Contemporary Wooden Boat Building, a 6-month diploma program in Marine Systems, and 5-day Intensives in Marine Electrical, Corrosion, Diesel Engines, and Hydraulics.



Professional Boatbuilding continued

Many members of the Pacific Northwest CYA fleet visited the school during the February 2020 “Winter Weekend on Land” filled with educational programs – described in the Spring 2020 issue of *Classic Yachting*, the CYA newsletter.

For more information about the school’s programs, please visit the Northwest School of Wooden Boatbuilding website (nswsb.edu).



Restoration Hall, an 18,000 square-foot waterfront shop built in 1903 as an electric generating plant, is a focal point of the Newport waterfront campus has been refitted as open-space boatbuilding and restoration shop.

photo courtesy of the IYRS School of Technology & Trades

IYRS School of Technology & Trades

Originally founded in 1993 as the International Yacht Restoration School to focus on wooden boat restoration inspired by classes at the Museum of Yachting in Newport, RI, IYRS School of Technology & Trades has grown into a powerhouse for people seeking education in not only boatbuilding and restoration, but also composites, digital modeling, and marine systems. The School is housed in three acres of facilities along a bustling Newport waterfront within walking distance from a thriving downtown Newport with museums, restaurants, and a richly nautical culture.

Marine Systems and Composites Technology are both six months courses, culminating in certification

in those particular areas of study. IYRS also offers a Digital Modeling & Fabrication course for nine months and its longest program Boatbuilding & Restoration for 20 months.

Carter Richardson (‘04 IYRS alumnus) in Boatbuilding and Restoration who now owns East Passage Boatwrights in Bristol, RI, said of his experience at IYRS, “ IYRS provided extensive education in all things related to working on wooden boats; from lofting to planking and from fine joinery to project management. It allowed me to enter the wooden boat community with not only the theory, but the hands-on experience necessary to build, repair, and restore traditional wooden boats and yachts.”

For more information, please visit the IYRS website (irys.edu).

The Landing School

The Landing School offers one- and two-year programs for a diploma or Associate Degree in boat building and repair, with access to ABYC certification testing for those in Marine Systems and Composite Boat Building. Located in southern Maine, The Landing School was founded in the late ’70s in a former boat building barn along the Kennebunk River. The school now



Students have hands-on experience and in well-fitted workshops for boat building and repair as well as systems design and installation.

photo courtesy of The Landing School

The school now houses a full wood shop, a composites lab, a design studio, a marine systems shop with project boats, and a fully stocked library.

Students at The Landing School choose among four programs: Wooden Boat Building, Composite Boat

Professional Boatbuilding continued from page 7

Building, Marine Systems, and Yacht Design. All students are invited to create a personal on-line profile for job-placement opportunities with personalized video and resume for future employers to review.

For more information, please visit The Landing School website. (landingschool.edu)

Great Lakes Boat Building School



The Great Lakes Boat Building School provides personalized instruction with 80% of their time in shops learning critical skills in boat building and repair.

photo courtesy of the Great Lakes Boat Building School

Great Lakes Boat Building School (GLBBS) was established in 2005, by a group that was concerned there were no wooden boat building schools in the Great Lakes region. Through fundraising and dedication, a 12,000 square foot facility was built in the Les Cheneaux Islands, an area chock full of historic boat workshops and boat houses with sheltered channels and bays. The waterfront facility in the Upper Peninsula provides students with access to trails, campgrounds, beaches, and small-town culture.

GLBBS provides three 15-week semesters over 12 months in either Comprehensive Career Boat Building or Marine Service Technology. As a Mercury (Marine) University exclusive school, the students receive a certificate from the Mercury M-Tech program and have the option to test for 4 Stroke Maintenance Certification.

For more information, please visit the Great Lakes Boat Building School website (glbbs.edu).

The four schools working together has resulted in well aligned COVID protocols and mitigation plans,

shared concepts for widening admissions and recruiting, and working together to ensure the schools adhere to accreditation and compliance rules. The instructors meet on a regular basis to discuss training techniques and learning styles, but also new processes and procedures they've discovered. Each student's background and professional trajectory is unique, but all come away with a physical literacy that is increasingly rare in the modern world and a skillset that is in demand wherever there are wooden boat owners who appreciate fine craftsmanship.



The importance of being at sea

From 2016 to 2020, researchers funded by the European Commission investigated the links between water-based environments on health and well-being. The team included public health experts, psychologists, epidemiologists, and landscape architects....results suggested that being near water can boost mental and physical well-being. Being around water allows you to “relax and restore your cognitive processes,” as well as “improved mood and feelings of vitality”.

This is likely not astounding news to anyone who has spent a day on a classic yacht. Now there is science to back up this intuition. See you on the water CYA!

Excerpted from the *Washington Post*: “Why traveling to a “blue space” is the stress reliever you need right now” by Karen Gardiner, 15 Apr, 2021

Life Membership continued from page 4

If one were to ask members to describe Peter and Dennis, the words hospitality and generosity would be heard frequently. There is always a warm welcome to share food and drink aboard their beloved *Riptide* for all. However, these two humble individuals never ask for recognition or thanks. Their commitment to the ideals of the Classic Yacht Association, and to the fellowship between its members, is an inspiration. The names of Dennis Ballard and Peter Riess are now added to the honored roster of Life Members. The CYA membership applauds this recognition, and sincerely thanks both of them for their decades of service and commitment.



Well-Preserved, A story of wood preservation

by Monty Holmes, CYA Life Member with Margie Paynton, CYA Historian, Pacific Northwest Fleet

To tell a good story, it is important to communicate not only the details of the subject but also include a rich back-story. Within the ranks of CYA, I know and have known a good number of excellent storytellers – riveting, humorous, personal, and often with a lesson learned. This article is from one of those storytellers: Life Member Monty Holmes, CYA member #354, since 1981. Having past his 91st birthday last November, I am extremely honored to help tell this story from his vast experience growing up and working in the Pacific Northwest, much of it near water and wood.



Monty & Shirlee receiving the Classic Yacht Association's Cleaver Inspirational Award (1998). They were awarded life membership in 2001.

photo by Dave Ellis

Monty's early years were spent across from the current location of the Chittenden locks on the "south shore of Salmon Bay," which was the address of the estate of the Schillestad family. The Schillestad family, early Norwegian immigrants to Seattle, arrived around 1875, and with extended family, came to own considerable land on either side of Salmon Bay. (Schillestad property, along with land owned by 27 others, later became Fort Lawton. The only home to survive all of these years later, built for a relative, is the site of the Lock Spot Tavern in Ballard!)

The Holmes family – Monty, born in 1929, his sister, born in 1927, and their parents – lived on a houseboat that was part of the Schillestad estate. In

exchange for their living quarters, the family became caretakers of the 15-acre estate. They maintained the marina on the property, comprised of fifteen slips and nine house boats, and collected the moorage fees. The land in the area was well known for fruit growing, and a robust orchard plus a garden helped the Holmes family survive the winter. Twenty-five fruit trees allowed Monty's mom to put up 300 (!) quarts of fruit annually. The basement of the home contained a root cellar, suitable for storing potatoes over the winter months. They also raised two cows, four goats, 100 chickens and 100 rabbits. (They started out with just two rabbits, but once Monty stacked eight cords of wood in order to afford the \$5 for a male rabbit, you know what happened! Before long, three rabbits became the main course for Sunday dinner!) In between doing chores on the property, Monty watched with fascination the building of a 50' fishing troller at the Jacobsen Boat Works shed next door. The keel arrived by truck – 45' long, 8" across and 16" high. Hand tools were the only option – hand saws and chisels for notching the keel for the ribs, brace and bit, hand drills, plus steamers to bend the ribs – spellbinding for a wide-eyed kid to watch as each year, another fishing troller took shape. Of particular interest to Monty was the 'red lead,' or cuprolium, that the shipwrights would use to coat various parts of the keel to prevent dry rot in the wood. That knowledge would prove useful to him throughout his life.

After Alfred Schillestad's death, the land was sub-divided into 75 fifty-foot lots and sold for \$2000 each in 1944. The Holmes' couldn't afford to buy a lot, the parents now being divorced, and so Monty's mom bought a houseboat which they towed from the Schillestad dock (now Lockhaven Marina) to the street end near the gas dock. At almost 15, Monty used his acquired knowledge and a triple block and tackle given to him to start his own business of installing stringers and rolling logs under houseboats for flotation. He built his own 15' skiff, which became the family's main transportation for getting groceries in Ballard and communicating with the other tenants of the marina.

After his marriage to Shirlee in 1953, they bought in 1954, a 32' captain's gig. The Jacobsen brothers had

Well Preserved continued from page 9

added the cabin, and Monty did the rest, including all the finishing and installing a converted Chrysler engine. The boat was named the *Backwash* and became their first cruising boat. It also became a handy boat for continuing his work with boat sheds and houseboats.

In 1958, he went into business with two other men who owned a shed with a 50-ton crane, forming HHH Marine (Hood, Hall and Holmes). It was while they were launching an 1898 50' sailboat called the *Thetis* after being out of the water for three years that the crane failed, and the ship went over. Monty, who was under the boat, barely escaped with his life! Dry rot was the reason for the failure of the crane. Despite building Bill Garden-designed Puget 27 sailboats, it was not enough to pay the bills, and HHH Marine went out of business.

Thank goodness for Athletic Supply, where Monty started working in 1949 and kept working in addition to all of his marine endeavors. With Shirlee at his side, he worked at engraving and selling trophies and restoring cars. Together, they organized and participated in many car and boat shows, including CYA's Port Ludlow event.

At the same time that Monty was working at HHH Marine, the owner of Athletic Supply, Gene Walby, bought a 50' 1939 vessel named *Wahoma*, built by Lake Washington Boat Works. Monty became the caretaker and engineer of *Wahoma*, ultimately

purchasing the boat from Walby in 1978. Monty's knowledge about dry rot from years before was put to good use during the course of *Wahoma's* restoration, which included replacing 38 planks, sistering 15 ribs, replacing the entire transom and the horn timber. He recalled the Jacobsen yard using cuproliignum to preserve the wood and prevent dry rot. That product was very toxic and is no longer available. Its replacement, however, is just as effective. It is called Green's Water-based Wood Preservative (also called Green Stuff!) and is available at home improvement stores and lumber yards. Since replacing all of the bad wood on *Wahoma* and passing the boat along to George and Bunny Rollins in 2000, there has not been a need to replace any plank due to dry rot!

Here is Monty's recipe for preserving the wood on our boats and preventing dry rot:

Every year, at the end of major cruising, use one gallon of Green Stuff to spray down as many places as possible where dry rot can form: the bilge, around the engine, from the deck shelf to the keel and enclosed places around the galley, head and elsewhere where there is little air movement. For little expense and peace of mind, you and your boat can both be well-preserved!



Newsletter Report

by Bill Shain, Editor

My thanks to all who have contributed articles for issues over the last year. I especially appreciate the passion shown by our contributors and member readers.

In the coming year we will explore adding additional features including stories about member owners and their yachts, genealogy of member yachts, and more humanistic stories.

Our expansion of *Classic Yachting* to 16 pages seemed like a bit of leap a year ago, but we manage to use all of this space in each issue.

As always, I encourage you all to make contributions. I would like to do more vignettes about boating experiences and what makes our community so special.



Now and then. Green's Water-based Wood Preservative – Green Stuff and Cuprolignum – red lead.
photo by Jim Paynton

2020 Annual Statement of CYA Financial Activities

by Jim Paynton, CYA Treasurer, Pacific Northwest Fleet

The 2020 budget was impacted by COVID-19 since in-person gatherings of all kinds were restricted.

For example, Fleet Event Reimbursements were down in 2020 due to lack of in-person events. Costs for CYA Board meetings were down because meetings were held virtually.

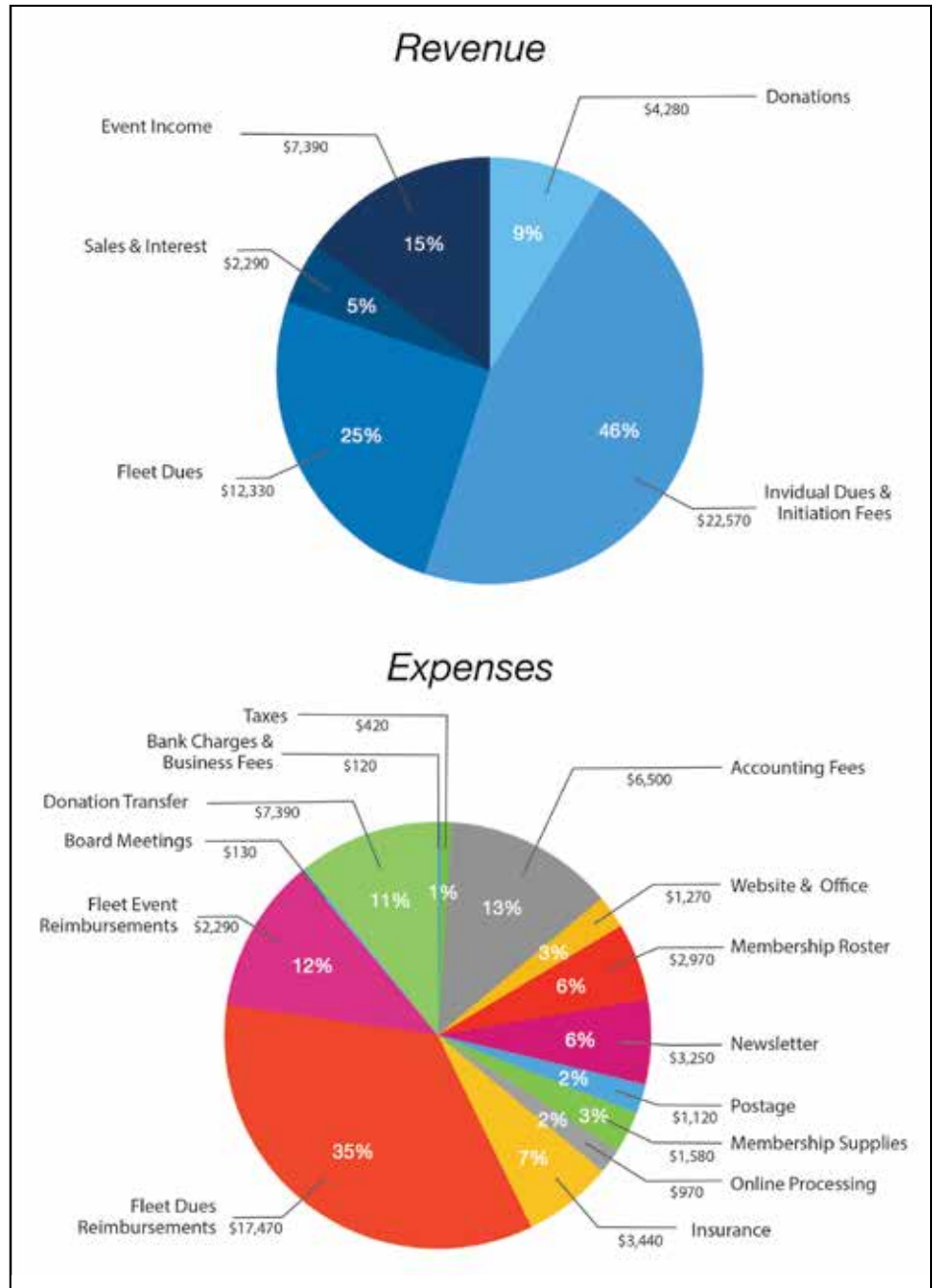
A more significant expense is the Accounting Fees, but this cost is expected to be a one-time, as I will explain.

The CYA has completed the transition to 501(c)(3) non profit organization. With our non-profit status and annual revenue exceeding \$50,000, the U.S. tax reporting requirements are more complex than they used to be.

The Association has hired a Certified Public Accountant whose focus is non-profit accounting. He reports that "The massive transformation of our IRS Form 990 is now complete and I am pleased to report that the Association is in full compliance."



Financial Summary for year ending December 31, 2020



Comparison Years 2019 & 2020		
Year	Revenue	Expenses
2020	\$48,864	\$50,580
2019	\$59,405	\$54,201

Annual Meeting continued from page 3

Fleet Reports –

Garth McBride reported that the Canadian Fleet has enjoyed cruising the waters of Canada without the presence of foreign vessels, added more members, and is looking forward to hosting the 2022 Annual Meeting.

The Northern California Fleet with Scott Andrews reported from Grindstone Joe’s Island in the Sacramento/San Joaquin Delta that the Stephens’ Rendezvous was a success celebrating Dick Stephens’ 100th birthday in September. Dick Stephens passed in December. The NC Fleet is planning a full schedule for 2021.

Rick Olson reported on Southern California Fleet activities and membership.

Mike Fazio reported the USA Fleet participated in an abbreviated Mystic Seaport Maritime Festival.

The Pacific Northwest Fleet report was a video produced by David and Dorin Ellis showing the January 2020 annual meeting including the offsite tours, the cruises on *Agronaut II*, *Gyrfalcon*, and *Mitlite*; and a vessel gathering on Lake Union. The video concluded with saying “We are grateful to our community” and “Look forward to 2021”.

Conclusion –

The final accomplishments of the meeting were approval of the 2021 Budget and establishing two task forces, one to provide proposals for financial support for the CYA (Gerry Kamilos, Chair), and a second on insurance issues (Todd Powell, Chair).

The Board of Directors approved unanimously to keep the same 2020 Flag Officers in place for 2021.

This meeting was very well attended with over 60 participants on Saturday and over 40 on Sunday. The use of this virtual platform has proven to be a great effective tool for both CYA meetings and for educational programs.



The CYA thanked Peter Knowles for being our Keynote Speaker with a gift of an original First Edition of John Steinbeck’s *Travels with Charlie*.

Hanson Designs continued from page 5

Floyd N. Averill was born in 1877 in Illinois, married in Indiana in 1900, and arrived in Portland, Oregon that same year. He worked selling supplies for the expanding electric grid of Oregon and Washington. In 1925, the electric supply company he managed was sold to Westinghouse and he became VP and General Manager of the entire Pacific coast territory. By 1929, Hanson was completing his 52’ cruiser designed for this family of four. His son and daughter were teenagers by this time. He retired in 1932 and cruised extensively in Puget Sound and all the way to Alaska. The *Averilla* was enjoyed by many family and friends.

Mr. and Mrs. F. N. Averill and son Floyd Jr. and their nephew, Averill Dunlap, left Thursday morning on their new yacht, the *Averilla*, for a cruise through the northern waters. They will follow the coast of Canada and Alaska, and make interesting stops in Alaskan harbors. They expect to be gone about two months.

from *The Oregonian* June 29, 1933

“YACHT AVERILLA”
52’ Diesel. 3 private staterooms, tub bath, freezer, big oil & water cap. Most electronics. Has cruised Alaska extensively. Immaculate condition \$39,000.
TOM WHEELER YACHT SALES
360 W. Ewing Pl. AT 2-4212; AT 2-3831

from the *Seattle Daily Times*, May 13, 1964.

In closing, how long did these people and their boats live? Where are they today? Dr Drake lived until 1978 and her Hanson designed boat’s current location is unknown. Davis lived until 1944 but his boat was with its second family by the late 1930’s. His boat is the CYA’s *Comrade* and is currently in family ownership again. Floyd Averill lived until 1947 and Averill’s boat’s most recent listing for sale in Seattle is 1973. Her whereabouts or possible name changes are unknown.

These four people were all born elsewhere and moved to Washington or Oregon. They were all born 1877-1883, making them age 40-50 when they ordered Hanson-designed yachts. These are some of the people who ordered a yacht designed in the late 1920’s and whose inspiration and resources gave birth to the classic yachts we enjoy today.



M/V *La Jota* Turns 100

by Stephen Olsson,
Northern California Fleet

I remember one morning back in 1989, the phone rang. It was my friend Dave, calling from ABC yachts in Sausalito, California. He heard from another friend that I was looking for a live-aboard situation, after being off on a film project in Afghanistan and Pakistan. In truth, I was looking for a way to live in this most stunning town and harbor of Sausalito, a small village just north of the Golden Gate Bridge.

Following Dave into the pilot house of this 65-foot 1921 beauty took my breath away. I was initially taken by the 1920's craftsmanship and design, the sense of light through windows, falling on well-varnished wood. I do love wood, all kinds of wood, but especially curved wood. I could see *La Jota* was pure nautical grace, fully expressed through her Honduran mahogany, Burmese teak, clear white oak and Port Orford cedar. I was intrigued by the possibility of owning and caring for such a vessel. While I had never owned a boat before, I had once been a Sea Scout, and had lived aboard friends' boats in Amsterdam, Paris, and New York's Hudson River Boat Basin. Back in the mid 1980s I had lived for six years aboard *Vallejo*, a fabled 180' ferryboat floating in Richardson Bay, CA.

Hearing Dave's description while moving through *La Jota's* cabins was inspiring. One cannot help but appreciate the details, the 1920's style solutions for housing and holding life's necessities. Each cabin was a work of art, with well thought out furnishings and floor plans. But it wasn't until I went down into the engine room and viewed the 1939 Chrysler Royale, that I sensed my real possibilities with this vessel. Because after running several buses overland from Europe to India during the 1970's I knew I could keep this simple straight 8 with an updraft carburetor running. What I didn't know, was all the other things I was about to learn by buying a 75-year-old classic yacht.

It was love at first sight. *La Jota* was to be my ambitious entry point to a new world of yachting, captaining, and entertaining friends on the water. Designed by Mercer and built at the San Pedro Boat Works in



La Jota anchored in the California Delta in 2010. photo contributed by S Olsson

1921, *La Jota* was the quintessential Catalina Island weekender, and the perfect party boat. Originally built for G.B. Wilson, a founding member of the Catalina Yacht Club, she began her storied Los Angeles history hosting various Hollywood personalities. All this until the late 1940s's when she came north to Sausalito Yacht Harbor, and reflected the more bohemian Bay Area existence.

I remember in my early days living aboard I would so often be approached around Sausalito and the Delta by locals who had been on weekend or Delta cruises. At least two couples I met had chosen to spend their honeymoons aboard. Each in turn recounted as if it was last year, their pleasurable memories aboard the vessel I now owned.

With Port Orford cedar planking over white oak frames, and Honduran mahogany cabins over 1¼-inch solid Burmese teak decks, *La Jota* on her hundredth year, is a running, floating testament to a world that no longer exists. Her midships was lengthened eleven feet during the great depression, creating a 65-foot motor yacht with only a 12½-foot beam. Following a minor collision in the 1950's her traditional 1920s plumb bow was trimmed at the water line, allowing it to curve forward as it rises. Long and thin, her unique proportions tend to dazzle as she glides through the water or rests at anchor. And with her low freeboard, she offers passengers an intimate connection with the water.

But it wasn't always so intimate. I remember when I purchased *La Jota*, she had white masonite panels stretching from the handrails down to the decks, completely blocking the



Stephen Olsson on *La Jota* 2016.

photo by Peter Floyd

La Jota continued from page 13

view outwards from the main salon below. It took me a few years to dispose of the masonite. Only now when looking out these salon windows, can you feel the full power of the water moving by, or of tranquility



A 2019 *La Jota* celebration at Tiburon, CA – with piano on board.

photo contributed by S Olsson

at rest. I appreciate it even more, and the designer that created it. This feeling of connection to the water is enhanced when one looks outwards over the water and then downwards to remind yourself your feet are resting two feet below the water line.

La Jota is a single screw power boat. I nursed the old flat-head straight 8 Chrysler Royale along through 15 seasons and seemingly more than as many breakdowns. Finding replacement parts and mechanical backup expertise became increasingly difficult. After over twenty years of nursing her along, I now had to face the inevitable: whether to repower her, or give her up. I imagined a new engine and another 15 or 20 years of life and decided to find the funds to upgrade. As she was originally powered with gas, against the advice of many, I decided to keep it that way, and put in a Marine Power Vortec 6.2 Liter with electronic ignition.

She purrs now, quieter and with more power than ever before. Repowering with gas afforded no vibration or smell of diesel. With her single screw, she backs to port, more quickly than ever. Docking at close quarters or in a stronger wind with 350 hp feels more under control. Her hull speed is of course still nine knots, but with 3:1 transmission reduction, she seems happiest at around six or seven, cruising at 2000 or 2200 rpm. Along with the repower, we finally converted all the original 32-volt system to 12-volts, and replaced the original steel with two aluminum fuel tanks.

People always ask me about the huge amount of maintenance work. The truth is I've never felt it was "work" or that I was working on the boat, as much as caring for her, to keep her looking good, and being the extraordinary vessel and shelter she always has been. Regular maintenance schedules have been challenging, between extended film and media projects in Afghanistan, Cuba, Vietnam, Indonesia and Morocco, I've tried to put in adequate time to maintain her at reasonable levels, with haul-outs every two years. Today, *La Jota* at 100-years old, continues to prefer quiet waters. She is not a blue water boat, and especially as a live-aboard that suits me just fine. No one expected yachts like this would be around a hundred years later. We are of course thankful for modern epoxy products that help keep her afloat and water tight. We still take her out under the Golden

Gate on calm days, all around San Francisco Bay and up to the California Delta almost every year, where she has a dedicated following of admirers.



And so, as one might imagine, after 32 years of stewardship,

Morning chess on the California Delta, 2020. Brian Goggin & Electra Schmidt.
photo by S Olsson

I find myself more connected to this yacht than ever. She is more beautiful to me every year. Other boat owners have and will continue to attest to the special power of such a long-term love affair with a classic yacht. *La Jota* is truly such a powerful force for this captain/owner, for she provides and she also demands. She has hosted many a memorable cruise, and like the sea, each gathering is different.

Over these thirty years, *La Jota* has taught me that maintenance is not work, and that it is never really all done. Such a vessel is all process and eternally ongoing. And while I sometimes feel there is so much to do on her to catch up, I've come to learn that it is precisely the "catching up" that is such a big part of the joy of owning such a vessel. *La Jota* and I have been treating each other well now for over thirty years, and I'm delighted on her centennial to once again declare that the love continues.



Welcome New CYA Members

Members with registered vessels



Thomas Dillon & Leslie Brandt
September Song
 33' 1956 Taylor
 home port: Everett, WA
 Pacific Northwest Fleet



Jason Swanson & Simon Lowry
Muriel
 38', 1951, Chris Craft
 home port: Catskill, NY
 USA Fleet



Azmina Kassam & Michael Knight
Saffron
 34', 1955, Benson
 home port: Vancouver, BC
 Canadian Fleet



Gerard and Pamela Zytnicki
Riva
 52' 1953 Chris Craft
 home port: Seattle, WA
 Pacific Northwest Fleet

Welcome back returning members

John Schrader
Graywin
 48', 1947 George Sutton
 home port: Bremerton, WA
 Pacific Northwest Fleet

Jill & Bob Cofer
Seafarer
 56', 1926, Lake Washington
 Boat Yard
 home port: Bellingham, WA
 Pacific Northwest Fleet

Amy & Greg Sabourin
Killara
 34', 1929, Stephens Brothers
 home port: Petaluma, CA
 Northern California Fleet

Members with unregistered vessels

Daniel Woodward & Shari
 Kalsta
The Wood
 home port: Tacoma, WA
 Pacific Northwest Fleet

Peter Knowles
Geordie
 46' 1929 Monk
 home port: Victoria, BC
 Canadian Fleet





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

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Please send queries, suggestions, complaints,
 articles, artwork, and photographs to
newsletter@classicyacht.org

The deadline for submitting material for the
 Summer 2021 issue is **June 15**.

Notices:

Thank you to all.

The success of ***Classic Yachting*** requires in-
 put from all members of the CYA. This is your
 newsletter and in order to remain relevant to our
 membership requires feedback from you – our
 readers.

Please contact me with your ideas for future is-
 sues. This newsletter is a means for you to share
 your thoughts, experiences, and concerns with
 other lovers of classic wooden vessels.

I am most grateful for the comments and encour-
 agement that I receive.

- Bill Shain, Editor