



# Classic Yachting

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

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## *From the Bridge of* **ADAGIO**

By **Christian Dahl** - PNW Commodore  
Greetings,

The PNW Fleet started the Spring with a few spectators enduring the wet and windy Daffodil Weekend in Tacoma. Thankfully the sun came out for the Commodore's Cruise on Lake Union April 29th. PC **Ken Meyer** was our impromptu organizer for the "Opening of the Gates" and we paraded past PATAMAR and SCANDALON after negotiating past the "Ride the Ducks" boats that decided to also maneuver around the center of Lake Union. We gathered at the Husky Dock near the UW and had a very nice pot luck. Summer is officially here now that Seattle had another great Opening Day event.

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# Commodore's Report

The year is whizzing past, and we are all fast approaching cruising season! I am looking forward to attending the Classic Weekend at Bell Harbor in June. **Rick Etsell** has updated the website and created an online membership application process that has already begun to pay dividends, with several new members joining this spring. We are hopeful that this trend will continue. If you have not checked out the revised website please do



**Pam Harwood**

so. **Rick** has done a great job updating it and making it more useful! At the Annual Meeting in January, we established a committee to review our honorary membership policies. We currently have a combination of fleet and association honorary members, and the rules for granting honorary membership are somewhat inconsistent. The committee is still doing their work, but the general consensus appears to be to simplify things so that we have only Association honorary members. By the next newsletter we should have a

more complete set of policy changes to report. **Susan** and I were delighted to host one of our newest members, **Pam Harwood**, the owner of **KATIE MACK**. **Pam** was visiting relatives in California, and came out to see **MAKOTO** in the Sacramento delta area. We shared boating stories, and **Pam** toured both **MAKOTO** and **SEA BREEZE**, a lovely 1939 Stephens Brothers vessel that was also visiting. It is looking hopeful that the Northern California weather will be more accommodating for boating this season. The Northern California fleet recently held a delightful cruise-in at Grindstone Joe's, a locale that our boats have been visiting since the 1920's. **Gerry Kamilos**, NC Fleet Commodore, took the photo below, which is almost indistinguishable from similar photos from the 1920's.

For now, fair winds and calm seas. **Scott Andrews**, 2018 CYA Commodore & 2018 NC Vice Commodore ⚓



# MAKOTO

By **Rick Olson** SC Fleet Staff Commodore

1929 Stephens Brothers, 34 ft. trunk cabin cruiser and our CYA 2018 Flagship owned by Commodore **Scott Andrews** and wife **Susan Takami**.

In May of 2013, I received my copy of *WoodenBoat* magazine (which I sometimes refer to as *wooden sailboat magazine*) and much to my joy and surprise,



there was a neat classic cruiser on the cover.

When I turned to the article and began to read I

realized that I had been on this boat when it was owned by **Larry Benson** in Seattle.



We had done a Lake

Washington cruise on her as part of Change of Watch weekend many years before.



I had met many of the Northern California Fleet members over the years but in 2013, I didn't



know **Scott** and **Susan**. I really admired what they had done to the boat, now renamed **MAKOTO**. It must be

really nice to visualize what you want from your boat and just take the time and energy to do it all just the way you want it.

**Scott** and I have gotten to know each other the last few years while working on the CYA Bridge together. **Scott** is meticulous about the details. I understand why the yacht turned out so well. **Scott** plans and anticipates details in everything he does. He and **Susan** planned out what they wanted, executed the plan and MAKOTO is the result. Now, as CYA Commodore, he continues to plan and follow through with positive steps for the betterment of the organization.

**Scott** has said, “The Petaluma River starts in the farmland above Petaluma and winds through miles of Marin marshland on its way to San Francisco Bay. It’s a



lot of restoration effort. They “forged on regardless”, with passion and energy for the three year project (See *Wooden Boat Magazine*, Issue number 232 page 54 for details on the entire restoration).

In a nutshell, the boat was stripped and given new floor timbers, a new horn timber and shaft log, a new teak transom, repowered with a much lighter and more efficient Yanmar diesel, complete interior cabinetry, lighting, and rewiring everywhere, new soles, paint and varnish of course, and even some special touches imported from Lithuania and Rotterdam.

Both **Scott** and **Susan** had spent time living in Japan. MAKOTO means “sincerity” in Japanese, and as **Scott** says: “she is a very sincere little boat”. They both have a great appreciation for Japanese Art and Architecture. **Scott** has an old 1920’s photo of his grandmother and great aunts, as young girls, dressed in kimonos with fans and their hair up in chopsticks that is a family treasure, and was an

inspiration while planning the boat. The Gilbert and Sullivan Operetta “The Mikado” created quite a “Japanesque” frenzy back in the early ‘20s, and that was what inspired the photo of the “three little maids”. **Scott** and **Susan** used the fonts from the libretto of that play for the transom lettering for MAKOTO. **Scott** and **Susan**: fantastic job on MAKOTO.



beautiful place to explore by boat. Having restored several classic cars, I started looking for a classic boat project. It seemed everything was either too far gone, or was finished and had become as expensive as a house. Then on the CYA website I discovered this graceful 34’ Stephens Brothers cruiser that seemed just right. My wife **Susan** and I were sitting in our office overlooking the river when I described it to her. **Susan** said, “oh, do you mean like that one?”, and pointed to the river. It was indeed the exact model of the one in the ad. I jotted down the name KILLARA and eventually found owner **Greg Sabourin**. He took us for a ride on KILLARA and sometime during that outing **Susan** and I realized we would own one of these.”

**Scott** goes on to describe the survey process and realizing the boat had significant structural problems and needed a

**Rick Olson** SC Fleet Staff Commodore ⚓



PNW - USA Fleet

# MV OLYMPUS

## SOLD AND RE-LOCATED TO THE EAST COAST

By **Diane Lander**, CYA Rear Commodore, PNW Fleet

**A**fter 23 years of ownership, I sold the MV OLYMPUS, a 1929 92' fantail motor yacht, in January of last year. It was a tough decision to sell her, but running a charter business was too much like a

full time job and the ever increasing maintenance expenses made me realize that it was time to fully embrace my "new" boat, the MARIAN II, a 42' 1928 Lake Union Dreamboat. I can run her myself without needing a crew, and I am loving my downsized boat.

The new caretaker of OLYMPUS values his privacy, but we do have the OLYMPUS back in the USA fleet of the CYA. The new owner is an international businessman with a young family based in New York. A first time boat owner, just like John and I were when we embarked upon our OLYMPUS journey, the new owner is as passionate about the yacht and her history as I am. I know for a fact



that she is in very good hands and she is in the care of an extremely competent captain with the energy and knowledge to care for her. The fact that the yacht would be relocated back to the east coast was exciting to me; as my late husband, **John VanDerbeek**, always dreamed of taking her back to New York where she was built. OLYMPUS left New York in the spring of 1938. A huge freak hurricane in the fall of 1938 destroyed many of the large wooden vessels that were there. Fortunately, OLYMPUS was safe on the West Coast. The story of OLYMPUS' history could take up a full book.



This article is about her relocation to the east coast and my wonderful cruise aboard her with six of my friends in the Bahamas in February of 2018.

In February of 2017, I held a "Departure

Ceremony" at the Ballard Locks in Seattle where more than 20 boats from the CYA PNW fleet came out on a blustery rainy Seattle day to accompany her to the Ballard Locks. CYA members Captain **Rick Etsell** and **Ken Meyer** were there to transport OLYMPUS to Victoria BC Canada to be loaded onto the transport ship for the transit to Fort Lauderdale and ultimately to Connecticut after a long stop at Moore's Marine in North Carolina for major work which included installation of central air conditioning, a number of new frames in the stern, planking and the painting of the hull to protect it from sea worms.

The OLYMPUS finally arrived in Connecticut in late

October and I was honored to be one of just eight (8) guests invited aboard for an elaborate multi-course dinner cruise into Manhattan harbor. Tears flowed freely as my beloved former yacht entered New York Harbor for the first time since 1938. It was a most memorable evening aboard, right before Thanksgiving last year.

In December, the yacht went south to the Bahamas arriving at her winter home in Lyford Cay, a lovely exclusive private club. The plan is for her to spend most winters in the Bahamas.

I was invited to come aboard for a week long cruise to the Bahamas and to fill up the boat with my friends. I jumped at the chance, never having visited the Bahamas. After a flight across the country to Fort Lauderdale, we spent the night there and took the 45 minute flight to Nassau the next morning. Captain **David Carter** picked us up and took us to the yacht. Boarding her again was a delight.



She is crewed by four people, just as I had, a captain, a deckhand, a stewardess and a chef.

I was accompanied by life long friends **Lindsey Batts** and **Janet Duitsman**, **Brenda Ellis** of the Royal Victoria Yacht Club, **Jan Harper**, **Laura Shifflette** (Rear Commodore of the PNW Fleet), and Captain **Kit Pingree** of Teal PNW CYA member from Friday Harbor. ⚓

**New Classic Members**



Hugh and Pamela Harwood  
**KATIE MACK**  
 46' 1932 J.D. & W.L. McGregor  
 USA Fleet



Rick and Sheila Banach  
**DAGON**  
 35' 1932 C.A. Morse  
 USA Fleet

**New Vintage Members**



Gord Wintrup  
**MY FAIR LADY II**  
 37' 1963 Hugh Libbey  
 Canadian Fleet  
 Michael O'Brien, sponsor



Alan Winningham and Ryan Ihrig  
**UNFORGETTABLE**  
 57' 1965 Chris Craft  
 PNW Fleet  
 John Berg, sponsor

**New Members**

Robert Schartow  
Historical Yacht Preservation Society


**PHOENIX**  
64’8” 1937 Consolidated Shipyard  
USA Fleet

William C. Goodlow V  
**CUTTERHEAD**  
36’ 1925 Blanchard Boat. Company  
PNW Fleet

**Reinstatements**

Henry Hillman  
**CAVU II**  
54’ 1938 Annapolis Yacht Yard  
PNW Fleet

Sheryl and Don Eaton  
**HANNA**  
38’ 1927 Schertzer Brothers  
PNW Fleet



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Vice Commodore.....**Garth McBride**, CAN  
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Please send queries, suggestions, complaints, articles, artwork and photographs to: [cya.newsletter@gmail.com](mailto:cya.newsletter@gmail.com)

The FIRM deadline for submitting material for the September Issue of the Classic Yachting Newsletter will be **August 15**. ⚓

**Using amazon**smile** to Benefit the CYA!**

By **Laura Shifflette** - Vice Commodore PNW Fleet

If your household is anything like ours, you may be taking advantage of the convenience of having Amazon deliver purchased goods right to your door to make your busy life a little easier.

From boat parts, to household supplies, to clothing, to groceries, Amazon sells it all.

With the Classic Yacht Association’s recent change in status to a tax-exempt 501(c)(3) organization, your Amazon purchases can now benefit our organization.

Instead of going to the regular Amazon website, go instead to Amazon Smile, [www.smile.amazon.com](http://www.smile.amazon.com). The goods available on Amazon Smile are exactly the same as those available on the regular Amazon site, and the prices are also just the same.

The difference is that by purchasing on this site, .05% of the value of your eligible purchases will be donated by the Amazon Smile Foundation to the Classic Yacht Association. Certain charges, such as shipping, are excluded.

To Register CYA as your Charitable Organization of Choice on Amazon.com

1. Sign in to [smile.amazon.com](http://smile.amazon.com) on your desktop or mobile phone browser.
2. From your desktop, go to Your Account from the navigation at the top of any page, and then select the option to Change your Charity. ...
3. Select Classic Yacht Association as your new charitable organization to support.

There is a link that shows how much you’ve generated. When you’re logged into [smile.amazon.com](http://smile.amazon.com), look on the right side of the black menu bar across the top. Hover over “Hello, [your name] Account & Lists”, then in the right column of the drop-down, click on “Your Amazon Smile.” You’ll see your orders, what donation you’ve generated for your charity, and how much your charity has collected overall from Amazon Smile.

To date, over \$80,000,000 has been donated to charities designated by Amazon customers. Every donation to the Classic Yacht Association helps. If our members help us, these dollars can really add up! ⚓

# 2018 Kruz'n 4 Kidz Fleet

Gerry Kamilos - Northern California Fleet Commodore

**2017** was to be the fifth year the Northern California Fleet of the Classic Yacht Association was to be called upon to take out over 60 child patients, their families, and hospital staff that support them at the Benioff Children's Hospital. In all, over 300 participants in the 2017 Kruz'n 4 Kidz (K4K) event. This annual two hour adventure with Bristol classic motor yachts in single file formation starting at Jack London Square, they then cruised under the Bay Bridge, passing by Alcatraz Island and along San Francisco's waterfront ending with a salute from the City's Fireboat. In 2017, virtually days before our venerable fleet was to cast off with its passengers, K4K 2017 was cancelled due to the horrific and tragic fires that ravaged through our beloved wine country which caused air quality in San Francisco to reach unhealthy levels for our child passengers.

The K4K's Organizing Committee is now focused on 2018's cruise for October 13th. Many members in the Northern California fleet dedicate their yachts year round to many charitable and public activities such as charity cruises, officials' regatta yachts, and Kruz'n 4 Kidz. These yachtsmen and yachswomen selflessly share the enjoyment of their yachts with the community at large. This philanthropy is inherent in our classic yacht culture. In appreciation of those who committed their vessels for this year's K4K, the following are interesting facts, stories, and history of each of these fine classics motor yachts that are at the foundation of classic motor yachting and ownership.

## POTOMAC

Completed in October 1934 as the the 165' US Coast Guard Cutter ELECTRA, she has a 23' 9" beam and a 8' 1" draft. The ship was taken over by the Navy in November 1935, and renamed USS POTOMAC in January 1936. She served as President **Franklin Roosevelt's** presidential yacht from 1936 to the time of his death in April, 1945. President **Roosevelt** spent many delightful hours on her decks cruising the Potomac River near Washington D.C..



He cruised nearly 50 times per year in the years preceding World War II. The ship provided a welcome escape from the enormous pressures of public life. POTOMAC also made occasional cruises to Florida and the Bahamas with the president and first lady on board. She transported the president to Cape Cod, where he boarded the cruiser USS AUGUSTA (CA-31) for the conference with Prime Minister **Churchill** formulating the Atlantic Charter. The POTOMAC carried **FDR** to board the battleship USS IOWA (BB-61) for travel to the Tehran Conference. **FDR** visited the Bay area several times and his ship is now permanently berthed at the foot of Clay Street in the Port of Oakland's Jack London Square. The beautifully restored POTOMAC is an active testament to the man who led America out of the Great Depression and through World War II. Now, more than 60 years after his death, the spirit of **FDR** can still be felt on board. The ship is the central



artifact of the POTOMAC Association's museum and memorial that is dedicated to remembering **Roosevelt** and his era. Guided dockside tours are available every Wednesday, Friday and Sunday; and two-hour history cruises tour the Bay eight times each month from mid-March through mid-November.

## TRIPLE CROWN

TRIPLE CROWN was launched in April 1972 under Contract #M-167 at the Stockton, California yard of the famed Stephens Brothers Boat Builders & Designers. This 48', 14' 8" beam, 3' 6" draft doubled-planked Philippine mahogany hull cruiser was designed and built at the request of **Penny Chenery**, the head of the consortium that owned the famous Triple Crown winning race horse, Secretariat. Thus the name TRIPLE CROWN. She cruised the Florida coast for many years and was shipped to California. She now is moored in the Oakland Estuary and she is often seen



cruising San Francisco Bay. Her current owner has made many upgrades and maintains her in Bristol near original condition.

## AURORA V

AURORA V was launched in April 1969 at the Annapolis yard of John Trumpy & Sons on Spa Creek, Maryland. This 58', 15' 4" beam, 4' draft doubled-planked mahogany hull coastal cruiser was designed and built only as **Trumpy's**



next generation yacht to propel this 60 year old company into the future just as fiberglass became the prevalent choice

of hull material. **Trumpy** only built six to eight yachts per year. In 1946, the **Trumpy** began building certain yachts for their own personal use and to serve as showrooms of their craftsmanship. These highly amenitized and designed yachts were named "AURORA". Since 1946 there were six AURORAs built (four left today) with the last one, AURORA V, launched in 1969. **John Trumpy Jr.** personally oversaw the design of AURORA V in collaboration with **Frederick C. Geiger**, noted naval architect who since 1955 worked for **Trumpy**. **Geiger** is well known since the late 1930's for his sailboat designs, especially the first Chinook Class sailboat.

## MAVERICK

MAVERICK was launched on July 30, 1966, under Contract #M-121 at the Stockton, California yard of the famed Stephens Brothers Boat Builders & Designers originally purchased by **William Tegar**. This 50', 14' 6" beam, 3' 4" draft doubled-planked mahogany hull cruiser was designed by **Theo Stephens**. She runs with her original twin



General Motor diesel model 6-71 engines producing 476 horsepower total. MAVERICK has three staterooms, a full galley, salon, and large aft deck area. MAVERICK has often seen cruising in San Francisco and her current owner has completed restoration work and maintains MAVERICK in Bristol condition.

## AHALANI

AHALANI, another Stephens Brothers yacht, a 1957, 58', 14' 2" beam, 4' draft launched in 1957. Still powered by its originals twin Cummins 220 horsepower engines with stateroom accommodations for six, full galley and a spacious pilot house. AHALANI was originally built for the **Serpa** Family, Portuguese dairy farmers in California's Central Valley. During the summer heat of the Central Valley, many farmers owned Stephens Brothers yachts

moored in San Francisco Bay to enjoy the Bay's cool summer weather. She has spent most of her life in the bay area and is currently owned and maintained by **Dr. David Teece** and **Eddie Orton** who enjoy AHALANI for



both private pleasure and corporate use for their various companies. **David** and **Eddie**, who are constantly refitting and upgrading this vessel, are committed to preserving this classic yacht for future generations to enjoy.

**MISS 102**

MISS 102 is a 60', 15' beam, and 4' draft 1956 Stephens Brothers Motor Yacht built in Stockton, California. MISS 102 took her name when an executive for the Pabst Brewing Company which had recently expanded from Milwaukee to Los Angeles, bought her and gave her the name. Brew or batch 102 was Pabst's most popular beer and required 102 steps to make. In 1953, Pabst sponsored a



beauty contest with five Los Angeles area models including African American beauty **Lois Franklin** winning the title of Miss 102. Today, MISS 102 resides in both San Francisco Bay and the Delta where her owners take great pride in maintaining her in Bristol condition.

**CALIFIA**

CALIFIA was built and launched in Oakland in 1937 by a builder named **William Holly**. CALIFIA is 35.5' in length and has a beam of 9' with a 3' draft. She is powered by a

Chrysler 318 gasoline engine. Her home port is Sausalito. The current owners bought her in 1984. They purchased her from the family of the former owner, who had owned



her at least since 1947, and possibly from her date of launch. The current owners have done extensive restoration work over the years while actively cruising her in the bay and going to the delta every August.

**NORTH STAR II**

Another Stephens Brothers yacht, NORTH STAR II was launched on September 8, 1928, Hull # 556. The original owner named her ALICE. When launched, the yacht was powered by 1-G-6 Scripps engines that were later, during the 1950's, exchanged for 6 cylinder Chrysler Crown Marine engines. These engines remain in the boat today. The yacht is 45' long and 11' in beam with a draft of 3.5'. Original photos and manufacturer's specifications are preserved at the Haggin Museum in Stockton, California.



This yacht was purchased by the **Almquist** family in 1984. While the interior of the yacht has remained mostly original a number of upgrades have brought the yacht up to modern standards. Renamed NORTH STAR II by the **Almqists**, the yacht now resides at Fortman Marina in Alameda.

**WANDA**

WANDA was built in 1922 as a 90', 15' 3" beam, and 7' 1" draft custom coastal commuter at the well-known Blanchard Boat Company in Seattle Washington, by

**Leslie (Ted) Geary.** She is one of the rare Classic Fantail motor yachts left in the world. In 1943, WANDA was commandeered by the U.S. Navy for coastal sub-watch duty due to her speed, size and wooden hull. The Navy replaced her three gas Sterling engines with two GM Detroit Diesel 6-71's. Throughout her life WANDA has been berthed in Seattle, Los Angeles and San Francisco Bay. She won the Alaska long-distance Classic Yacht Race in the 1960's -- a 1000 mile port to port race. In 2009, WANDA was purchased by Ret. Captain **Andrew Roettger.** Capt. **Roettger** dry-docked her at Richardson Bay Boat Works, Sausalito, one of the old Liberty Ship boatyard



ways used to build the famous WWII 'Liberty Ships'. 126 of WANDA's 180 oak frames were replaced, in addition to the carling, 4,000 linear feet of Port Orford cedar planking (about 60%) was replaced and 12,000 new silicone bronze fasteners replaced the old iron nails used in her original construction. All of her teak rub rails and rail decks have also been replaced. WANDA's engines, transmission and steering gear were refurbished. Her deck beams have been replaced, along with her forward and side decks. Cabin tops have been rebuilt and x-matted, the aft teak deck replaced, along with teak cap rails, aft fantail deck, and her entire exterior varnished. She is moored in Richmond and her owner continues his work to fully restore this rare vessel to her former glory and Bristol condition.

These are not uncommon stories, histories, or intrigue to classic motor yachts throughout all the Fleets of the Classic Yacht Association; there are many more stories to be told, histories to be found, and most importantly memories still to be made. Some say classic yacht ownership is a stewardship, an obligation, preservation, conservation, and in some cases an addiction that allows the yacht to own part of the owner rather than the other way around. The ability to share these great yachts with our communities, families, and friends is part of the satisfaction one gets when heading out to sea, bay, or delta. Once again this venerable fleet of Bristol classic yachts and others will venture out into San Francisco bay with their special passengers on October 13, 2018! ⚓

### Continued from cover **From the Bridge of Adagio**

Classic Yacht Association members from the Canadian and Pacific Northwest fleets had a great showing. Rafting was required on "Dock 0". Although we avoided sinking the dock by having our Potluck on dock 4, the dock seemed to get narrower as we enjoyed a little more to drink.

One of the benefits of being a Fleet Commodore during opening day is you get to watch the rowing races and boat parade from a prime location on someone else's boat. The members of CYA made a grand showing with many members winning trophies in their prospective classes, including the rest of the bridge. It was fun to catch up with some of our Canadian members, and enjoy an event that draws a large variety of boaters to a common goal, enjoying their vessels.

I hope most of you have your vessels all ready for the coming season. Since **Jeanne** and I acquired ADAGIO almost 7 years ago, I had stored our 23' Cape Cod catboat in the garage. Jeanne said I can have only one mooring lease at a time. Since her 10' beam means I had to crawl under the raking stern to get around in the garage, I have been constantly reminded that she will need some tender loving care to get back into the water. Staining the mahogany, prepping the bottom and other work these last few weekends has reminded me of the long weekends when my father and I built her back in 1975. Seeing all of the frames and planks up close reminded me to keep taking care of her, because building another at my age would be a lot harder. I do not recall aching this much back then. We have a number of events coming up, so it may be July before I get back in the water. I hope to have her up to Decatur Island for the rendezvous we are planning in late August. We can start debating if an 1850's style vessel, based on a Howard Chapelle book, qualifies as a Classic or Vintage if built over 43 years ago....

If we miss you at Astoria or Edmonds, we hope to see you at Classic Weekend at the Bell Street Marina! ⚓



## 2019 Classic Yacht Association CHANGE of WATCH

by Alan Almquist - NC Fleet Staff Commodore

The Preliminary Program planning for the 2019 Change of Watch in Sacramento California is well underway. Much more information will be included in the September and December Classic Yachting Newsletters. Stay tuned.

**Mark your calendars for January 17-20th, 2019**

### Local Hotels with group rates:

**Klimpton-Sawyer Hotel.** 500 J. St. Reservations 877-678-6255; Hotel 916-545-7100. Group rate \$209.00 plus taxes (\$58.52) or \$267.52.

**Delta King Riverboat Hotel.** 1000 Front St. Hotel 855-516-1090. Room rates from \$148.00 plus taxes (\$41.44) or \$186.44 to \$198.00 plus taxes (\$55.44) or \$227.71). State and City taxes are 28%. Queen beds only, includes breakfast.

### Itineraries and Daily Activities:

Tour of the Haggin Museum in Stockton California, which also includes the donated collection from Stephens Brother Boat Builders. Wine tasting at the Old Sugar Mill in Clarksberg. Reception, hors d'oeuvres and a no-host bar at the Sutter Club which is the second oldest private club in California, opening in 1889.

Tours of Sacramento History Museum and the Sacramento Underground. Come see and learn how Sacramento lifted itself up out of the flood waters during the 1860s and 1870s! Tour guides explain how the streets and buildings were "jacked up" to avoid further flooding as visitors explore two spaces that were created by the city's successful raising process. This historical tour shows how hollow sidewalks, sloped alleyways, and the underground spaces were designed and developed to counteract the flooding. Our colorful cast of guides ensures no two tours are ever the same! Also available are visits to the Railroad Museum in Old Sacramento, tour the Wells Fargo Bank History Museum, and/or visit California Automobile Museum with its expansive collection of over 150 vehicles on display. All this on top of the the stimulating CYA business meetings make this a 'must visit' event. ⚓



**Saturday, August 4th**

For information or to participate contact

director@laconnerchamber.com  
P.O. Box 1610 / 413 Morris St. La Conner, WA 98257  
360-466-4778 / www.lavelaconner.com

## Classic Boat & Car Show



Saturday June 9th, 2018 - 10:00 to 4:00  
Admittance by donation to the Disabled Sailing Association

## 2018 Classic Weekend

By Diane Lander

All fleets of the CYA are invited to join the Pacific NW Fleet at our largest event, the Classic Weekend to be held for the 22nd year at Bell Harbor Marina (Pier 66 in downtown Seattle) on June 16-17, 2018. This year's marquee class (each year we feature one class of boats) will be Blanchard Boat Company boats to include the 100' fantail "MALIBU" the 72' sailboat "RED

JACKET" and the 36' "FAUN." We expect up to 50 classics on display open to the public for tours on Saturday and Sunday between 10-4. A catered dinner is planned on Saturday night, with a raffle of fabulous boat related prizes. If you want to come and join the fun,

sign up for the dinner at the CYA website, and contact CYA Rear

Commodore Diane Lander at dianelande@outlook.com or 206-919-5099 with questions. The PNW fleet hopes to see you there!! ⚓

