

Classic Yachting

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

Commodore's Report

From the Bridge of

OLMAHA

By Garth McBride, 2019 CYA Commodore

I am delighted and honored to have been inducted as 2019 CYA Commodore. I will do my best to be an effective hand at the helm of this important and successful association populated by remarkable committed members and custodians of power yachting history. I am humbled and very indebted to all who have executed this role over the last 49 years. In 2018, **Scott Andrews** and the

continued on page 2



Garth & OLMAHA leaving the Victoria Classic Boat Festival - Photo by Greg Gilbert aboard on WINIFORD

continued from the cover

entire Board of Directors led us through a very successful year highlighted by Fleet recruitment efforts, supported by redefined, streamlined web-supported membership processes, all resulting in a nearly 50% increase in membership.

During the 2019 Board of Directors Annual Meeting, further ambitious organizational development goals were set. Major attention will be paid to continued membership recruitment refinements including increased focus on engaging and providing mentor support to potential and new members. Yacht evaluation and classification, independent of membership itself, will be further refined by the Yacht Registration Committee. A focus will be to refine the processes for sponsorship, boat application and evaluation to include clearer evaluation guidelines and procedures.

In the overall framework of securing better organizational clarity, **Scott Andrews**, as his Staff Commodore Project, with vigorous support and participation by the Board of Directors, volunteered to lead the development of a long-awaited Policies and Procedures Manual. Such a document will provide consistent operational guidance to the Board of Directors, as well as increasing transparency for the entire CYA membership.

Based on the CYA Donations and Sponsorship Committee Report, the Board asked **Gerry Kamilos** to lead a key Task Force to define organizational standards and implementation activities to pursue such additional support resources.

This work will include developing and integrating educational and operational elements at the CYA organisational and Fleet level to secure orderly development and compliance with the 501 C3 tax status established for the CYA in the USA.

The Board clearly recognizes that the impressive forward momentum of the CYA over its history has been from

engaged individuals voluntarily spending time and effort on behalf of the entire membership. It was vigorously acknowledged that, while the Flag Officers put a hand on the helm of the CYA, it is the voluntary working and standing committee members, and particularly our dedicated appointed officers, exemplified by **Margie Paynton, Jim Paynton, Janice Palmer, Rick Etsell and Dave Sharrock**, who keep the CYA underway on a steady course. We acknowledged our collective debt to those special members who give their time, energy, expertise and creativity to further our shared objectives. My challenge to all CYA members is to find opportunities to personally support these individuals.

Another focus for the coming year will be to seek opportunities to increase engagement of CYA members in organizational activities promoting the CYA role in preserving and publicising the nautical history embodied in the vessels of our Fleets. An important aspect of this is to increase the visibility of Fleet events with a special

focus on engagement and participation across Fleets. I encourage members to provide **Dave Sharrock**, our Newsletter Editor, with rich newsletter content to stimulate engagement of CYA members and promote interest by the general public in our mission. Another key opportunity, in our digital age, is for CYA members to actively feed and refresh our existing websites with up-to-date information and photos of their yachts as well as reports on upcoming or completed Fleet events. If you need process clarification or have ideas for improvements,

Rick Etsell, our Webmaster, and your Fleet representative on the Web Committee stand ready to help.

We all left the great Change of Watch weekend in Sacramento eagerly looking forward to a successful 2019 as we proceed to the 50th CYA Change of Watch in January 2020. Such an organizational milestone and knowing the PNW Fleet's ability to put on a great event, mandates a

massive turnout in Seattle. ⚓



Photo by Rick Olson

USA Fleet

Chartering the beautiful classic yacht

by Leonidas Papaoikonomou

AMANDA



Photos by A Andreopoulos

For 30 years I have been feeling alone in my marina without a "classic" friend nearby. All yachts in my area seem to be of modern design! But now I'm no more alone because I found a family in America! I'm proud to be a member of the Classic Yacht Association and to feel very near to its members as well as share our love for classic yachts.

Yachting can be defined as the poetry of the sea. And yet beyond the beauty of the classic yachts exists another beauty: Classic Greece.

She is full of islands and crystal blue waters under a thousand shades of the Aegean Sea. From sunrise to sunset, the landscape changes minute to minute. This combination of feelings, scents, views, colours and sounds produces a unique experience of sailing and an unforgettable vacation.

For over 30 years I have been sailing with Amanda in the Greek islands, discovering and enjoying inch by inch the Cyclades, the Ionian Sea, the Saronic Gulf and the Sporades islands, to name a few.

Amanda was designed by the naval architect. R.M. Martins and built in UK at the shipyard of GRAHAM BUNN NORFOLK in 1956. At some point the company name changed to Windboats Marine, which is still in business today building ocean going yachts and powerboats

(Gunfleet and Hardy, and, until a few years ago, they also built Oysters).

At that time YVANCHA was the longest (24m) built yacht ever. She was constructed from wood with a teak deck, using similar building methods as the historical vessels of Fairmile Type. She has a broadly similar hull shape to the Fairmile Type B.

Construction is of double diagonal moulded construction with timber planking laid diagonally with calico between the skins and nailed through with copper boat nails and roves. She was refitted in 2017-18 on her original layout and is now powered by 2 Rolls Royce diesel engines performing excellently without noise.

She sleeps up to 12 passengers in 5 cabins. ⚓



My Proposal

All members of the Classic Yacht Association with friends or families interested in visiting Greece for vacation are most welcome to profit from my 30 years sailing experience knowing inch by inch all the itineraries either in Cyclades or Ionian or Saronic or Sporades islands. Amanda can accommodate up to 12 passengers with her 5 cabins on board. Classic Yacht Association members will receive a 30% discount on the charter rates (avoiding travel agents). i.e. for a group of 12 people for 1 week I estimate for all inclusive (charter+food+fuel+taxes - all except flight tickets, to be about 1.900\$ USD/person/week. A luxury van is also available to pick you up at the Athens airport and bring you directly to AMANDA to start your cruise.

WEB Site: www.amandayacht.com

E-mail: kaiser80@otenet.gr

New Members

Larry Wood
PNW Fleet

Mark Marion and Sheila Grether
SC Fleet

Terry Brunner
CAN Fleet

New Classic & Vintage Members



Richard Tidder and Mary DiTrocchio
SEAWARD
68' 1941/1959 Canadian Power
Boat/Bel-Aire Shipyard
CAN Fleet
Gord Wintrup, sponsor

New Classic & Vintage Members



Mike and Shelley Monda
BELLA LUNA
42' 1963 Chris Craft
PNW Fleet
Jim Paynton, sponsor



Leonidas Papaoikonomou
AMANDA
78' 1956 Graham Bunn Norfolk (UK)
USA Fleet
Online Application

David and Liz Hoyle
HI'ILANI
34' 1955 Chris Craft
PNW Fleet
Chip and Kristin Kochel, sponsors



Chandler Thomas
YACHTSIE
40' 1949 Chris Craft
PNW Fleet
D. Robinson and J. Paynton, sponsors



Jonathan Lennard
LONE RANGER 2
60' 1961 Stephens Brothers
SC Fleet
John Peckham, sponsor



Kyle Holt and Garret Holt
CATOCTIN
40' 1946 Wheeler
PNW Fleet
John Lebens, sponsor

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

Commodore.....**Garth McBride**, CAN
Vice Commodore.....**Diane Lander**, PNW
Rear Commodore**John Peckham**, SC
Staff Commodore**Scott Andrews**, NC
Newsletter Editor**Dave Sharrock**, CAN

Please send queries, suggestions, complaints, articles, artwork and photographs to: cya.newsletter@gmail.com

The FIRM deadline for submitting material for the June 2019 Issue of the Classic Yachting Newsletter will be **June 1st** so that copies of that issue can be distributed at various events. ⚓

Reinstatements

David and Bunny Cobb
SEA BREEZE
41' 1939 Stephens Brothers
NC Fleet

2019 Change of Watch Weekend - Sacramento

By: Northern CA Fleet Staff Commodore **Gerry Kamilos**

For our 2019 Classic Yacht Association Annual Meeting and Change of Watch, the Northern California CYA Fleet hosted a very special and successful weekend in Sacramento. Basing the accommodation and main events on the historic DELTA KING was a perfect choice as the vessel is the epitome of a classic boat rescue! Built in Glasgow Scotland and

Photo by Rick Olson



Stockton CA, she was christened in 1927 and had an illustrious career as a passenger vessel commuting between San Francisco and Sacramento until the San Francisco Bay bridges made her service redundant. Serving WWII as a US Navy submarine net tender in San Francisco Bay she eventually was used as a rooming house in Kitimat BC before returning to San Francisco Bay to be abandoned. In 1984, after being partially submerged for 15 months, the DELTA KING was re-floated and totally restored by dedicated owners as a hotel moored in the heart of impressive Old Town Sacramento - a great legacy for the CYA to honor.

The Host Committee who spent most of 2018 planning this event consisted of the chairs **Alan Almquist** and **Bill Wells** with committee members; **Tom and Nancy Clothier**, **Scott Andrews**, **Rusty Areias**, **Jonathan Arambel**, **George and Candace Homenko**, **Cynthia McMillen**, and **Patrick Welch**. The Host Committee orchestrated a perfect long weekend series of events. Starting with an informal gathering in the DELTA KING's bar on Thursday. On Friday's Delta Tour over 50 members were transported to tour the Haggin Museum in Stockton, CA where the Stephens Brothers archives are held. A private tour was given of the museum's collection of art with the highlight

being original drawings of several Stephens boats as well as a very sleek 1927 Stephens 26' runabout on display. The Tour then paid a brief visit to Locke, a listed National Historic Landmark, which is a fascinating, charming, crumbling village founded by Chinese agricultural workers in 1915 after their neighborhood in nearby Walnut Creek was destroyed by fire. The Tour then arrived near the intended rendezvous for a visit on two NC Fleet Stephens classic yachts; MISS 102 (a 60' 1956 Stephens Cruiser, member **Rusty Areias**) and MERGANSER (a 36' 1936 Cruiser, member **William Parker**), only to find the event was compressed to a shore side opportunity to watch them pirouette and pass by on a Delta waterway. They had been unable to reach the dock due to unanticipated non-opening drawbridges courtesy of the US Government closure. The members then were hosted for an amazing and generous luncheon at the spectacular historic and private Walnut Creek estate "Orchard Gables" of NC Fleet CYA member **Rusty Areias** (MISS 102). While enjoying the great food and wine the group was regaled with stories of the home's historic past including the occasion of a drunken fight between **Ernest Hemingway** and "Trader Vic" **Bergeron** after which **Hemingway** was made to sleep in the garden house, since called "The Hemmingway House". Friday evening the Northern California Fleet hosted all attendees at an elegant welcome party at the Sacramento Sutter Club (founded in 1889)



Photo by Jim Paynton



Photo by Rick Olson

in its fully restored 1931 building. **Dennis Mangers**, a senior advisor to Mayor **Darrell Steinberg**, welcomed the Association members to Sacramento. The Sutter Club staff served wonderfully prepared hors d'oeuvres with a full bar. Fellow CYA members were able to enjoy connecting and fellowship.

Saturday afternoon, 65 members embarked on a hosted cruise on the Sacramento River for what looked to be a



3 Photos by Rick Olson

bucolic experience in lovely sunny weather, after several days of rain. It soon became apparent that river cruising has some challenges that can provide slightly different, while still familiar, boating moments for saltwater cruisers. At full throttle we made slow progress upstream against a near flood stage river while dodging large uprooted trees rushing past downstream. It became more exciting, especially for those near the pilothouse, as the engine overheat alarms sounded, likely due to floating debris clogging the cooling intakes or fouling the props. The engines promptly shut down leaving us with one engine in the strong current. Either by good luck, or good intervention, the engine restarted just on time to avoid landing on the bank and we flew under control downstream back to the dock. The



captain, who reported he had only docked the boat once before, won a round of applause after he showed his metal by maneuvering us smoothly onto the dock despite the raging current.

The social program culminated Saturday with the Change of Watch dinner and ceremony held in the Paddlewheel Room, which offered a direct view of the huge paddlewheel behind the podium. This would have been an especially interesting room when the DELTA KING was underway. The change of watch ceremony was noteworthy in that, rather than scavenging the prior year flags to pass on to the new flag officers, our outgoing Commodore, **Scott Andrews**, set a new precedent by personally providing crisp new flags for all. Additionally the ceremony was marked by what is likely destined to be a new tradition as Canadian Fleet Commodore **Gord Wintrup** ambushed Scott Andrews and our new Commodore **Garth McBride** with a paddle fitted with two shot glasses. Following



his instructions, the Commodores tilted the paddle simultaneously to quaff their respective shot glass full of tequila, spilling nary a drop! The paddle and glasses have moved on to Seattle to be ready for **Diane Lander** and **Garth McBride** to repeat the toast at the PNW Fleet hosted 2020 50th Change of Watch.



Scott Andrews - Jim Kroeger standing in for Rear Commodore John Peckham - Diane Lander Vice Commodore- Garth McBride - Commodore

Photo by Jim Paynton

With a spirited and adventurous weekend behind them, everyone left Sacramento invigorated with enthusiasm about the CYA, looking forward to an active 2019, and eagerly anticipating January 2020 and the 50th CYA Change of Watch. That important milestone mandates a massive turnout so MARK YOUR CALENDARS!!! ⚓

Canadian Fleet

Planned 2019 Canadian Cruise to Princess Louisa Inlet

by Gord Wintrup Canadian Fleet Commodore

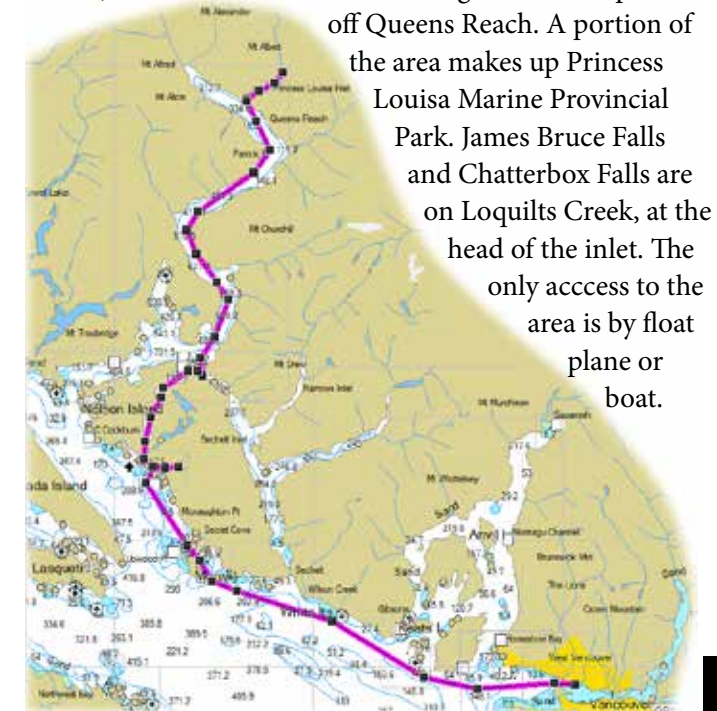
Plans are now being finalized for a Canadian Fleet cruise to Princess Louisa Inlet early this summer. The last cruise to Princess was in 2003 and enjoyed by all participants. The Canadian fleet traditionally starts the summer events by participating in the Burrard Yacht Club Classic Boat and Car Show which this year is being held June 8th. Most cruise participants will leave from the show in North Vancouver on June 9th and will be returning to the Vancouver area by June 14 or 15th. Others will meet along the way to Princess Louisa with a few continuing north to Desolation Sound afterwards. All members of other fleets are invited to join us for all or part of the voyage.



to the Vancouver area by June 14 or 15th. Others will meet along the way to Princess Louisa with a few continuing north to Desolation Sound afterwards. All members of other fleets are invited to join us for all or part of the voyage.

Princess Louisa Inlet on the British Columbia Coast is 6 kilometres (3.7 mi) in length and lies at the north east end of Jervis Inlet. It is entered through Malibu Rapids off Queens Reach. A portion of the area makes up Princess Louisa Marine Provincial Park. James Bruce Falls and Chatterbox Falls are on Loquilts Creek, at the head of the inlet. The only access to the area is by float plane or boat.

Princess Louisa Inlet on the British Columbia Coast is 6 kilometres (3.7 mi) in length and lies at the north east end of Jervis Inlet. It is entered through Malibu Rapids off Queens Reach. A portion of the area makes up Princess Louisa Marine Provincial Park. James Bruce Falls and Chatterbox Falls are on Loquilts Creek, at the head of the inlet. The only access to the area is by float plane or boat.



Travel Plans (weather permitting)

Sunday June 9th Depart Burrard Yacht Club for Garden Bay/ Pender Harbor with moorage at the BYC outstation.

Monday June 10th Depart Pender Harbor for Egmont. Moorage at the Back Eddy Marina .

Tuesday June 11th Depart Egmont for Princess Louisa Inlet - Moorage at the public dock at Chatterbox Falls. (rafting may be required)

Wednesday June 12th (or possibly Thursday June 13th) depart Chatterbox Falls For Egmont - Moorage at Back Eddy Marina.

Thursday June 13th Depart Egmont for Pender Harbor, Moorage at BYC out station.

Friday June 14th Depart Pender Harbor for Vancouver.

A couple of boats are expected to head north to Desolation sound and would welcome others to join them.

Boats planning to take part in the cruise, currently, are: THELONIUS (PNW fleet), RHINEGOLD, MADERA, BIANCA, EUPHEMIA, MY FAIR LADY, OLMAHA, DOUBLE EAGLE and WANDERER. ⚓

Contact for the cruise is **Gord Wintrup** (604) 230 1560 or gord@bayfield.ca



Photos by Garth McBride



Photo by Micheal Topliss

Artwork by Maurizio Hublitz

Pacific Northwest Fleet

PNW FLEET TO CELEBRATE the 100TH ANNIVERSARY of the LAKE UNION DRYDOCK COMPANY

By **Diane Lander**, CYA Vice Commodore, **Hobie Stebbins** (3rd generation LUDD owner) **Anna Stebbins** (4th generation LUDD owner)

2019 marks Lake Union Drydock Company's 100th year of operation. The company's longevity stems from a commitment to providing a fertile environment for skilled craftsmen to perform their best work. The PNW fleet will be participating in many celebratory events this year to mark the iconic shipbuilding and ship repair company's centennial. The history of the Lake Union Drydock company is very interesting. In 1917 Seattle was enhanced by the completion of the Lake Washington Ship Canal and Hiram A. Chittenden Government Locks which allowed ships to pass from the salt water on Puget Sound into fresh water Lake Union. Soon after, amidst a post-WWI economic slump, LUDD founders **Otis Cutting** and **John McLean** identified a unique opportunity to purchase inexpensive land on Lake Union. In 1919 the two men formed a partnership and purchased the site that the shipyard still occupies 100 years later. Right in the heart of downtown Seattle near the far south end of Lake Union, the company is located within a few blocks of the Center for Wooden Boats and the Amazon campus.

Prohibition of alcohol in 1920 provided Lake Union Drydock an unusual opportunity. Illegal importers of alcohol (aka "Rum Runners") used fast boats to transport alcohol along "rum-lines," gambling passages between discrete ports in US and Canadian waters. In a hurry

to address this new challenge, the US Coast Guard commissioned construction of 75' long high-speed Patrol Boats. These vessels were the first fifteen (15) boats that Lake Union Drydock built. The company achieved instant viability and received accolades for the quality of the vessels' construction.

Otis Cutting relied heavily upon the special skills of Master Craftsmen **Charlie Taylor** and **Lewis Lee Grandy** to assure the Patrol Boats were properly constructed. His confidence in them was derived from their success in fulfilling his vision when they constructed the first vessel of his own design. He designed the "KLOOTCHMAN," for his personal use. Upon its launching in 1910, it became the immediate envy of local (Tacoma) yachtsmen. Following this success, in 1911 the "LAWANA" and "SEASBEN" were crafted and launched. Each were expertly built at the Taylor-Grandy Shipyard (located in the town of Burton) on Vashon Island south of Seattle.

Otis believed that a boat should be "devoted to something other than accumulating barnacles," so naturally he hosted excursions with friends (through the fall and winter months), who helped **Captain Cutting** test and analyze every aspect of the boat's design, perfecting his vision and correcting every flaw. While himself enjoying his boat, Otis witnessed an enthusiastic reception to his sleek craft. Acting on the acceptance of his design, he began to consider the possibility of mass production. Following a roaring start to their business and inspired to act on their instincts, in 1923 **Cutting** and **McLean** hired **R.M. Mooney**, a former Marmon Automobiles agent. Drawing inspiration from **Henry Ford's** assembly line, repeatable manufacturing processes were employed to produce a stock cruiser that achieved a price point accessible to yachting enthusiasts of more modest means. Launching their first production model in 1926, for a \$5000 purchase price, one could explore the Puget Sound in a proud Lake Union Dreamboat. Many of these beautiful Lake Union Dreamboats still exist and are members of our association. On April 26th, there will be a

I believe this image was taken between 1919 and 1922. Inside the boat shed is Otis Cutting's 3rd (larger) boat (1st was the Kloodchman, then the Kloodchman II, then the Natom). To its left is a "Dreamboat" (it may or may not have been called that at the time) that appears to be under construction. Just below the vessel is what Otis called an Air Dock; also of his own design. It may be that this was captured before LUDD's attention shifted to constructing 15 Coast Guard Patrol Boats.



I believe this image was taken between 1919 and 1922. Inside the boat shed is Otis Cutting's 3rd (larger) boat (1st was the Kloodchman, then the Kloodchman II, then the Natom). To its left is a "Dreamboat" (it may or may not have been called that at the time) that appears to be under construction. Just below the vessel is what Otis called an Air Dock; also of his own design. It may be that this was captured before LUDD's attention shifted to constructing 15 Coast Guard Patrol Boats.

On April 26th, there will be a

Southern California Fleet

Old Fashioned Day in the Park

By **Cris Rohde** SC Fleet

Celebrating our 43rd year (and the longest continuously held event in CYA history as well!!!) Coming July 28th, 2019

For the public to experience the historic classic traditions of yachting, when many of our yachts were young, is a coveted occasion each July in Marina del Rey called "Old Fashioned Day in the Park". Since 1976, just as Marina del Rey was finishing construction and becoming Southern California's center for recreational boating, then the largest small craft harbor in the world, CYA has hosted this event.

Old Fashioned Day in the Park is celebrating our 43rd year showcasing our classic yachts and amazing classic cars at Burton Chace Park for the public to enjoy. The only longer running event in the marina is the Holiday Lighted Boat Parade which dates back to before the marina was even finished in 1965.

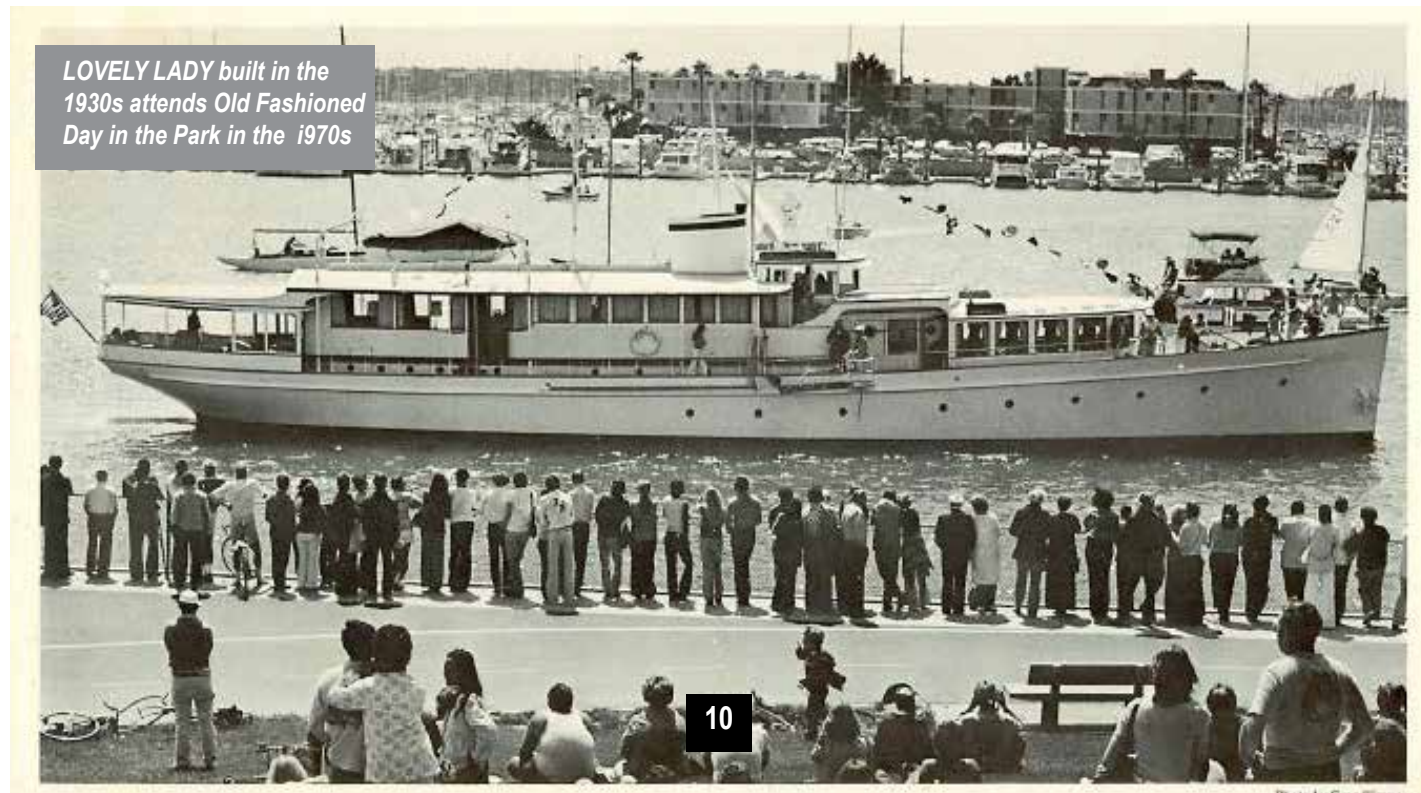
Most of our yachts arrive on Friday from their home ports for a weekend full of socializing, parties, and dinner on the dock. Official Old Fashioned Day in the Park is on Sunday. We start early on Sunday with continental breakfast on the docks for our classic car owners. At 10 am, yachts and cars alike sound our horns and the show is on. During the day hundreds of families are thrilled to step back in history viewing the yachts and cars. We relish talking about the old days, and showing off the mastery of bringing our yachts back to pristine condition. It's a fun day to share the lessons of restoration with a new generation.

The past several years the Art Deco Society of LA has joined us – in full period costume – and shared their historical knowledge. We joyously close the day at 3 pm – with another array of horns. **Rick Olson's** pours of Mudslides at the traditional after-party, which will held on our new member yacht, the 1918 fantail ZUMBROTA. She was commissioned by Charles Ringling of the famous Ringling Brothers Circus.

If you find yourself in So Cal, please join us the weekend of July 26-28 at Chace Park in Marina del Rey. We would love to have some visitors from other fleets come to this show. We can make hotel suggestions and travel advice. Contact **Cris Rohde** at sparklechristine@gmail.com for more info. ⚓



The Argonaut: July 20, 1995 Cover. Aboard 1937 Consolidated "OLD AGE" - Slim and Carolyn Gardner (prior owners), Bob and Alice Swain. Courtesy Marina del Rey Historical Society



LOVELY LADY built in the 1930s attends Old Fashioned Day in the Park in the 1970s

Photo by Greg Wenger (Courtesy Marina del Rey Historical Society)

Lake Union Drydock - continued from page 9

reception in **Diane Lander's** boathouse where 4 Lake Union Dreamboats will be on display and other Dreamboats and the BLUE PETER and sailing yacht CANIM will also be on display. On May 4th, Seattle Yacht Club will celebrate Opening Day of Boating and the large boating parade will include a separate category for LUDD built vessels.

Lake Union Drydock Company successfully transitioned its expertise with small motor yachts into construction of magnificent yachts and noteworthy racing sailboats. Working with noted yacht designer, **Ted Geary**, the company built a series of four (4) - 96' fantail yachts (PRINCIPIA, BLUE PETER, ELECTRA and CANIM). With classic lines, these proud vessels move effortlessly through the water and feature luxurious joiner work and fittings. They've proven themselves to be truly timeless, as all four remain well maintained and fully functional to this date. BLUE PETER will participate in the Centennial celebrations as the other fantails have been relocated to other parts of the country. Also born from the Lake Union Drydock Company stable were competitive sailing yachts: PIRATE and CIRCE. These two thoroughbreds continue to grace the waters of Lake Union.

With notably less fanfare, between 1920 and 1954, Lake Union Drydock Company constructed sixty-three (63) vessels, the majority of which were not yachts. Garnering little attention, vessel repair and conversion has been the underlying emphasis of the operation since its inception. At the onset of the Great Depression, luxury yacht construction evaporated. Fortified by a steady demand for commercial and government ship repair, the company remained vital through national economic stress. Through today, the company remains distinguished as Seattle's premier "ship hospital."

This year's largest PNW event, Classic Weekend at Bell Harbor, is to be held on June 15-16 and will feature LUDD built vessels. Usually attracting up to 50 classic vessels on display, with most open to public tours for the weekend, we are expecting up to 15 LUDD built boats. Members of the CYA from all fleets are encouraged to plan a visit to Seattle in June to attend Classic Weekend at Bell Harbor and see these beautiful boats.

Learn more about LUDD's rich history of enduring craftsmanship! Sign up for LUDD's Centennial Mailing List at LUDD.com/centennial. Sign up to get exclusive access to upcoming events that celebrate 100 years of Craftsmanship on Lake Union! ⚓



Photo by Rick Olson



Photo from late 80's (Courtesy Marina del Rey Historical Society)



Photo by Christine Rohde



photo Courtesy Marina del Rey Historical Society

MORE Flotsam & Jetsam

Carry your CYA Roster in your phone!!

by Rick Etsell PNW Fleet

Our membership system, Wild Apricot, has developed a free app for smart phones & tablets that lets you view and search through our Roster, and also will display your CYA Membership Card when needed.

It's easy to install and use. Just go to the App Store (iOS devices) or Google Play (Android devices) and search for "Wild Apricot". There is an Admin app and a Member app – choose the Member App to download and install it.

Once installed, you will have an icon for "Wild Apricot" showing on your phone. (Note: It won't say "CYA", just "Wild Apricot".) The first time you open it, it will ask you for your email and password – use your primary email list with CYA, i.e. the first one in your profile. (If you don't remember your password, you'll need to go to the website to request a new one.)

Initially the app will show your profile information. Click on "My Card" to display your membership card, or click on "Members" at the bottom to display the full list of current CYA members. Tip: when you view a member's profile on your phone, just click on their primary phone number to have your phone dial it for you! ⚓



LOOKING TO EXPAND CYA MERCHANDISE OFFERINGS

Can you help? by Margie Paynton PNW Fleet

CYA is looking to expand the offerings of merchandise that members can order online, using our recently adopted CYA logo. Caps, shirts, jackets and other clothing items of your choice, as well as CYA cups, glasses, and unlimited other items should be available to our members with a simple click of the mouse. No one will be expected to store inventory at their home and fulfill orders on an individual basis. It should be as simple as choosing a logo from those on the CYA website and sending it to a supplier with an order for what you wish. The customer places the order, pays for the item plus shipping, and receives it when it is complete.

CYA Vice Commodore **Diane Lander** is willing to be part of a team of folks who will generate ideas for the implementation of this 'CYA Ships Store'. If you have ideas and would like to be part of this effort, please contact her using her contact information in the current Roster, PNW Fleet listings.

Presently, there are particular CYA items that are only available through CYA Historian **Margie Paynton**. These items include replacement burgees, vessel plaques, CYA blazer patches, and Rosters (as supply allows). Please contact her using information in the current Roster; she can provide pricing for these items.

If you have been eager to have access to CYA merchandise, and have ideas for making it happen, please contact **Diane Lander** soon so that a process can be available in the near future, ready for the summer cruising season. ⚓

The next deadline for articles and artwork for the June issue of Classic Yachting Newsletter is early this year May 5th. The theme for this issue is "Classic Yachting Events". Send articles in early to assure coverage.