



Classic Yachting

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

Report from the Strategic Planning Committee

by Scott Andrews, Northern California Fleet,
member to the Strategic Planning Committee

Over the past year a group formed from members of each Fleet has been working to develop a long term strategic plan for the Classic Yacht Association. This Strategic Planning Committee (SPC) work began with an exploration of the core values of our Association and included an assessment of the strengths, weaknesses, threats, and opportunities facing us. These were then used to develop a set of strategic objectives aimed at Membership, Communication, Education, and Policy and Compliance. We also identified a number of specific goals in support of these strategic objectives.

A key element in the successful work of the SPC has been that its members represented all the Fleets, and each member brought their unique experiences to the process. The members' commitment allowed us to quickly cover well-traveled ground, to focus sharply on issues that have not received much attention, and to articulate the goals and objectives clearly and effectively. Having a clear point of departure is critical to any voyage, and we feel we have accomplished this.

For many Classic Yacht Association members, especially those who have been active in Fleet or Association leadership, many of these goals and objectives may seem familiar, as they have been discussed at bridge meetings and the Annual Meeting for many years, but they have not been clearly articulated, and little action has been taken to try to achieve them. A key outcome of the strategic planning process was not only to clearly state our goals and objectives, but also to identify ways that we could implement tangible steps to realize progress toward them.

We recognized that having a single small committee try to develop action plans would be unlikely to succeed. Firstly because past experience indicates that a single small committee will be overburdened by the work, and secondly because the product of such a small group would not be owned by the larger membership. To try to overcome these obstacles we introduce the concept of Working Groups. Those who know me understand that I have been active in

the development of various technical standards for communication systems. These include WiFi and Bluetooth, as well as other standards used in the advanced automotive industry. Development of standards is challenging for many of the same reasons that developing and implementing actions within an organization like the Classic Yacht Association is challenging. One must be certain that the work is accurate and effective, but it also cannot favor any single constituency, and instead depends on consensus. Within the Classic Yacht Association, this means assuring that the actions taken address the full range of concerns and sensibilities, across Fleets and across international boundaries. Working Groups thus represent an approach where many minds and many voices collaborate to identify what should (and should not) be done. Ideally each working group is large enough to assure that no single member is saddled with an excessive expenditure of time or effort, and the group's experience is broad enough that no single voice dominates. In my experience participation in a working group is refreshing and educational, and also effective.

We are proposing to form a Working Group for each of the strategic objectives. Ideally these Working Groups will be formed from members of the various Fleets who have specific experience and expertise in the area associated with the particular strategic objective they are considering, and their work will be to develop actionable plans that can be executed at the Fleet and Association levels to achieve that objective.

Strategic Planning Committee Members

Canadian Fleet:

Michael Topliss

Pacific Northwest Fleet:

Elizabeth Becker,
Richard Randall,
Tina Stotz

Northern California Fleet:

Scott Andrews,
Gerry Kamilos

Southern California Fleet:

John Peckham

USA Fleet:

Mike Fazio

From the Commodore

John Peckham, Southern California Fleet

Greetings fellow Yachters,

Here we are in early winter. Here in Southern California, that means the temperature is in the low 70's!

I am in my favorite pub (The Whale and Ale) in beautiful downtown San Pedro as I think back about 2022 and the fun yachting events we had. It's not the boats that I think about, it's our boating family, or as Staff Commodore Janet Beggs calls us our "pod". Soon it's going to be January and we will be gathered once again for our annual pilgrimage to some interesting city and meet distant and longtime friends, nay, our long time family members, our pod.



Commodore John Peckham.
photo courtesy J Peckham

One of the goals here in the Southern California Fleet is to grow our membership, after all the boats don't really do anything, except leak, and slowly, or sometimes quickly, drain our bank accounts. It's the people who make things happen. We've been getting more new members pretty much every month. The feedback I've been getting is that these new members are very excited to be a part of our large and international pod. I heard that some of our European members organized a meet with some of their boats. This is great news! For me, this shows our Association has truly expanded past the North American continent. Who knows, we might have to think about adding a European Fleet to our Masthead one day soon!

I see the Change of Watch registrations are coming in. I'm looking forward to seeing old friends and new. If you have never attended one of these, please join us. The fine folks in Canada have done a fantastic job of pulling this together! The hotel is very nice and cozy and they have some wonderful events planned for us. Five years ago we were here and I had a great time! No dolphins to swim with, though maybe Brynn can take care of that! One of the best things about

this yearly gathering of our tribes is to meet new people and hear about new activities and events to go to and be a part of.

Well I'm almost out of room for my babblings, so I'll close with bidding you all a very Merry Christmas, Happy Hanukkah, (insert your preferred holiday) and a happy Festivaus for the rest of us!

See you all in Vancouver in 2023!

If nothing else, come to make sure I actually step down!

Cheers

John



The Strategic Planning Committee (SPC) will continue through 2023.

Now that a Plan has been prepared and presented to the Association Board and membership, the next steps are

- the approval of the plan by the Association Board and
- the implementation of that plan.

The SPC's role will be to oversee the Plan's implementation by providing guidance and mentorship to each of the Working Groups as they organize to meet the Plan's goals for each Strategic Objective: Education, Membership, Revenue, Communication, and Policy & Compliance. The SPC and Working Group Chairs will provide updates of implementation progress at quarterly Association Board meetings.

The current SPC Chair, Gerry Kamilos of the Northern California Fleet will step down as he assumes the role of Association Commodore. He will be replaced for 2023 by Rick Randall of the Pacific Northwest Fleet. The SPC will continue to have members from all Fleets.

Annual Board Meeting and Change of Watch 2023 Vancouver BC Canada

David Peebles, Canadian Fleet

Friday, January 13, 2023

Check-in time at the Granville Island Hotel is 4 pm

Hotel will try to accommodate members that arrive prior to that time, luggage can be held at the hotel until the room is available. You will be presented with a welcome package.

6:30 p.m. till 8:30 pm – Meet and Greet at the Tap & Barrel.



View of the Tap & Barrel on Granville Island

After freshening up members will then be guided over to the Tap and Barrel Restaurant, located on Granville Island at 1696 Duranleau Street, Vancouver.

There will be a selection of hot hors d'oeuvres, and red and white wine that will be available as well as a selection of craft beer for at a cost of \$10.00 to \$12.50 Cdn per glass. This is a great room and should be a lot of fun.

Saturday, January 14, 2023

8 am to 12 noon – Annual Board of Directors Meeting. Those members that wish to attend the meeting will have coffee, tea and muffins, pastries etc.

2 pm to 4 pm – A guided tour of the Vancouver Maritime Museum including the history of the Wild and Wet Rum Runners around the Pacific Northwest.

6:30 pm – The 2023 Classic Yacht Association International Board Meeting & Change of Watch Banquet.



Vancouver Maritime Museum

The formal dinner will commence at 6:30 pm and is located at the main dining room of the Season's Restaurant which is located on 33rd Avenue at the top of "Little Mountain". Transportation will be arranged for attendees.



Entrance to the Seasons

Sunday, January 15, 2023

9 am to 12 noon – Annual Board of Directors Meeting. Those members that wish to attend the meeting will have coffee, tea and muffins, pastries etc.

Members depart for home ports after adjournment.



Strategic Planning .. continued from page 1

We envision the process as follows:

1. The SPC will hold virtual kickoff meetings for each Working Group that will include an initial brainstorming session. This facilitated session will begin the process using the suggested goals set forth in the strategic plan, but the Working Groups will be encouraged to use, discard or modify these goals as they see fit. The outcome of this initial session will be a set of initial goals.
2. The Working Groups will then hold regular virtual meetings to identify actions that should be taken to achieve these goals.
3. The Working Groups will meet with the SPC prior to each quarterly Board meeting to communicate their progress and receive feedback.
4. The Working Groups will prepare action plans with measurable goals, which will then be presented to the Board for approval.
5. The Working Groups will then set up their own meetings and processes to execute their plan.
6. The Working Groups will present their work product and progress to the Board at each quarterly Board meeting.
7. The Board may then take up any proposed actions that require Board approval as New Business, and may take other actions to socialize and promote the Fleets and/or Membership to engage in the actions.

If you are interested in exploring participation in one of these Working Groups, please reach out to your Fleet member on the SPC. Together we are confident that we can chart a course into the future that will assure that the Classic Yacht Association remains a key resource for the preservation and enjoyment of classic pleasure vessels.

Editor’s Note:

The length and depth of this report speaks to the tremendous efforts made by SPC members. It is our responsibility as Association members to read this, respond, and take action. This path will help direct the Classic Yacht Association’s future, make all of our participation more meaningful, and will ensure that our community of boating enthusiasts continues into the future.

More on Working Groups

While we hope each Working Group will take ownership of their specific area, we have developed some

“thought starter” ideas for each of them. These are listed below.

EDUCATION

- Create regional lists of maritime education organizations;
- Include educational articles in the Classic Yacht Association newsletter and website on boat ownership and stewardship;
- Provide content for local, national and international publications;
- Identify additional education outlets for newsletters;
- Assess best educational partnership opportunities;
- Encourage each Fleet to “adopt” a maritime education organization and partner with them to support their educational programs;
- Explore workshops on boat building and local maritime for members and non-members;
- Build community between future boat builders (apprentice shipwrights) and CYA vessels and vessel owners;
- Encourage public educational outreach by fleets such as providing speakers for groups such as yacht clubs, Rotary/Kiwanis groups and schools.

MEMBERSHIP

- Create priorities (at least three) and actions that will optimize the value of Classic Yacht Association membership;
- Investigate group insurance and other “group buys”;
- Identify potential value propositions within the membership and determine which of these are being effectively provided;
- Provide resources to secure information about wooden boat technicians (finishers, boatwrights, mechanics, electricians, etc.) and yards that will work on wooden boats or allow outside workers;
- Consider implementing PNW “New Member” program across all Fleets;
- Survey members to determine motivators for participation;
- Create events to engage members and the public.

COMMUNICATIONS

- Determine how to use various channels of communication
- Create a plan to improve the Association’s use of social media;
- Provide social media instruction to Fleets and members;
- Ask each Fleet to assign a member to generate content for social media;
- Provide guidance and encouragement for members to use social media to share photographs, video and stories about their boats and CYA events;
- Create events to engage members and the public;
- Review newsletter, website, reference material and other CYA resources for private and public access;
- Review existing communications (website, newsletter, brochures) to determine how each is targeted to audiences;
- Provide content for traditional and modern media sources (print, website, etc.) nationally and internationally.

POLICY & COMPLIANCE

- Create a clear/concise document and/or checklist for CYA to comply with educational 501(c)(3) requirements;
- Ensure that each Fleet submits a written plan to Classic Yacht Association describing how they will satisfy 501(c)(3) requirements;
- Continue to research and reach out to other organizations to learn about their management practices as well as determine how they address challenges similar to those of Classic Yacht Association. Consider groups where members own private assets (e.g., boats) that are meaningful to the mission;
- Review publicly-available guidance documents related to managing educational 501(c)(3) and governance policies and programs;
- Evaluate Flag Officer, Board of Directors, executive positions (Treasurer, Webmaster, Roster Coordinator, Historian, Yacht Registrar, etc.) role descriptions and their relevance to the organization now and in the future (and encourage Fleets to do the same);

- Ensure best practice compliance with 501(c)(3) status.



STRATEGIC OBJECTIVES

EDUCATION: Increase the understanding and appreciation of wooden motor vessels by the public and by service providers, such as marinas and insurance companies

- Develop and implement educational programs at the Fleet and CYA levels targeting current boat owners and the general public
- Develop and implement outreach and advocacy programs targeting service providers

MEMBERSHIP: Increase and retain our membership

- Increase the diversity of our membership, including age and geography
- Recruit new members
- Deepen the engagement of existing members
- Encourage the involvement of new members
- Create annual donation opportunities for our members

MAXIMIZE THE VALUE OF MEMBERSHIP IN CYA

- Provide formalized support and coaching for new members
- Increase the meaningfulness of a CYA membership

COMMUNICATION: Ensure CYA’s internal and external communications are coordinated and support our strategic objectives

- Employ a full range of digital and print media in pursuit of CYA objectives
- Ensure messaging and communications at Fleet and CYA levels are consistent and coordinated
- Expand use of social media to reach a broader audience in terms of age and geography

POLICY & COMPLIANCE: Ensure CYA organizational structure and policies are optimized to achieve strategic and operational goals

- Achieve operational goals through Working Groups under board leadership

What is the one thing - tool (functional or pleasure) - on your boat that is surprisingly useful?

by Kathy Weber and Barbara Weber, Pacific Northwest Fleet

Flying Cloud

Lloyd: Dipstick!
Theresa: Good Henckel knives



My Fair Lady II

Gord: Heavy brass opener for fuel and water tanks

Sharon: Portable tower fan which rotates!! [interviewed in hot August]

Patamar

Ken: Sturdy pair of scissors – lots of packages to open, ice bags, flowers, rope; runner up – my boat sticks

Kelly: our new toaster oven! It's so flexible in a small boat with limited space

Bianca

Mauritzio: 1961 automatic dishwasher out of an airplane – restored by me

Cecilia: Baby swing created from a car seat



Euphemia

Peter: Screw driver, so I can take panels off and get behind things

Valerie: Magnetic knife rack on the wall

Only You

Keith: Autopilot, so it's easy to watch for logs and see more scenery

Kerry: My husband

Madera

Michael: Scraper, getting ready to varnish, for example

Sannox



Mark: My Leatherman does everything

Anne: Electric coffee grinder (He anticipated she would say: Pillow)



Compadre

Rick: Electric squeegee for winter cruising when interior windows fog up. It holds water in the reservoir and then I dump it.

Cindy: Chrome plated copper tea kettles – beautiful and heats quickly



These responses and photos were collected as Kathy and sister Barb visited boats participating in the 2022 Ganges Canadian Fleet Rendezvous and the Victoria Classic Boat Show. Thank you all for sharing your thoughts and experiences.

Glorybe

Betsy: Infrared thermal gun to check temperature of various things such as stuffing box or batteries



Alondra

David: Hand pump at head. It conserves water. Guests, non-boaters, are more purposeful in use of water

Zella C

Martine: Razor blade holder (utility knife), to make carvings; for example, out of Alaskan yellow cedar



Sojourner

Bruce: Hammered-copper vessel sink because it does not stain, cannot be damaged, and is beautiful



Jill: The shelf designed by Bruce, which pops up for morning coffee and folds down while sleeping



Double Eagle

Randall: My tool box; Right now I am repairing an antique lock set

Deerleap

Slim: Trash compactor, because we can be out for 2-3 months at a time

Brenda: Large freezer with enough protein for the entire summer



Sunshine Special

Michael: Cooler gifted to us by former owner- who had it stored for 27 yrs- and is now reunited with boat; used by us to store towels, tablecloth and as an end table

Carolyn: Good music – either Spotify or cds

Kate [daughter]: Hot water bottle for cool nights

Thelonius

Tina: Captain Tolley's Creeping Crack Cure to repair leaks on deck & cabin seams

Larry: Rubber mallet used to dislodge the anchor when the head of the anchor gets lodged in the hawse pipe, ie stuck



Gleniffer

Tom: Original cast iron tiller; Actually fun to drive [from here] with my feet

Stephanie: Wasp tennis racket – zipper. Allergies, so I can carry fewer Epipens.



Chris-Craft Celebrates 100 Years

by James Paynton, Pacific Northwest Fleet

A century ago, in January of 1923, Hamilton Smith was preparing three boats for display at the New York Boat Show. In a moment of marketing virtuosity, he coined a new name for the fledgling company that had built the boats, the business then known as "Chris Smith and Sons." Just before the runabouts went on the floor in New York, he inscribed the name "Chris-Craft" on their mahogany sides. Thus was born the most iconic boatbuilder name in history. Maritime historian Jeffrey Rodengen says, "The name Chris-Craft is one of only a handful of trademarks universally recognized throughout the world. In fact, some dictionaries have the word 'Chris-Craft' as a synonym for pleasure craft. There is a mystique, an



Christopher Columbus Smith, founder of Chris-Craft Corporation, with his ever-present cigar. photo from Chris-Craft archive.

elusive magic about the name and yachts which have borne that signature in script."

The origins of Chris-Craft stretch back to the beginning of America's Civil War, with the birth of its founder, Christopher Columbus Smith. As a young duck hunter, Chris began making his own duck decoys, beautifully crafted and detailed. These were in great demand in the St. Clair River area of Michigan. He soon found that he would have to build his own boat as well, to meet his specific needs while hunting. So he built an oak-ribbed clinker-style hull with his brother in 1874. Patrons of their guided hunting trips appreciated the rugged little boat, and finally talked the Smith brothers into building some more. Despite a rather high price, the demand kept the brothers quite busy.

The Smith Boat House was built in Algonac MI, and boats of many types were built, including simple duck boats, canoes, rowboats, sailboats and launches, during the period of the 1880's and 1890's. The launches gained quite a bit of popularity in the region,

partially because of their use of naphtha engines rather than steam. The single most important development, however, was the application of a two horsepower Sintz gasoline engine in one of the launches, which allowed it to reach 7 mph. The Smith Brothers had turned the corner with powerboating, especially after Charles Sintz showed up with a device he called a "carburetor" which helped performance dramatically!



Aerial view of the Algonac plant about 1940. photo from Chris-Craft archive.

During the early part of the 20th century, Smith continued to develop his powerboat technology, pushed on by orders from eager customers. During this period, the famous Reliance speedboats were built, with speed increasing as Smith developed the single step hydroplane hull. Smith began accepting commissions for building Gold Cup competitors, winning six in a row at one point. It was at this time that boats were built for Gar Wood, although this partnership would deteriorate significantly in later years.



A finished runabout emerging from the Chris Smith & Sons yard in the early 1920s. photo from Chris-Craft archive.

When the final iteration of the company was incorporated in early 1922 as “Chris Smith and Sons,” the emphasis shifted to pleasure boats. Aggressive marketing of quality products helped grow the com-



Chris Smith, grandson of company founder Christopher Columbus Smith, visiting aboard *Maranee* at the Pacific Northwest Chris-Craft Rendezvous in 2007. photo by M Paynton. *Maranee* is owned by Margie & Jim Paynton.

pany exponentially. Sales for the firm jumped from \$70,000 in 1922 to over \$3 million in 1929. Franchises were awarded during this period, and the brand “Chris-Craft” was advertised broadly in the U.S. and Europe. A 115,000 square foot plant was built in Algonac, and hundreds were employed there. A separate Marine Engine Division was opened. The first enclosed cruiser was built in 1928, a 30-foot commuter complete with enclosed head and 200-hp Chris-Craft engine. By the time of the 1930 boat show season, Chris-Craft turned in a record number of sales. One popular model was a 48-foot cruiser with full galley which was said to be able to carry “30 passengers at 30 mph!” The celebrated Chris-Craft hull construction of double planking below the waterline, and battened seams above, was perfected at this time, and was utilized through the end of the wooden boat era.



The main Chris-Craft plant building survives today in Algonac, serving as a yacht storage facility next to the famed Algonac Harbour Club. photo by J Paynton

The Great Depression was difficult, but the company began to turn the corner in 1936, and by 1938 was offering an amazing 105 different models of boats. Yachts of up to 55 feet were being produced, and Chris-Craft purchased land in Holland, Michigan for a large new plant. The decade ended on a sad note, however, with the death of founder Chris Smith in September of 1939.

The company had become a master of advertising and marketing, and 1940 was the best year in its history. Still run by Chris Smith’s sons, the company began to pursue military contracts, and geared up to build the thousands of boats that would soon be needed by the military. Frequently rewarded by the armed forces, Chris-Craft flew the prestigious “E” flag over its facilities until the war was won.



Emblematic of Chris-Craft’s immense contribution to the war effort during World War II is this photo of its 10,000th landing craft leaving the factory in early 1945. photo from Chris-Craft archive.

In 1946, the first post-war pleasure boats began emerging from the plants, and Chris-Craft began pursuing the large yacht market with a new intensity. The company also diversified, building outboard motors, kit boats, water skis and even travel trailers (“land cruisers”). The 1950’s saw many of the innovations many people remember as typically “Chris-Craft”, including the bull-nose cruisers, the early Cobra runabouts, and the Sea Skiff lapstrake line.

The 1960’s saw the first major ownership changes in the company. The Smith brothers sold the firm to NAFI, although the president of Chris-Craft, Harsen Smith, voted against the deal. He was presiding over a very successful company at its prime: 3,500 employees, sales of over \$40 million, and three times the market share of its nearest competitor, Owens.

As the fiberglass revolution turned the boatbuilding industry upside down, more ownership changes took place over the ensuing years. Murray Industries purchased the company in 1980. Growth slowed and stopped, and by 1988 the company filed for Chapter 11 bankruptcy. OMC purchased the firm, but by

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Allure's travels

by Per & Erika Hammerlund (edited by A Almquist), Northern California Fleet

What do you do with a 90-year-old wooden boat, when on the one hand you spend almost every week-end restoring and caring for her and on the other hand need to move back to Sweden? We decided to take her to Sweden. The boating culture is especially strong in Sweden and the canals and rivers of Europe look interesting. And, of course, we can keep caring for her. So how to do it?

We talked to some wooden boat enthusiasts here in Sweden. They suggested using Roll-On, Roll-Off (RORO) shipping. We contacted a shipyard, Utbildningsrederi AB, in Gothenburg that specializes in education and restoration of old wooden boats. They had all the contacts with transport and other local facilities we needed. With RORO shipping you pay for the volume shipped and to a degree for the weight. Making *Allure* as small as possible was key. At Napa Valley Marina we proceeded to remove navigation lights, mast, davits, and chimney and stowed everything safely for the trip. Nothing could come loose! For example, mast and davits were screwed with wooden blocks to the sole. We decided that shrink wrapping *Allure* would be a great protection. We had never done it before, so we watched some YouTube movies and ordered the material.

We motored *Allure* from her berth in the Delta to the Napa Valley Marina where she would be lifted



Erika using a heat-gun to shrink the wrap on *Allure*.

photo provided by P Hammerlund

out and put on a trailer headed to Long Beach CA cruising at 60 mph on the freeway. *Allure* was finally loaded on the RORO ship, *Carmen*, and made her way down the West coast, through the Panama Canal, up the East coast, and across the Atlantic. After multiple changes of arrival date, we finally got the news that she had arrived Gothenburg and

had cleared customs. We left our home in Stockholm and drove to Gothenburg, a bit nervous of how *Allure* had fared the trip. We arrived at Utbildningsrederiet just in time to see *Allure* arrive. She looked just fine. Relief! With the help of some very competent drivers and big equipment operators, she was safely on the ground. Erika climbed up to the swim platform, unzipped the shrink wrap door, and crawled in. Relief again, she had shipped just fine.

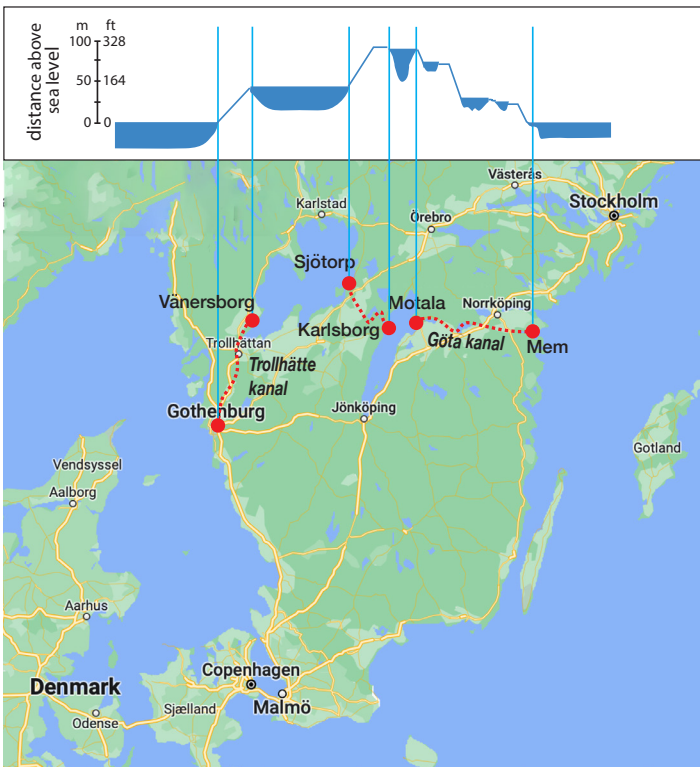


Allure high above the ground in the Gotenius Varv shipyard. photo provided by P&E Hammerlund

The priority before launch was to check the planking. There had been some drying. The most important task was sealing any possible leaks, prepping for bottom paint approved in Sweden, and quickly getting her back in the water. Once the new bottom paint had dried, we gently moistened the planking from the inside using a water sprayer.

Allure was moved next door to the shipyard, Gotenius Varv, where all the equipment and other projects made *Allure* look tiny. A massive crane took *Allure* flying while still in her cradle and she landed safely in the water. We left her in her cradle to minimize the pressures of the crane slings for the lift.

We stayed at Utbildningsrederiet AB for a couple of weeks after launch to make sure all systems were ready for the trip to Stockholm. After minor repairs, we were ready. There are two options to cruise from Gothenburg to Stockholm, either you cruise around the Swedish coastline, or you cruise the canals that run across the country. We opted for the canals. The canals can be crowded, and the old locks sometimes have exposed, uneven, granite, so take plenty



The canal and lake trip across Sweden. Up and down 90 m (295 ft).

map developed from Göta kanal and Google maps by W Shain

of fenders. The canal, using the locks and mooring facilities, is not cheap, but compared to the cost of gas and mooring for cruising the coastline, it is the cost-effective solution.

The first part of the trip from Gothenburg to Trollhättan is up through the Göta Älv, a river with six modern, bigger locks. Commercial ships have priority in this part of the system; these ships tend to fill up the entire lock by themselves! The locks are easy to use, just wait for the traffic signal to turn green and enter. Their “double bottom” construction makes sure the water is let in quite gently. You can easily hold on to the side with a simple line or even a boat hook.

After having gained 44 m in the locks of Göta Älv you enter Vänern, Sweden’s largest lake. Vänern has a reputation of being tricky when it comes to waves and swells, but on our first day it welcomed us with a downwind cruise heading north to our first stop. On the second day, we needed to cross the lake from west to east, and now we got a small taste of the swells, they were manageable with about 45 degrees zig-zagging along the course.

We finally arrived at Sjötorp, the start of the old canal, Göta kanal. The Göta kanal consists of 58 locks and this year it celebrated its 200th anniversary. The locks here are quite small, about 100 feet by 21 feet. The walls are either stacked granite blocks, masterfully put together, or in a few places carved rock. Lock

keepers make sure everything works smoothly and safely. Only two locks are still manually operated. Going upstream, the water motion in the lock is quite strong, water is simply let in through hatches in the lock gates. The trick is to tie a static line in the stern, and then as the water rises, keep the line in the bow tight. It can be quite a strenuous task, especially if your boat is at the front of the lock and the bow gets caught in the water streaming out of the gate hatch.



Looking up a series of locks on the Göta kanal. photo provided by P&E Hammerlund

The canal winds its way through the Swedish countryside, with stops in many small towns. All the stops are well maintained and fully serviced (water, electricity, showers, and washing machines). You will also find restaurants and grocery stores within walking distance.

Göta Kanal can be crowded. We ended up cruising it during the last three weeks of the high season, which was just as the schools started, so we ended up having no delays, only sharing the locks with at most one other boat. All very nice. (The canal is closed during the winter. Spring and Fall have “low seasons” when the canal is in operation, but you must travel together with other boats in a convoy since the locks are not staffed. During the Summer, in “high season” you are free to roam, and all locks are staffed.)

We reached the lock at the highest altitude, 88 m above sea level. Now it was all downhill. Going down is a lot easier, just keep two long ropes, one at the stern and one at the bow, and let them run through the eyelets on the side of the lock. Most locks are single or two locks in series, but there is one place with 7 locks back-to-back, a real workout.

For us, we lucked out on the timing and the weather. We highly recommend experiencing this canal trip, we will most likely do it again, but will allow more time since there is so much to explore.



Chris-Craft .. continued from page 9

2000 bankruptcy was again declared, and Genmar Corporation purchased the operation. The most recent acquisition saw Winnebago Industries taking over the company in 2018.

Through it all, the “Chris-Craft” signature in script has for 100 years always continued to be inscribed on the sides of handsome and well-built boats.

Hamilton Smith certainly got it right.



Distinctive example of the mahogany beauties Chris-Craft produced during its hey day is Riva, a 1953 52-foot yacht owned by Gerald and Pamela Zytnicki of the Pacific Northwest Fleet. photo courtesy of G Zytnicki



Tools .. continued from page 7

Olmaha

Garth: Rigging knife

Doreen: Dyson hand vacuum

Donald [grandson, age 8]: Magnetic electric motor key



Gladsong II

David: Screwdriver- have lots of screws, can pry things, pop a top off bottle

Jackie: Kettle to warm coffee water

Ananda

Charlie: Autopilot, since I singlehand a lot



Tsona

Bob: My wife, who does all our varnish and it looks amazing. She is a good finder when I lose things. She decorates with exquisite taste. The only part really surprising is that she varnishes.

Also, another surprise, the table – which holds books while at dock and me while underway!

Sue: Lovely African baskets to store extra life jackets – all four – so we don’t have go dig out life jackets.



Winifred

Greg: Binoculars – help me find names on transoms of boats I encounter

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Gyrfalcon

Nancy: A line. Sometimes the anchor comes up crooked and sticks out from the bow, which is difficult for docking. A line hooked around the fluke allows us to turn the anchor around so it comes up with the correct alignment.

Peter: One particular piece of wood. It keeps the kitchen cabinets closed in rough weather.



From Victoria Classic Boat Show

A comment overheard about AIS
"I was surprised how useful and valuable it was after I installed it... now I show up on BC Ferries and they know I am here."

and from Honolulu

Vida Mai

Brynn: I created a viewing window in the salon which opens to see behind the the interior side wall. It allows access for getting behind the walls for service or repair, but most interesting is how much my guests like seeing behind the walls. Even if I have explained how the boat is constructed, seeing really helps them understand, and they love it.



Comrade

Bill: Chemex coffee maker, easier to clean grounds

Kathy: Lantern with LED lightbulb and bluetooth speaker with good sound



Welcome New CYA Members

Members with registered vessels

Ulla and David Coulson
Chris Miss
28' 1957 Chris-Craft
Vintage
Cowichan Bay, BC
Canadian Fleet



Curt and Marsha Erickson
Longshot
28' 1928 Hackercraft
Classic
Lake Tanwax, WA
Pacific Northwest Fleet

Ryan Moss
Williwaw
42' 1958 Chris-Craft
Vintage
Anacortes, WA
Pacific Northwest Fleet



Members with registered vessels

Tracy Nisbet and Michael Manchon
DeAnza
 36' 1954 Chris-Craft
 Vintage
 Nanaimo, BC
 Canadian Fleet



Harrison Bower and Christine Powers
Miss Lisa
 40' 1947 Shain/Monk Sr. design
 Vintage
 Tacoma, WA
 Pacific Northwest Fleet

Other New Members

William and Jonea Aubrey
 Sausalito, CA
 Northern California Fleet

Kamela Daniels
 Tacoma, WA
 Pacific Northwest Fleet

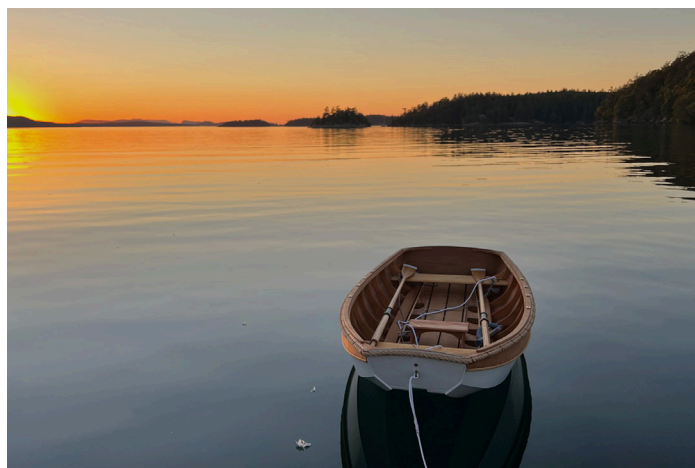
Dorothea Davis
 Marina del Rey, CA
 Southern California Fleet

Karen and Henry Gerber
 Vancouver, BC
 Canadian Fleet

Wendy Bryan and Ken Robertson
 Vancouver, BC
 Canadian Fleet

Carolyn and Michael Schiewe
 Portland, OR
 Pacific Northwest Fleet

So long 2022



Sunset in Parks Bay, Shaw Island, San Juan Islands WA.
 with **Comrade's** Herreshoff-designed tender **Pal**.
 photo by W Shain





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CLASSIC YACHTING

WINTER 2023



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

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Vice Commodore..... Gerry Kamilos, NC
Rear Commodore.....Mike Fazio, USA
Staff Commodore.....Diane Lander, PNW

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

My thanks to all who contribute their interesting
and informative articles. We all - the editor and
especially the readers - appreciate the thought
and time you take and the experiences you
share.

Keep them coming!!

***The deadline for submitting materials for the
Spring issue is March 15, 2023.***

- Bill Shain, Editor
Newsletter@classicyacht.org