



Classic Yachting

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



Looking out on most of Pacific Northwest Fleet in the Bell Harbor Marina in Seattle, WA, with the city on the East, professional sports stadia, and Mt Rainier in the background. *photo David Ellis*

Emerging from behind the COVID-19 curtain

by Bill Shain, PNW Fleet

Finding our way out from under the precautions required by COVID-19 is complicated. We need to accommodate our desires to enjoy the comradery of our boating events and safety required for our own health, as well as those who visit us.

The Pacific Northwest Fleet began this journey on Father's Day weekend at Seattle's Bell Harbor Marina. Twenty-four years ago when the Bell Harbor Marina was first opened, Margie and Jim Paynton worked with the manager of the Marina to create an event that would bring classic wooden boats to the Marina to show a city audience its maritime history.

Our COVID year disrupted that line of successes. But June 18th marked our emergence from the necessary

quarantining we had been practicing for more than a year. The Port required us to follow its COVID-imposed rules. (i) No more than 50 visitors were allowed on the docks at any one time requiring us to have two counters on station at the gate counting those coming and going; (ii) all visitors were asked to provide contact information for possible contact tracing;



Looking back over the Pacific Northwest Fleet and onto the Olympic Peninsula and intervening islands.. *photo David Ellis*



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From the Commodore

Diane E. Lander

Hope that all of you are out cruising and enjoying your beautiful classic boats. I have already had a wonderful cruise on the *Marian II* immediately after our successful Bell Harbor event and plan on getting out at least two more times this summer, depending of course on the weather and hoping that wildfire smoke will not make cruising miserable later in the summer.

I want all of you to join me in Hawaii for the January 13-17th, 2022 Change of Watch. As the pandemic restrictions continued this year, it became increasingly clear to our scheduled Change of Watch host fleet - the Canadian Fleet - that it may not be possible to host our event in Victoria, B.C., as originally planned. So, the USA fleet has stepped up. Having attended several USA fleet events in January, going to the frozen east coast of the US in the Winter seemed like a bad idea. USA fleet member Michael Fazio decided that we should have our event in Honolulu, Hawaii. What a great idea for all of us who live in cold climates during the winter!

Planning for a wonderful event is well underway. You can go to the CYA website and download four pages of information about what we have planned. See the link at <https://cya.wildapricot.org/Change-of-Watch-Destination-Waikiki>. Michael has spent considerable time in Honolulu. PNW Fleet Treasurer, and long-time member, Chip Kochel was raised in the Hawaiian Islands and grew up near Honolulu. Together they have a wealth of knowledge and ideas to share about planning our event. We are truly lucky to have these resources within our organization to make a great event even more terrific.

Make your plane reservations now for a Wednesday, January 12, 2022 arrival. We have a discounted rate at a fabulous hotel, The Ala Moana, which has undergone a multi-million-dollar renovation. From our host hotel, we will enjoy several wonderful outings including a trip to the Arizona and USS Missouri Memorials, Hawaii Mission Houses, Iolani Palace, Bishop Museum, Queen Emma Summer Palace, and the famous Leonard's Bakery. We will have our Change of Watch banquet at the Waikiki Yacht Club, walking distance from the hotel, and will also enjoy a Hawaiian Luau on another evening! The organization of a harbor cruise is also underway. Come earlier and stay longer if you want - our discounted rate is extended at the hotel for a few days before and a few days after.

The website will be updated regularly as plans are developed but get your plane and hotel reservations NOW.

All of us are so happy to be able to be out and about. Once vaccinated, at least here in Washington State, we are no longer required to wear masks. It is slowly beginning to feel almost normal now.

I am so grateful for the opportunity to have served the Classic Yacht Association as Commodore for two years as a result of the pandemic. I am looking forward to passing my role on to John Peckham of the Southern California fleet in January in Hawaii.

If you have any questions or need more information about the Change of Watch after visiting the website, please feel free to contact me at commodore@classicyacht.org.



Commodore Diane Lander is really ready for our Hawaiian sojourn.

photo courtesy D Lander



What's going on with Insurance?

by Todd Powell, Vice Commodore, Pacific Northwest Fleet

Insurance! Everyone's favorite subject, the pinnacle of action and excitement...or maybe not. While insurance is a critical item, most of us spend as little time as possible on the topic. An insurance task force including Mike O'Brien (Canadian Fleet), Ted Crosby (USA Fleet), Scott Andrews (Northern California Fleet), Rick Olson (Southern California Fleet) and myself (Pacific Northwest Fleet) spent some time digging into the status of insurance for our classics boats, so you would not have to. After some polling of members, as well as talking with brokers in the insurance industry, we determined the following:

Insurance policies are available. Canada seems to be having the most difficulty with availability overall, with 71% of respondents reporting that they have had challenges obtaining satisfactory insurance. A few even had their insurance canceled and had to seek coverage elsewhere. Southern California is at the other end of the spectrum with no one reporting any difficulties at this time. The other fleets all fall in between these two extremes.

However, while insurance may be available, there have also been some changes in requirements and costs that we need to be aware of. What follows is not a comprehensive list, but rather, the most repeated items we've heard about from our membership and industry sources. And even though your current provider might not be asking you for these items, that may change, and it is best to be prepared.

Structural Survey – Most of us are familiar with the initial out-of-water survey required to bind coverage for a new purchase, but there is an increased frequency of out-of-water surveys required to maintain coverage. Here in the Pacific Northwest some members reported a 3-5 year frequency requested by their provider.

Fastener inspection – This now seems to be almost a "must have" for hull insurance. If you're going for liability only, it does not appear to be as critical. Originally this was more common at point of purchase, but it has now crept into the ongoing requirements.

"Boating Resume" – This applies to folks who are new to boating or are making a significant jump up in size. Basically, the provider wants to know if you can

drive the boat. You may need to prove you have experience, or agree to take instruction from a licensed captain within a certain time after purchase. This is not specific to wooden vessels but to all vessels.

Costs – This one was a bit more erratic. We had member reports ranging from 0%-20% increase in premiums in the past few years. What was more interesting was that two members with the same provider reported very different amounts of increase. This is an area that will require continued observation to understand. It is clear that the insured needs to work assiduously with their broker.

Who is doing the insuring? We found that a variety of insurers are covering our boats. Of the 46 fleet members who gave us the name of their insurance company there were 13 different providers. That being said, the most common insurers of our small sample group were Hagerty (10) and Markel (9).

Where do we go from here? Obviously, the insurance industry will continue to change, probably slowly, as time marches on. Our vessels will continue to age and with that may come additional costs and/or requirements as we have seen happen in the last few years. Our recommendation is to develop a relationship with a broker or an agent and to check in with that person at least annually. Find out what their provider(s) are doing, or not doing, so that you will not be surprised with a "sudden" request. Perhaps at your next haul out, have your fasteners inspected, a letter written by the inspector and toss it in your file ready to be produced if asked.

We are working on getting a list of insurance providers, brokers and agents up on the website for your reference. Just information so that you can see who insures other members' vessels.

And if you haven't reviewed your insurance coverage in that last decade? You might want to dust it off and give it a quick scan!!!



Check the CYA website (Classic Yacht Association/ Members/Member Information/Wooden Boat Insurance) for up-to-date insurance postings.

Emerging... continued from page 1

and (iii) we did not advertise the event to prevent waiting lines at the entrance. A little different than in years past, but a great first step out from under the wraps that we have been under.

Thirty-five vessels were present, from classic cruisers designed on Seattle's Lake Union to more recent Chris-Crafts. A most splendid sight. This attendance might seem truly wonderful, but participation was down from the 45 boats present in 2019. There were numerous reasons for the lower number of attendees — boats still emerging from a winter of needed repair and renovation, boats out traveling on the Alaskan side of the Canadian "transit zone", members still being careful for their health, and windy conditions prior to the weekend

Our Commodore Diane Lander was the driving force behind the event. She arranged for a number of our Pacific Northwest purveyors and boat yards to support the event — our moorage fees, buffet breakfasts, and raffle prizes.

We modified usual practices by having a boxed dinner delivered to each boat — the Port would not permit us to have large gatherings and general announcements were presented over VHF channel 68.

It was a wonderful time for all participants. Since there were fewer public attendees, we had more time for each other. We exchanged piloting and destination tips. We shared ideas and resources. We brainstormed ways to support new and prospective owners of classic wooden vessels.

As time goes on we are hoping that all of our fleets will emerge and re-establish our traditional ties and establish new ones. The Northern California Fleet is putting the finishing touches on a grand event to be held October 1 - 3, 2021 bringing together wooden motor and sailing vessels at the Corinthian Yacht Club, Tiburon, CA. More information about this event can be found on page 13.



Dinghies, Dinghies, Dinghies

We are preparing an article about dinghies for the next Newsletter. What do you have? What purpose(s) does it have? What would the perfect dinghy look like? If you have an opinion - we all do - send it to Newsletter@classicyacht.org by September 7.



A wonderful local view of the West Point lighthouse at Magnolia, Seattle, WA, seen while in transit to Bell Harbor Marina, looking South to Mt Rainier.
photo by S Wilen



Looking South over Bell Harbor Marina as sunset approaches, June 19, 2021.
photo by S Wilen

Strategic Planning for the Classic Yacht Association

by Gerry Kamilos, Rear Commodore Classic Yacht Association,
Northern California Fleet

The Classic Yacht Association is now over a half century old; and now as we vision the next half century, we need your input to better plan how the entire Classic Yacht Association can better support its Fleet, current membership, attract new membership, and to make a positive community impact at its Fleet locations and worldwide.

The following survey has been created to assist in our better understanding the opinion of our members at large on directional perspectives and the current condition of the Classic Yacht Association. For definition, "Fleet" is referenced for each Fleet location, and "Association" is the over Association and entire organization Worldwide.

When you receive this survey by email, please take the time to complete it. The input of our members is critical to the process of producing the most effective strategic plan for our Association. We plan to present the results of the survey at 2022 annual meeting in January. The questions presented below are a sampling from the survey in preparation. These questions are focused on strategic plan. As you can see there will be a series of questions focused on members and their participation in the Association. These will provide critical information for interpreting overall survey responses.

About you:

1. How long have you been a CYA member?

- 0 to 2 years
- 2 to 5 years
- 5 to 10 years
- Over 10 years

7. How did you know about CYA when you joined?

- A friend or relative who is a member
- Attended a CYA event
- Read an article
- Prior owner of your vessel was a member
- Looking for a good resource
- Other reason

9. When was the last time you attended the Association's Annual Members Meeting?

- Less than a year ago
- 1 to 2 years ago
- 2 to 3 years ago
- Over 3 years ago
- Never

Your thoughts on how CYA can do a better job for its members at the Association level:

13. I am clear how the Association and Fleets are organized.

- Very clear understanding of the CYA organization structure
- I understand my Fleet's structure but do not understand the entire organization
- I do not understand how the Fleets and Association are structured
- This is not important to me to understand

14. Did you know that for the Association's organization in the US we are a 501c3 non-profit organization?

- Yes
- No

15. If programs, events, and opportunities created and managed, would you consider a donation?

- Yes, without question
- Yes, provided there was a clear purpose and follow up on the use of donation funds
- No, accepting donations should not be part of the Association's plan business plan
- Yes, if there was a clear value added to the mission of the Association.

17. Do you understand the long-term vision and business strategy of the Association?

- Yes, I have attended many meetings already, I do not need to see a written plan.
- No, I have seen nothing; there is no need for one
- No, I have seen nothing; I would like to see a written plan

22. Did you know, for the Association, major decisions can only be made at the Annual Meeting?

- Yes, this has been the tradition for five decades, no change needed.
- No, I was not aware of this.
- Yes, after five decades, we should have a faster way of making Association policy.

This survey will be delivered to all members by email. Please review and consider these questions in preparation for the survey.

The Steam Yacht *Cyprus*: Majestic Leviathan with a Tragically Short Life

by Stephen Wilen, Pacific Northwest and USA Fleets

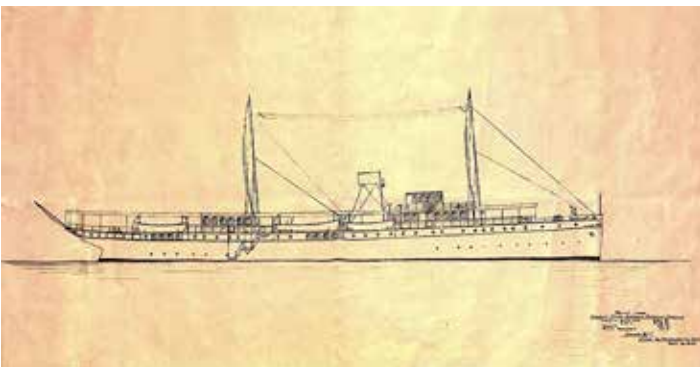


1906 caricature of Col. Jackling by Alan Lister

In 1912, 42-year-old Col. Daniel Cowan Jackling of Salt Lake City decided to become a yachtsman. Col. Jackling (1869-1956) was a complex, accomplished and extremely wealthy man (1). Among his accomplishments while in his 30s, he was president and general manager of the Utah Copper Company that he founded in 1903. It became the largest firm of its type in the world. By 1910, the company was producing almost one-half of the world's copper. Its Bingham Canyon copper pit was the world's greatest man-made crater. Col.

Jackling ran the company until 1923 when it became a division of Kennecott Copper. Jackling's once-controlling role was marginalized by Kennecott corporate bureaucrats in New York, culminating in his forced retirement in 1942, an embittered man.

Having made the decision to experiment with yachting, recalling in an interview in the September 1914 issue of *The Marine Review*, Col. Jackling determined that "by experience with a not too large...yacht... what he would ultimately require in the way of a larger vessel to meet his permanent needs." Lacking experience in this undertaking, he went right to the top, Cox & Stevens, the prominent yacht design and brokerage firm in New York City. As his trial yacht, Jackling gave carte blanche to Irving Cox to design a



Line drawing by Cox & Stevens of *Cyprus* in her original configuration, 1913. from *Daniel Cowan Jackling papers, 1911-1925*, Stanford University Press.

steel hull steam yacht with a LOA (length overall) of a "not too large" 231 feet, beam of 28 feet and draft of 12.5 feet (2).

Seattle Construction and Drydock Company was chosen to build the yacht (3). Jackling's business took him to the West Coast periodically and, having been vice-chair of the Utah Commission of the Alaska-Yukon-Pacific Exposition (Seattle's first world fair in 1909), may have influenced his decision to have the yacht built in Seattle. Cost of construction was reportedly \$500,000. At launching she was the largest yacht ever constructed on the west coast.

The completed yacht had a plumb bow and counter stern with a graceful sheer. Col. Jackling had his new yacht christened *Cyprus* from the ancient Greek khalkos or kyprios, meaning ore, copper, or bronze. She was the first steam yacht built to burn fuel oil. Powered by two four-cylinder triple expansion verti-



Cyprus on sea trials in Puget Sound, Washington, 1913; in her original configuration. by Irving Cox of Cox & Stevens, *Puget Sound Maritime Historical Society Photo*, 664-5.

cal inverted reciprocating engines, she had a total of 3,500 horsepower. She had four Babcock & Wilcox boilers with a total heating surface of 10,000 feet that supplied steam at 225 pounds pressure. All machinery was installed in duplicate to preclude immobilization at sea. Fuel oil capacity was 260 tons (*editor's note: that is more than 80,000 gallons*). Her two screws were three-bladed, eight feet, four inches diameter with a pitch of nine feet, eight inches, providing a cruising speed of 18 knots.

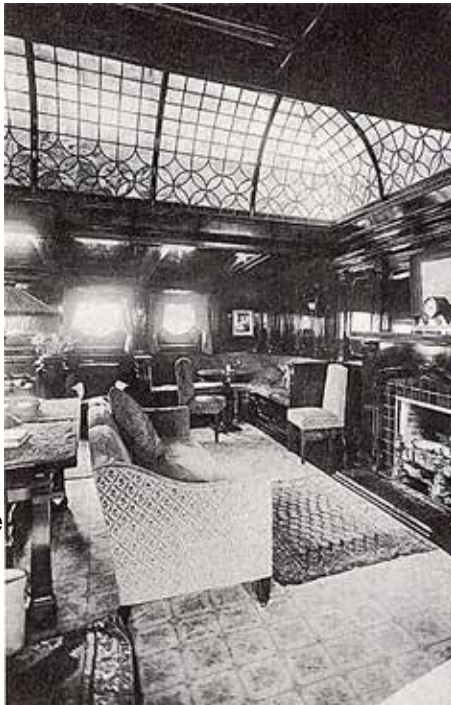
Cyprus had nine watertight transverse bulkheads. An auxiliary dynamo was capable of lighting the entire vessel, including the wireless equipment. Battery backup could maintain the electrical system when the dynamo was not being used. A large cold storage



plant, a complete telephone system, call bells, and hot and cold water, both fresh and salt, were featured throughout the yacht.

Cyprus carried one large lifeboat and three 22-foot launches, one of which was high speed, the other two being heavy service boats.

Palatial cannot describe accommodations onboard *Cyprus*. In addition to the owner's full-width stateroom with fully equipped bath located forward on the main deck, *Cyprus* featured ten other master staterooms with shared baths between. A passage-way between these staterooms terminated aft at a full-width music room, 21 by 26 feet containing a player piano and a massive fireplace. Overhead was an immense domed skylight of translucent glass that included an indirect lighting system to create an impression of sunlight at night. The music room had large plate glass windows one inch thick.



Abaft the music room was a library, also full width at 24 by 16 feet. The main saloon was referred to as the gun-room, fitted out in sporting fashion, displaying hunting and fishing equipment. Both of these spaces had one-inch thick plate glass windows.

Stern-looking view of the music saloon with huge glass dome and fireplace. from New York Yacht Club collection

At the after end of this deck was a large lounging room, 30 by 20 feet. This space was left open on the sides, protected from inclement weather by the deck overhead and the high steel bulwarks.

Amidships was the crews' galley, a bakery and a second large well-equipped galley for the owner.

Forward on the upper deck was a steel deck-house containing the dining saloon, 29 by 14 feet, and pantry. The wheelhouse, with quarters for the captain, was placed atop the deck-house. A smaller deck-house abaft the mainmast, 12 by 12 feet, served as the entrance to the quarters below and contained space for the wireless equipment and operator.



Cyprus's dining saloon. from New York Yacht Club collection

Appointments throughout the yacht used exotic woods including Tibet mahogany and India, Burma and Java teak. Surfaces not varnished or oiled were painted ivory white, the overall design described as Colonial. Bathrooms – one hesitates to use the term “head” – featured tiled floors and bulkheads.

Launched in late summer 1913, *Cyprus* went into commission November 20th. She carried a crew of 48, including officers, engineers, firemen, water tenders, oilers and service staff comprised of cooks, stewards and waiters.

Seattle's *Railway & Marine News* for December 1, 1913 recorded that, “...considerable unauthorized talk had been indulged in by irresponsible parties along the [Seattle] waterfront as to the performance of the yacht on her several preliminary trials, but on the arrival in Seattle of the owner this irrelevant gossip was quickly suppressed by the removal of the [initial] captain who had been engaged for the yacht.”

Following sea trials, *Cyprus* left for her new homeport of San Francisco, likely in December 1913, where Col. Jackling was a member of the San Francisco Yacht Club at Tiburon (4). During the voyage down the coast she encountered one of the most severe southeasters ever recorded, but rode out the storm admirably under the command of Capt. W. E. McNelley of Seattle. Upon reaching San Francisco, Capt. McNelley remarked that he was “...highly pleased with the conduct of *Cyprus* on the trip...[she is as] worthy as they make them. I wanted to test her and we gave her a good test with bucking a very stiff southeaster all the way down. She went through like a duck...”

Conflicting with Capt. McNelley's positive assessment of *Cyprus'* voyage from Seattle to San Francisco is the inclusion in Horace W. McCurdy's 1966 *Marine History of the Pacific Northwest*: “...the large ocean-going steam yacht *Cypress* [sic]...was found



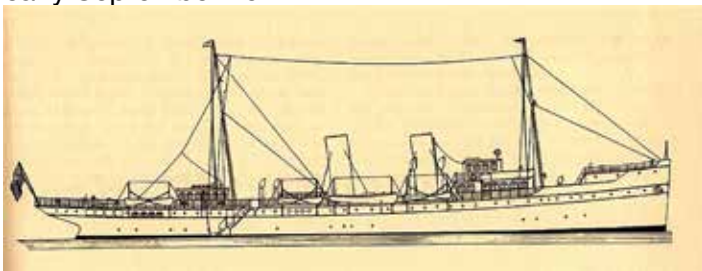
to have insufficient stability for offshore cruising, but following extensive alterations proved an excellent sea boat, making a voyage to the East Coast via Magellan Straits.” It is assumed these alterations were made as part of the lengthening of *Cyprus* by 35 feet, as her only known circumnavigation of South America occurred after her lengthening.

Once settled in San Francisco, *Cyprus* continued to cruise the Pacific Coast venturing south as far as the Panama Canal.

Railway & Marine News (op. cit.) also noted that upon reaching San Francisco, *Cyprus* undertook a pleasure cruise to the Hawaiian Islands, returning to Seattle in February 1914 to convey Col. Jackling and business associates to visit property of the Alaska Gold Mines Company at Juneau.

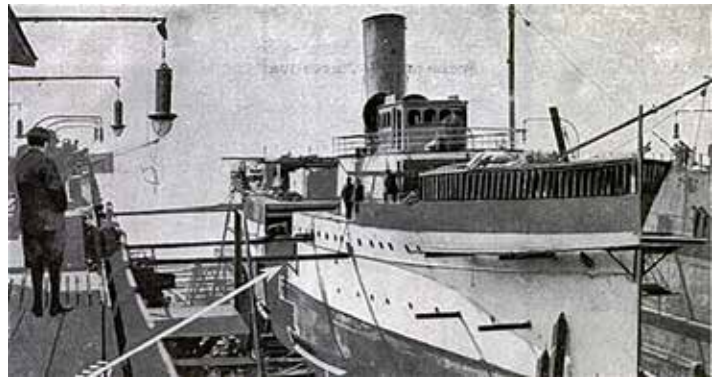
Col. Jackling’s impression of his “not too large” trial yacht was paraphrased in the September 1914 issue of *The Marine Review* as being “...not only entirely satisfied with her performance, but astonished at her remarkability to maintain a high speed at sea with entire comfort to those onboard.”

Having determined by the close of winter cruising 1913, and a brief spring and early summer cruising season in 1914, that the life of a yachtsman was to his liking, Jackling decided to have *Cyprus* enlarged if it could be done maintaining the same amount of comfort. In consultation with naval architect Irving Cox, it was suggested that *Cyprus* could be cut in half amidships and lengthened 35 feet, thereby increasing desired accommodations while forfeiting minimal of her cruising speed of 17 vs 18 knots. (An earlier consideration to sell *Cyprus* and order a new yacht had been dismissed.) Thus, a contract was signed with her original builder, Seattle Construction and Drydock Company, to accomplish this work, that appears to have been completed by late August or early September 1914.



Line drawing profile of the extended *Cyprus*.
from *The Steam Yachts*, Erik Hofman, 1970.

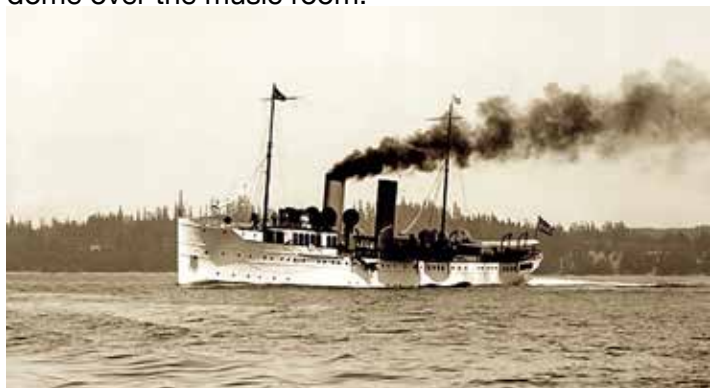
Cyprus’ joinery was removed first from the area where she was to be cut in half. She was placed in drydock preparatory to cutting through the steel plating of her hull directly between her engines and



Cyprus cut amidships. (Follow the white arrow.) Note supports for heightening the fo’c’s’le bulwarks. from *Popular Mechanics*, December, 1914.

boilers. A launching cradle was placed under the forward end of the yacht, cables were attached to the bow and the forward section was winched the precise needed distance of 35 feet, planning having been done with such precision that only one haul was required.

The lengthening allowed for the installation of additional fuel tanks, new quarters for 12 crew and three assistant engineers, plus four additional state-rooms. As can be seen in before and after photos, the fo’c’s’le bulwarks were heightened significantly, giving *Cyprus* a more distinctive profile (although compromising her sheer) while helping to prevent substantial bow wash over the foredeck. Her distinctive profile was enhanced by the addition of a second funnel abaft the original funnel and forward of the dome over the music room.



The lengthened *Cyprus* out on sea trials in the Puget Sound. from *Puget Sound Historical Society Photo 694-6*.

During 1915, *Cyprus* steamed South enabling the Colonel and friends to visit mining operations along the West coast of South America. Jackling and his guests departed ship at Valparaiso, Chile, crossing the lower part of the continent by rail to Buenos Aires, leaving the yacht to navigate Cape Horn. While *Cyprus* was not attacked by pirates, for which two brass guns had been mounted on the foredeck, the trip was “not without excitement,” as reported in *Pa-*



cific Motor Boat in July 1916; the bridge was carried away in a storm near the east end of the Strait of Magellan, taking the pilot and first officer with it. Both men were rescued with considerable difficulty.

On June 1st, following an 83-day voyage, *Cyprus* steamed up the East River to anchorage at the 23rd Street pier of the New York Yacht Club. Col. Jackling, in yachting regalia, stood on the bridge, accompanied by his wife and 12 guests, watching the New York skyline pass (5). Jackling maintained an office at 25 Broad Street and after attending to business in New York a second cruise along the east coast was planned.

Whether this cruise took place is unknown, and from this point *Cyprus*' history becomes hazy. One source noted that in 1916 Jackling sold his yacht to John Willys of Willys-Overland. This was confirmed by *Pacific Motor Boat* in September 1916.

However, the *Los Angeles Herald* reported on April 11, 1917 that Jackling had sold *Cyprus* to the Russian government for the sum of \$650,000 for use as a scout cruiser; this sale occurred not only during World War I hostilities, but one month after the Russian Revolution had begun.

The New York Times on January 29, 1917, noted that a contract to convert *Cyprus* for the Russian navy had been awarded to Fore River Shipyard in Quincy, MA. One can only commiserate over the removal of all the luxurious appointments from *Cyprus* during her conversion for the Russian navy.

What caused the middle-aged Col. Jackling, who, in a metaphorical sense, had belly-flopped into the world of yachting at astronomical expense to himself, had declared himself a committed yachtsman after one cruising season, but sold *Cyprus* just two-plus years after taking possession of her? The answer to this question after more than 100 years remains an enigma.

It is not uncommon that once a vessel is sold out of American ownership tracking it often becomes laborious, if not outright impossible. Lawrence Perry reported in an article titled "They're In the Navy Now", published in *The New Country Life* in August 1918 that the former steam yacht *Cyprus* ended her

brief life "lost on the Russian coast" at less than five years of age.

A scan of all war-related shipwrecks during 1918 failed to disclose any that were definitively the former steam yacht *Cyprus*. On November 10th, the *Admiral Kornilov* was lost. It was described as a "steamer...being used as headquarters ship by General Bicherahov...destroyed by fire at Petrovsk...possibly arson/sabotage." While a fire or sabotage would suggest the ship likely was not at sea when lost, Petrovsk is on the Medveditsa River and nearer the Caspian Sea than what would normally be described as the Russian coast. While the exact location of her loss remains undetermined, the former steam yacht *Cyprus* was never seen again. *Sic transit gloria celox.*

In fact, Col. Jackling's years as a yachtsman did not end in 1917. His fourth cousin, Daniel Eliot Jackling, is in possession of a 12-page journal in which it was recorded that the Jacklings sailed from New York in April 1929 aboard the *RMS Olympic*, sister ship to the ill-fated *Titanic*, on a voyage to take possession of a new yacht in Germany. The journal traces a European combination land vacation through various countries with cruising onboard the new yacht, also named *Cyprus*, that continued to March 1930 and encompassed over 50,000 miles. Bill Robinson's 1970 book, *Legendary Yachts* (see reference list), has a photo of a clipper bow yacht that is not the steam yacht *Cyprus*, but with the name *Cyprus* legible on the port running board. On the same page



Col. Daniel Cowan Jackling
photo provided by S Wilen



The second *Cyprus* on sea trials at Kiel, Germany, 1929, with what may well be Krupp yard cranes in the background. Another photo taken the same day reveals that she carried what appears to be a machine gun on her foredeck. photo provided by S Wilen

are included three interior photos that are clearly of the 1913 steam yacht although they are presented as being interiors of the clipper bow yacht.



A check of the 1930 edition of *Merchant Vessels of the United States* revealed that in 1929 a second *Cyprus* was commissioned of Cox & Stevens, a 227 LOA steel diesel yacht constructed in Kiel, Germany that year. The owner was listed as International Exploration Corporation (Delaware) with an address of 25 Broad Street, the precise address of Col. Jackling's New York office. The new *Cyprus* bore an amazingly similar profile to Max Fleishmann's 218-foot *Haida* (see footnote 2).



Max Fleischmann's *Haida*, also designed by Cox & Stevens and built by Krupp in 1929, bears a striking resemblance to the second *Cyprus*. Photo contributed by S Wilen.

The second *Cyprus* remained in Col. Jackling's ownership slightly longer than the first, but in 1934, by then in his mid-sixties, he reached a decision to "swallow the anchor" and sold her to Italian ownership. (6) For the remaining 22 years of his life, Col. Jackling did not own another yacht.

Notes.

(1) Col. Jackling was one of a small number of civilians ever granted the U. S. Military Distinguished Service Medal following his discovery in 1916 of how to make smokeless powder. The medal was presented to him by President Woodrow Wilson on July 9, 1918. He was awarded the title of Colonel by the Utah National Guard following his participation in quelling anti-union violence against miners during the Cripple Creek, CO, uprising in 1894. On April 19, 1955, the year before his death, Col. Jackling was promoted to Honorary Brigadier General in the Utah National Guard.

(2) At 218 feet LOA, the diesel clipper bow yacht *Haida*, built for Santa Barbara resident and heir Max Fleishmann, also designed by Cox & Stevens and still in service in 2020, is a close contender for this distinction, but she was constructed in Kiel, Germany 13 years after *Cyprus* was launched. *Haida* was a frequent visitor to the Seattle Yacht Club

during the 1930s. A second *Cyprus*, commissioned by Jackling from Irving Cox in 1929, and, like *Haida*, built by Krupp in Kiel, Germany, could almost be considered a sister yacht, although Jackling's yacht exceeded Fleischmann's by nine feet LOA. Nonetheless, it begs questioning whether Cox might have earned two salaries for what was essentially one design!. It is interesting that, by 1929, the clipper bow that reigned during Edwardian-age steam yachts had largely been replaced by a more plumb bow for yachts, well before the commissions for *Haida* and *Cyprus*.

(3) The firm had begun as Moran Bros. Shipyard, that could trace its beginnings to 1882 and whose most famous launching was the battleship USS Nebraska in 1904. The Morans sold the yard to Seattle Construction and Drydock Company in 1906 that in turn ceased operation in 1918, when it became Todd Pacific Shipyards Corporation. Vigor Shipyards purchased Todd in 2011.

(4) Col. Jackling's first wife died in 1910. A daughter born of this marriage died at just one year, and Jackling, heart-broken by the death of his child, had no other children. In 1915, he moved to San Francisco, initially living in the Saint Francis Hotel on Union Square and later in a penthouse atop the Mark Hopkins Hotel. Eventually, remarried to Virginia Jolliffe, in 1925 he commissioned a large residence in Spanish Colonial style in nearby Woodside, designed by noted architect George Washington Smith. The house contained a four-manual, 55-rank George Kilgen pipe organ that had

been enlarged from an earlier two-manual, 14-rank Aeolian player organ of 1930. Following the death of Virginia Jackling in 1958, the house remained largely empty and was occupied by squatters. This sad situation continued until 1984 when Steve Jobs purchased the property.



Jobs leased out of the Kilgen pipe organ in 1940. Photo the mansion until from *Organ Historical Society pipe organ database*. 2000 when he stopped maintaining it. By 2004, it was seriously deteriorated and Jobs petitioned to have it demolished. Both the Superior Court and the State of California Court of



Appeals denied permission, but in 2009 the Woodside Town Council granted permission to have the house moved to a new location, allowing Jobs to build a smaller house on the site. However, eventually, the case having been returned by the Court of Appeals, the Superior Court allowed Jobs to destroy the house. This was surely a case of demolition by neglect and does not speak well for the late Mr. Jobs. In January 2011, the pipe organ, in very poor condition by that time (a homeless man had set fire to the console in 2010), was removed and the following month the entire house was demolished.

(5) It may be that the first *Cyprus* had an outside steering station forward of the wheelhouse, as was still common at the time. In some photos of her in her original configuration prior to lengthening, what appears to be a binnacle can be seen. If that is accurate, it may have been this steering station that was blown away in the storm. A press photo taken when she dropped anchor near the Statue of Liberty confirms that the wheelhouse was perfectly intact.

(6) In the late 1930s, *Cyprus* (she retained her name while under the Italian flag) was under charter to the Baron Maurice de Rothschild of Paris.

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Newsletter Report

by Bill Shain, Editor

Apologies for the late arrival of this issue. There were a number of confounding factors that we have every intention to prevent in the future.

This is a reminder that contributions for the next issue must be received by September 15.

The wealth of the Newsletter resides in the contributions that you all make or ask to be made. I encourage you to make contributions and/or suggestions for content.

I am looking forward to doing more stories about boating experiences and what makes our community so special.

Here's hoping. As Summer begins its transition to Fall, there is news about the opening of the Canada-US border. We are hoping that the surge of the DELTA-variant does not slow the processes that will make this happen. How much fun for our members to once again travel in our waters that flow so freely without awareness of our political boundaries.



Strategic Planning .. continued from page 5

23. Would you support a mid-year Association members' meeting?

- a. No, keep as is.
- b. Yes, if it is a virtual meeting and no traveling.
- c. Yes, we should have an in-person mid-year member's meeting.

24. Do you find the website useful?

- a. Yes, I use it monthly, membership roster and resource material are very helpful to me.
- b. Yes, I use it at least quarterly.
- c. No, I do not use it a lot, mostly to pay my dues.
- d. No, I never have used it.
- e. No, it's too confusing

25. What is your perception of the CYA quarterly newsletter?

- a. I read every one cover to cover, excellent work
- b. I read only the articles that interest me
- c. Its sits on the coffee table/desk unread
- d. Not useful

26. What type of articles would you like to see more of in the newsletter, pick all that apply?

- a. Boat maintenance
- b. Cruising Stories
- c. Fleet updates
- d. Member yacht profiles
- e. Updates from the Association Bridge
- f. Boat builders of the past
- g. Boat systems/technologies — new and old
- h. Your other ideas

Give us your input as we plan

27. The make up of the Strategic Planning Committee should be:

- a. Staff Association Commodores, Staff Fleet Commodores, and one rep from the current membership from Association and each Fleet.
- b. Just Staff Association Commodores
- c. No need for this committee at all.
- c. 2 years; to complete the plan, start implementation, and begin to achieve plan goals
- d. 3 years; all in #2 above and see more goals achieved.

30. Provide your priorities of what the Strategic Planning Committee should explore, pick in priority all that applies:

- a. Membership Retention
- b. Membership Expansion

- c. Dues amounts and structure
- d. Website development
- e. Fundraising strategy as a non-profit USA IRS 501c3 organization
- f. Social Media Presence
- g. Revisit and affirm Association's mission statement
- h. Member communications
- i. Newsletter
- j. Education of the public
- k. Education of our membership
- l. Community outreach
- m. 5-year goals to implement
- n. Members' meeting structure (mid-year and annual)
- o. Dialogue and collaborations with other like-minded organizations
- p. Marketing of the Association
- q. Making a market for classic yachts

Please write an email to Gerry Kamilos with any additional thoughts about the organization, programs, and ideas for our future. All thoughts and ideas are encouraged.

Please complete this survey promptly when it is delivered to your email.



In Memorium

The Classic Yacht Association mourns the recent passing of Life Member Patty Johnson of the Northern California Fleet.

John and Patty Johnson, member # 234, were awarded Life Membership in January 1997. John and Patty were the voice of protocol in the CYA, honoring and keeping alive many traditions over the years.



They raised their family on *Skal*, a 34' 1924 Stephens, which remains in the NC Fleet to this day.

Our heartfelt sympathy is extended to John, the Johnson family and to the Northern California Fleet.

Patty and John Johnson in 1997. photo provided by M Paynton



Classics at the Corinthian, a classic boat show October 1-3, 2021

by Gerry Kamilos, Rear Commodore Classic Yacht Association,
Northern California Fleet

The setting will be the iconic Corinthian Harbor in Tiburon, California at the Corinthian Yacht Club of San Francisco (est 1886, www.cyc.org) with its Greek Revival architecture clubhouse built in 1911.

On October 2, 2021 the Corinthian Women will present the 10th annual classic motor yacht show of some of Northern California's finest restored classic yachts in conjunction with the Northern California Fleet of the Classic Yacht Association – Classics at the Corinthian. A squadron of the CYA Northern California Fleet will cruise into the Corinthian's Tiburon harbor and be open for dockside tours by Corinthian and CYA members and volunteers on Saturday, October 1st, from 1-5pm. These meticulously restored power vessels span fifty decades of history, dating from the "Roaring Twenties" to the 1970's.



Enjoying dinner at the Corinthian in 2019. *photo provided by G Kamilos*

Invitations have been mailed to all Northern California Fleet members inviting both members and yachts. All CYA members are welcome. Bring your yacht and participate in the show Saturday 1-5pm. Dockage will be available from Friday through Sunday. After the show, CYA members, their guests, and other members of the Corinthian Yacht Club will be together for an evening dinner at the Corinthian's spectacular dining room. There is limited dockage space, so please send in your reservation forms as soon as you receive them.



Elizabeth, 1929 Stephens Bros. yacht, docked in front of the Corinthian Club House, 2019. *photo provided by G Kamilos*

2019's event had 11 Bristol yachts on display and was well attended with over 80 visitors and 30 guests for dinner.

This will be a fun event in a beautiful setting. The 2020 event was canceled due the Pandemic. Take a stroll in old town Tiburon on the waterfront. It has been reported that at past events there were several Van Morrison sightings.

For the 2022, Classics at the Corinthian, discussions have started with the Master Mariners Benevolent Association (MMBA) whose focus and mission are similar to CYA's except they are sailing yachts and we are motor yachts. MMBA is a 155-year old organization in the San Francisco Bay area that sponsors regattas and shows to showcase

these wonderful wooden yachts. We are a 51-year old organization; so its about time we do something together. This will be our first step.



Skal, 1928 Stephens Bros. yacht, docked ready for visitors. *photo provided by G Kamilos*



Welcome New CYA Members

Members with registered vessels



Robert Williams and Judith Campbell
Moonglow
35' 1963 Egg Harbor
home port: Patchogue, NY
USA Fleet



Doug and Maryanne Dixon
Rana
17' 1951 Rana Bat Fabrikk
home port: Seattle, WA
PNW Fleet



Michelle and Brad Bailey
Linmar
78' 1933 New York Yacht, Launch & Engine Co.
home port: Gig Harbor, WA
PNW Fleet

Welcome back returning members

Stephen Sheridan
Associate Member
home port: San Pedro, CA
Southern California Fleet



Capt. Janet Spindler and Elissa Pryor
Spirit
30' 1831 Merrick Boat Yard
home port: LaConner, WA
PNW Fleet



Patrick Burns and John Sylvester
MV Pelican
78' 1930 Boat Harbor Marine Railway
home port: Orcas Island, WA
PNW Fleet



Leroy Kennedy
Miss Lisa
40' 1947 Shain
home port: Tacoma, WA
PNW Fleet

Other New Members

Samuel McKeon
home port:
USA Fleet

Lloyd Williams
home port: Victoria, BC
Canadian Fleet





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CLASSIC YACHT ASSOCIATION

SUMMER 2021



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

Commodore.....Diane Lander, PNW
Vice Commodore.....John Peckham, SC
Rear Commodore.....Gerry Kamilos, NC
Staff Commodore.....Garth McBride, CAN

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

The deadline for submitting material for the Fall
2021 issue is **September 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*
Newsletter@classicyacht.org