



# Classic Yachting

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

## Living Afloat

Mike Fazio, USA Fleet, Vice Commodore Classic Yacht Association

If the concept of living aboard (or afloat) has any intrigue for you, and you have found your way to the “right” boat, then your primary goal should be establishing an elegant, comfortable lifestyle. And keep focus on the first word in the title of this essay: *LIVING*.

### The right boat.

It’s not all about size. Single folks can make do easily aboard a 30’ sailboat. In the 1990’s, I was fortunate to own a classic Newfoundland-built ketch of 34’ on deck. The previous owners lived aboard for several years throughout the Florida Keys, later making their way north to the Eastern shore of the Chesapeake. This wonderful, stout vessel had a rather basic galley, no table for dining, a tiny head with no shower, and the cabin was an open plan lacking any semblance of privacy. To make matters slightly more challenging, the ancient diesel engine was only barely reliable. Through many storms, (both meteorological and personal), the owners managed to weather their life afloat in relatively good cheer. They always managed to find some part-time work in the marinas where they lived. It might be fair to say that the fantasy of this kind of adventure was more idyllic than typical reality.

How do we identify “the right boat?” This where, Captain Barry White enters, a gentleman who had been living afloat longer than I have been on the planet. His was a life of adventure, style, and comfort. In 2006, I moved aboard a 1980 Trojan 44 flushdeck yacht, moored in a slip adjacent to the 1929 commuter *Annie Laurie*. I crewed aboard *Annie* a few times in the late 1990’s and enjoyed a pleasant friendship with Barry and his family. One cold and stormy morning, over coffee aboard *Annie*, we observed a fellow marina liveaboard trudging across the yard to take his morning shower. Barry shook his head saying “I would never live aboard if that was my required daily routine. If you don’t have the basics aboard, then you might as well live at the YMCA. And - that’s no life.” In an instant, the vital pieces fell into place. I knew that this somewhat inconsequential statement contained the rule of *life afloat*. Perhaps it is simplistic



*Annie Laurie* underway. photo provided by M Fazio

but suffice it to say that life aboard must enjoy the basic elements of normalcy.

To sum it up, “the right boat” should have a comfortable sleeping cabin, a toilet room, shower, and a galley large enough to support regular meal service. The galley would include an adequate refrigerator, (with an ice-maker, for God’s sake!) a good stove and sink. A dishwasher would be a wonderful luxury, but nobody ever suffered to wash a few plates and glasses. A saloon (not “salon”) of some description is a must. The saloon should support “normal” life functions: eating, relaxation, and gracious reception of guests, which is a close second to a functional head.

Mechanically, the ship should be sound, with decent, running engines. A reliable genset should also be basic requirement. In terms of sub-systems, a closed, hot-water furnace is the most practical system in the northern latitudes, along with air conditioning everywhere.

Reliability is crucial. A credo to bank upon is the standard: “Something is always either recently repaired, broken, or about to break” (more on that below.) For example, aboard *Annie*, one recurring service issue was the freshwater pump. I recall more than one emergency trip to Jamestown Distributors in Rhode Island with Barry to obtain a replacement 32 vdc pump or rebuild kit. In a lucid moment, Barry decided to bypass the marine industry and purchase a residential 120 vac well pump. The cost was approx-

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## From the Commodore

Gerry Kamilos, Northern California Fleet

**Our Association's Best Resource Are Its Members.** Here in Northern California, we just completed the 12th Annual Classic at the Corinthian Yacht Club. For the last two and half months our members have been intensely enjoying their yachts throughout North America and Europe. Thank you for all the pictures, updates, and social media posts. I am so jealous of those who were literally on the water for weeks on end. Our summer cruising season included the Weekend at Bell Harbor (Seattle), Wooden Boat Show at Mystic Seaport, Wooden Boat Show at the Balboa Yacht Club (Newport Beach), Victoria Classic Boat Festival (Victoria BC), Port Townsend Wooden Boat Festival, Stephens' Rendezvous (Stockton), and Classics at the Corinthian (Tiburon). Congratulations to all our members who received awards at these events. Our Staff International Commodore Richard "Slim" Gardner was the Honorary Commodore of the 44th Annual Victoria Classic Boat Festival.

Now that we are all back on land, progress to operate and enhance the Association and its future continues. We will have a virtual Board of Directors' meeting October 9th at 5:30 pm PST. This meeting will be open to all members. I am excited about the items we will be discussing and voting on including updates on the Strategic Plan, each Working Group, and the Yacht Registration Criteria Review Committee.

The best resource the Association has are its members. Our members are committed custodians of their classic boats. They contribute to a vast knowledge pool on the restoration, maintenance, and enjoyment of our classic yachts. That experience and institutional know-how is lost when members age out, do not renew membership, or just move on because they no longer see value in membership. We must take proactive steps to preserve and maintain this expertise. While Working Groups are dedicated to preserving and communicating our shared expertise, none are focused on education. Educating our members, those who help us maintain and repair our yachts, and those we can inspire in the public is critical.

Over the next 12 months, we are going to take steps towards opportunities to make resources available to our members (especially our newer members) with the immediate creation of the Education Working Group. This Working Group will develop educational resources to hand down for future generations of owners. As much as we have reference resources on our website, it's not a complete library by far. My hope is that we will commit to creating subject areas that can be elevated into a curriculum.



Your International Commodore BBQ'ing chicken and lamb chops using his family's secret Greek recipe at Grindstone Joe's Island. photo provided by G Kamilos

Our efforts to develop a full educational curriculum go beyond educating our own members. It must include our respective communities. One task for our education mission is to support shipwright schools. Our involvement and support of these schools will benefit both our members and the students. The Association's involvement and support will provide commitment and loyalty to our members and encourage shipwrights to provide essential services to maintain our yachts in the future.

We need educational programs for the public to demonstrate the value of classic yacht ownership, preserve maritime history, artisanship, and enjoyment. We need to dispel the myths that ownership of a classic yacht places its owner into indentured servitude. We must educate potential buyers how to shop and what to look for in the buying process.

Finally, the Classic Yacht Association is highly regarded within the classic motor yacht community. For those who do know us in the broader community, we may be seen as owners of highly restored yachts. As we consider our next generation of members, we need to provide counsel and education. We need to encourage and recruit members who have the passion, purpose, and resolve to restore. From my perspective, a member who is committed to saving and restoring a boat has equal importance to a member with a fully restored yacht.

It's hard to believe that my next Commodore's column will be my last. Over the last nine months I had the privilege to meet many members across all our Fleets and even members outside of North America. Given the progress made over the last several years I am highly confident that our membership will expand the Classic Yacht Association's role in our broader communities, assuring its future, and attract new members.



*Living Afloat.. continued from page 1*

imately the same as a marine DC pump, and since *Annie* has an inverter and generator, having an AC pump is perfectly reasonable. Now we have all the pressure one might want, and none of that annoying “pulsing” sound! This moves us into the realm of toilets. *Annie* had been outfitted with an early installation of the popular Sealand Vacuflush toilets, with full-size commodes. Yes, they break, and yes, the repair is almost always just as awful as you might imagine. I know that this is a debate topic, as some folks prefer macerating toilets, since they never fail (until they do indeed fail) and I know of one old curmudgeon that had a composting toilet aboard. The concept of cooking my poo within a closed space is one that I simply cannot espouse. My only regret aboard is that I cannot find space to locate a clothes washer/dryer.

### ***Semper Paratus***

“EVERYTHING ALWAYS BREAKS”. I have repeated this mantra several times to those unlucky enough to stand within hearing range of my ranting. My good friend Kent recently attempted a correction by insisting that I rephrase it as: “Something always breaks”. NO. It really is EVERYTHING. Example: Last Saturday morning, the aft head plugged. Then the water pump popped a breaker. Cleared the blockage, and found that the tanks were below level, so I filled the water tanks (I do not cotton to the idea of connected dock water into a boat. So many bad things can happen because EVERYTHING breaks. Always.) With the tanks filled, I reset the circuit breaker and now I’m exhausted, and I thought perhaps time for a shower. I dropped my razor, and it broke. The hot water valve was leaking (time for a new washer, again, of course) and the shower pump float switch failed. I was happy about this, because it failed with a closed

circuit, meaning that the pump didn’t shut off, rather than failing open and therefore causing the pump to become inoperative, and now the shower sump becomes the bilge, (e.g. smelly things.) Throwing the breaker for the shower pump of course also kills the auxiliary blower for the forward air conditioner. So, there’s a list of annoying things, and being only 8:30 am, I hadn’t even poured my first cup of coffee. ***Semper Paratus***: Always be prepared. (For the inevitable worst.)

Storms are another annoyance. In the years living aboard the 1980 Trojan, I believe that I weathered at least six major hurricanes afloat. I have always maintained that it was good sense to stay aboard, depending on the general severity of the forecast, to secure the lines and attend to the general well-being of the ship. My first winter (2015-16) aboard *Annie Laurie* was kept busy with several strong Nor’easters. One evening, as I recall, lines were stretching and groaning, and the old girl was getting strongly buffeted in her slip. An iconic lyric from *The Wreck of the Edmund Fitzgerald* by Gordon Lightfoot was running through my brain: “Does anyone know where the love of God goes when the waves turn the minutes to hours?” Those late-night storms are some of the longest moments aboard, as they never seem to end. Then, there’s the amazing light of morning after the storm, and we move on. It’s a metaphor of life and living.

### ***Living Life.***

Since we have discussed a few parameters of the boat you need, I feel compelled to move to the next consideration: How do we live aboard, that is truly living, neither camping, nor simply existing within the confines of a rather small space?

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## ***Change of Watch 2024 in San Diego CA January 13-14***

Join your fellow Classic Yacht Association members for some fun, sharing of boating experiences, and developing future plans.

Invitations will be out via email in October. Keep your eyes peeled.

“Unconditional Surrender” a 25-foot statue of the famous Times Square kiss at the end of WWII is located just south of the *USS Midway* in Tuna Harbor Park. This San Diego park also contains a tribute to Bob Hope and his years of USO Shows. *photo provided by R Olson*



# What's the oldest thing on your boat? A piece of equipment, an original part of the construction? Non-human!

Roving reporters Barb Weber, Laurie Lambert, and Kathy Weber  
Pacific Northwest Fleet



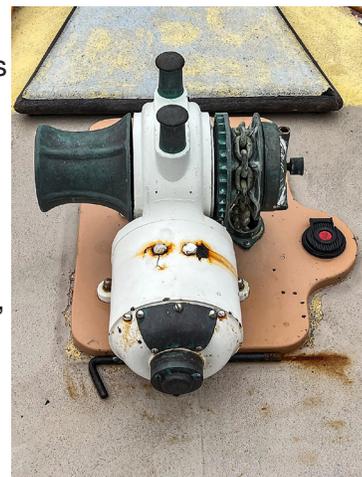
**Gleniffer (1912 WS Bailey & Co, Ltd)**

"The search light came from a 1907 fire truck, and we added it to the boat. Our 1912 original brass wheel adjusts between Forward-Neutral-Reverse in this horizontally positioned wheel. I have rebuilt the system and it works well."



**Flying Cloud (1937 Grandy Shipyards)**

"The windlass is Style 52, Number 114 built by Lee H Bennett, Seattle. It was originally 32volt, but has now been converted to 12v, along with the whole boat. It was built in a building that is now the University of Washington Engineering Shop. We use 300' ft chain and 300' 1" rope rode, with a rope gypsy and chain gypsy. It's solid bronze and we still use it regularly 20-30 times per year."



**Wanderer (1962 Vancouver Shipyards)**



The wooden deck. The teak was removed from the vessel *Empress of Japan*, when it was decommissioned. It's Javanese teak, which, according to legend, can last a thousand years. It's already many hundreds of years old.

**Adelante (1929 Grandy Boat Co)**

"The wheel and portholes are both 1929 originals. And my cast iron skillet is 150 yrs old!"



**My Fair Lady II (1963, Hugh Libby)**

The great Alaska cruiser race awarded to Hugh Libby. He raced from Tacoma to Nanaimo to Ketchikan in 1964.

**Alondra (1941 Ted & Edward Cook)**



The hand pumps in the galley and washroom pre-date our boat. They were scavenged from another boat and built into *Alondra* for its 1941 launch.

**Faranda (1937 Stanley & Norman Hope)**

photo David Cook

“We have a talisman that came with the boat. He’s an old wise-looking, carved figure of a male in seafaring gear. He is always looking over our shoulder, keeping us safe.”



**Compadre (1929 Stephens Brothers)**

“The dolphin light fixtures in the saloon are 1929 bronze. This motif was consistently used in Stephens boats. They are fully functional, still work, and are attractive.”



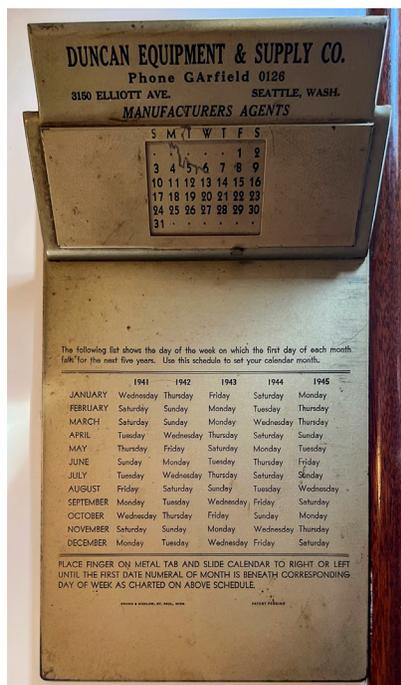
**Gladsong II (1962 Chris-Craft)**



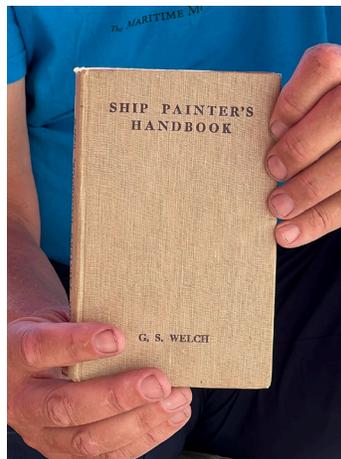
“The sound signalling system, aka my horn. It was on the boat when we purchased it. It’s from before 1962.”

**Maranee (1940 Chris-Craft)**

“We have a multi-year, reusable calendar, that must have been pressed in 1940, because the initial calendar cycle is 1941-1945. It came from my Dad’s 1989 estate files. It’s been on Maranee ever since.”



**Messenger III (1946 Falconer)**



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“I have a ship painter’s handbook from 1916. Included in the back are hand-written notes with the recipes for different paints, including how to make oilskins.

Oldest thing.. continued from page 5

**Bruno (1962 Egg Harbor Boats)**

“This has been on the boat almost as long as I’ve had it. I just love this boy’s photos, which I found at a thrift shop.” Maybe some-day a guest at a boat show will identify him.



**Sannox (1920 Y & E Kobayakawa)**



“The accelerator which we found at a garage sale for next to nothing. No one knew what it was, but me. Solid brass. Piece by piece we are putting this back together with age-appropriate equipment.”

**Tsona (1945 Allen Shipyard)**

“We picked up an old 1920’s - 1930’s spotlight at a marine secondhand store. There was one all polished offered at \$500. Then we went into the basement and found this one for \$120.”



**Double Eagle(1948, MM Davis & Son)**



The vertical glass registers/fuel gauges (see blue arrows) were installed before the engine and the upper decks were closed. There are two tanks on either side of the engine room. Each holds 300 gallons. The 1947 engine is still working away.

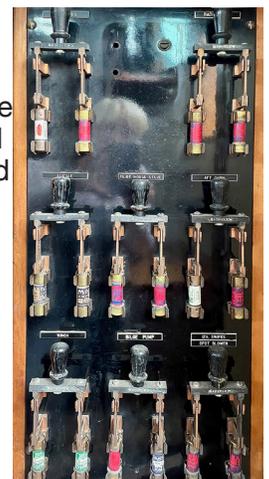
**Merva (1932 FW Morris)**

The 1932 stove has three shelves resulting in three levels of heat and is original to the boat. It’s a Sea King, with a porcelain front and interior heated with diesel. The dedicated gravity-fed diesel tank is on the top of the deck.



**Thelonius (1953 Admiral Marine)**

“The windlass made in 1953 made in Portland, OR is original and still works beautifully. When we visited the company, they complained that they were made so well they never needed service. No, actually, the oldest, most interesting thing is the knife switch fuses. They still function and still run some systems onboard.”



**Winifred (1926 Lake Union Drydock)**



“My 1926 Zeiss binoculars. I still use them. You may find some similar on eBay for \$2000 or so. I have the original leather case. Each lens focuses individually.”

**Marian II (1928 Lake Union Drydock)**

Butterfly hatches can be opened and closed or completely removed for ventilation and breeze. They are 1928 original. Recently, when one adjustment knob was lost, a replacement was procured directly from inventory at Lake Union Drydock Company in Seattle.



**Alice May (2022 Roy Bickerstaffe)**

All the steam engine technology of the 18th century, using smokeless coal from the UK.



**Meko (1931 ER Tooley)**

This vessel was rebuilt from the ground up after **nine** owners. It was originally built in 1931 for Colonel E. R. Toohey in the Victoria regiment, after his promotion to Colonel. So the oldest thing must be its original oak frames creating the hull.

**Madera (1952 Stephens Brothers)**

“My siren, which is in addition to our horn. It sounds like a fire engine is coming toward you. I use it to signal a friend ahead of me, just for fun.”



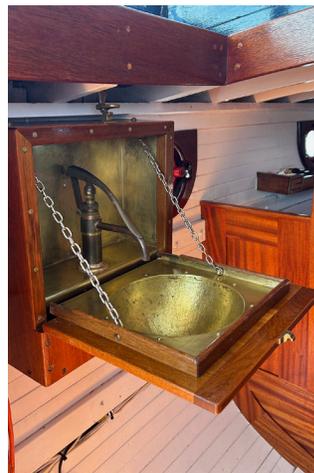
**Gyrfalcon (1941 Sagstad Shipyard)**



The 1941 Craftsman drill press, used for woodworking projects. Most recently, it was used to hang last year’s Best Engine Room award in the engine room.

**Sea Puss (1942)**

The air gauge for the air compressor is 1925, with an 1894 patent date.



**Sulhamar (1924)**

photo Chris Roper

After 99 years, Sulhamar finally has an age appropriate sink. It folds up when not in use, like a submarine sink.

# A wonderful time at the Victoria Classic Boat Festival

by Anya Zanko, Maritime Museum of British Columbia

photos by Greg Gilbert, Pacific Northwest Fleet

Seventy-three boats participated in this years Festival. Fifty of these were power boats. Lots of new faces and familiar friends!

Boats on parade during the “sail by” on Sunday afternoon. This year we were joined by a pod of orcas.



View looking over boats to the Empress Hotel.  
Photo by B Shain



Sannox (foreground) and Faranda during the “sail by.”

The harbor taxis performed a synchronized ballet each afternoon



The Maritime Museum of British Columbia has run the annual Victoria Classic Boat Festival since 2017. It is the Museum’s largest event and is constant with part of our overall museum operations and mission to engage communities in witnessing and preserving maritime heritages.

Proceeds support the future of the Victoria Classic Boat Festival and the Museum, and along with fundraisers such as the Boaters’ Welcome Reception Silent Auction, directly support our programs, exhibits, operations, and collections care.



**Editor’s Note to Members**

Mike Fazio has initiated our ongoing series on “living aboard”. We would like to hear from those who live aboard year-round, as well as, those who live aboard seasonally. Thank you Mike for getting us started.

For those who are thinking about living aboard please write with your thoughts. [newsletter@classic-yacht.org](mailto:newsletter@classic-yacht.org)

*Living Afloat.. continued from page 3*

Comfort is a relative concept. I have found it possible for me to “comfortably” sleep just about anywhere. I sleep very well aboard a boat, but I can also find a comfortable night’s rest in a plane, a train, a church pew, or the floor of a random New York City apartment after a cast party and its requisite degeneracy. My hypothesis is that comfort, as a concept, is a relative descriptor of a state of mind. The choice to live a *life afloat* then, requires that one absolutely finds comfort in one’s own soul where it can find resolve to make that life choice succeed.



Sleeping quarters on *Annie Laurie*. Photo by M Fazio

Allow me to briefly digress. Let’s list the positives and the negatives of *life afloat*:

There is an amazing sense of freedom living aboard a boat. You can travel without packing a bag, and you’ll never leave anything behind! If your home is a classic, then it is likely welcome wherever you dock. I recall speaking with the former owner of my first classic (Boothbay 33) yacht. He said that it was always a thrill to enter a harbor and watch heads turn.

Before you can think of leaving port, everything must be considered. Breakables must be stowed. The clutter of a lived-in space must be sorted out, and everything made ship-shape. Mechanicals are to be considered; the last thing one wants is to have an issue offshore, and everything you own is now at risk, more so than just a pleasure cruise. Often, folks who live aboard a classic boat tend to spend more time in port than away from the dock. Why go when you’ve already arrived?

Comfort is relative. There are always going to be moments of discomfort in life. In a house, the furnace can run out of oil, electricity is subject to failure, plumbing can get stopped up. So, in a sense, any annoyance you can imagine at home (on the beach) can and will happen afloat. There may be nights where the furnace isn’t doing its job so well, the water pump fails, electricity isn’t there, or horror of horrors: No CABLE TV! It is imperative to recognize that these are transient events. Yachtsmen are, by their God-given nature, fantastic problem solvers! We can start the genset for electric power, we can get some bottled water and there is always a DVD that can take the monotony out of the evening without cable. These digressions can be distressing and discouraging, but

I find that in my darkest moments I just need to focus on those special, sunny mornings, after making a perfect cup of coffee (in the Keurig, of course,) and enjoying sunrise across the foredeck. Likewise, in the evening, enjoying a very quiet cup of tea while listening to the music of water gently slapping the transom. These are the true comforts and represent the finest balm for the soul of a sailor.



Enjoying sunrise on *Annie Laurie*. Photo by M Fazio

### A State Of Mind

Occasionally, in the dark of night I recall some heroes of my childhood reading. As a pre-teen, I was enthralled with the story of young Robin-Lee Graham, who at age 17 departed Honolulu for a solo circumnavigation. In the back of my mind, I have secretly pondered the possibility of tracing his adventure in my own boat. Some years later, I stumbled across the writings of Erik and Susan Hiscock, in their exploits through several books (*Come Aboard, Cruising Under Sail, etc.*) I dreamt of voyaging to far-off islands in the South Pacific. In the case of both writers, they felt that the exotic places they visited were easily as exciting as just a cruise down one’s home river. You have to have the mindset to appreciate where you are and what you are doing. For my own cruising, I can say that I loved every minute under way – the scent and sensation of saltwater spraying across the bow, the beautiful iridescent green froth of our wake and ever-so musical thrum of the engines.



The galley on *Annie Laurie*. Photo by M Fazio

I have heard it said that “scent memory” is one of our strongest senses. It is considered the strongest and quickest memory inducer because the olfactory bulb and cortex are so closely

located to the hippocampus and amygdala, which are huge factors in memory retention. Many studies have found a connection between smells, emotions, and powerful memories. Boats of all types have their own scent(s)! A modern fiberglass boat will have the aro-

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*Living Afloat... continued from page 9*

ma of plastic that permeates every unfinished space, bilge, engine room, etc. It seems that this scent mingles with that of diesel to create an alloy of yet another new aroma, slightly caustic yet sweet (if you can call plastic diesel fuel sweet!) Gasoline engines tend to be slightly less aromatic when dormant, unless the fuel is old, or other fluids (oil, transmission fluid or hydraulic fluid) are leaking. A couple of universal scents are, of course, the dread holding tank and/or hose, pumps, or various connections, or sometimes even worse, that wretched scent of stagnant water in the bilge. Barry always insisted that having a leak (stuffing box or plank) is a good idea, because it will “keep the bilge sweet.” Everyone is entitled to their own opinion, I suppose. Let us not ignore the occasional, rather horrid aroma is that of the dead stray mouse under the stove, or (as has happened to me) the recently deceased muskrat in the exhaust. Some are strong enough that one may choose to move ashore to escape the stench. Of course, we also have the normal issues involving leftovers, left too long in the fridge, or the cat box that needs cleaning. A vintage boat presents us with its own set of smells which will



Saloon with fireplace on *Annie Laurie*.  
photo by M Fazio

point to leaks that have turned to mold, rot and decay. None of us are immune from this occasional nuisance. It is best to trust the nose to search out these odors and solve the leak before it involves major carpentry. Now, the pleasant scents always seem to reach out to my olfactory system when I come home from work on a pleasant day. I believe that it is the sun, warming the hull that causes an aromatic reaction from the mahogany and teak that evokes the sense of delicate church incense or perfume. My fireplace, when used regularly, will infuse the saloon and pilot house with the aroma of charcoal or campfire. I really enjoy burning black walnut, as the scent is extremely pleasant.

The point is that living aboard a boat, really any boat, will not be a sterile existence such as one might expect when moving into a new condominium/apartment. As I breathe in her musky scent, I am warmed by the thought that perhaps the aroma of *Annie Laurie* that I enjoy is something more; it is indeed a memory that has been passed down by the captains, guests and owners who preceded me over the nearly 100 years of her time on this great ocean of life.

This is one of the examples elucidating how living afloat can have significant impact on our daily lives. It hearkens back to the state of mind, rather than just simply existing, or living on the beach in a condo.



Partying on *Annie Laurie*.  
photo by M Fazio

### It's Not For Everyone

Living on a yacht – much more so, on a vintage yacht – takes more than courage. It is hard work. I'll begin with the obvious: Brightwork. In a house, one doesn't need to repaint every year, nor think about what section of brightwork needs to be sanded and recoated. Or worse yet, stripped, stained and varnished. When people ask “How do you do it?” My usual answer is that I am never in want of a project on a Saturday morning. That might sound glib, but it is a practical response. Pick an area that empirically, you know can be completed within, say, three hours, and get at it. You'll be done in time for cocktails and lunch at the club, and there's something else for next week! Another favorite comment from the tourists: (they sigh with admiration or pity, not sure which) “Such a labor of love.” Immediately I reply with my standard answer: “No. I know how love works, this ain't it. ***This is mortal combat***, and I do not think that I can say with any certainty which one of us will be the victor.”

### Relationships

Living aboard a boat creates some interesting dynamics within the slightly moist neighborhood in which we are required to reside. Our primary concern on this list is the relationship between us (the live-aboard) and them (the marina management.) The basic elements will involve the standard issues of insurance, general condition of the boat, seaworthiness, etc. The acute concern is more esoteric. Residents aboard yachts, especially those in smaller marinas, or in facilities



My companion.  
photo by M Fazio

## Contributing to Our Communities

This summer Kathy and I participated in many events beginning in Olympia WA, about as far south in the Puget Sound as one can go, and traveling north to Nanaimo British Columbia and back to Victoria for the festival there. So many wonderful places, people, and boats. Along the way we learned of several ways our Association members contribute to their communities. I think these contributions make the Classic Yacht Association a special place.

Here are several of the activities I am now aware of. Please share your experiences with me. – *The Editor*

### **Burrard Yacht Club Classic Boat & Car Show** (Canadian Fleet, Michael Topliss)

This year the show was held on June 10 at the club's facility in North Vancouver. The show had 22 vessels (13 Classic Yacht Association members) and 44 cars. The featured vessel this year was the iconic **S.S. Minnow** from the 1960's TV show "Gilligan's Island". The boat is now owned by Nanaimo businessman Ken Schelly who has had it restored to perfection. Jim Clark brought the boat to the show. The Burrard Yacht Club donates all gate receipts, 50/50 drawing money, as well as the silent auction contributions to the Adaptive Sailing Assoc of British Columbia. ASABC operates eight specially designed Martin 16 sailboats and provides an average of 1,000+ sails each year. This year's contribution was \$6400!

### **Shakespeare Club** (Southern California Fleet, Rick Olson)

The Shakespeare Club was founded in 1888 as a reading club in Pasadena CA. It is the oldest women's club in Los Angeles. The club has evolved over the years and is a noted philanthropic organization. Several of our Southern California fleet women are members. Several years ago my wife Elissa and I donated a harbor Cruise on **Ono** to the club as an auction item with the proceeds going into the club's scholarship fund for local girls headed for college. The plan was ten guests who donated \$100 each were to be taken on the cruise. The silent bidding went wild as many wanted to go. So part way through the evening we upped the donation to two separate cruises, bringing \$2000 to the scholarship fund. The cruises turned out to be a blast, with a group of friendly folks who had never been on a classic yacht and many who had never done a cruise in the Los Angeles harbor. We cruised by the battleship **Iowa** which is always a hit. The working port with the container cranes like giant insects is a unique site for non-boaters to see.

### **Gyr Falcon** (Pacific Northwest Fleet, Nancy Everds & Peter Mann)

One of the advantages of a larger boat is that we can accommodate a large number of guests. We have offered four-hour cruises to be auctioned off at fund-raising events for non-profit organizations, including the Center for Wooden Boats and the Leukemia & Lymphoma Society. In September of 2023, we conducted two cruises which had been delayed because of the pandemic. We had excellent weather for both cruises, so the 21 guests were easily accommodated on the exterior decks and in the main salon. We plan to continue offering these cruises, which generally earn a lot for the sponsoring organization.



### **Living Afloat...** *continued from page 10*

where they might be the only live-aboard, need to be sensitive to a common notion that they might be perceived as either a slight level above a homeless person, or in other cases, some liveaboards are seen as bossy, or having taken ownership over their domain. These misconceptions can be alleviated by a simple action of kindness and hospitality.

### **Hospitality.**

It really works when you can enjoy the company of your "neighbors". Living afloat should encompass the spirit of an open, friendly ship. Welcoming guests aboard, (some regular friends, and some occasional visitors) creates and reinforces the concept that your boat is one that a marina might want to celebrate as part of their facility, rather than viewing your classic yacht as a forbidding domicile of uncongenial ogres. As a side-note, I have both a sign that hangs from a handrail, and mat on the dock that advertise "All are welcome."

### **A Final Note**

Year-round *life afloat* is not for everyone. That said, if you should have the slightest wonder, I would counsel you to give it a shot! Don't sell the house on the beach just yet but try a season or part of one. Then, (if in the northern climes,) keep the boat in commission, (minimal heat, etc.,) and spend a few weekends, or the occasional week on board. It will be exciting, and perhaps eye opening, but also if you really love or hate it, you will know for sure!

And if you find yourself in Essex, Connecticut, "Welcome Aboard!"



## Welcome New CYA Members

### Members with registered vessels

Martin and Judy DeYoung  
**Greta**  
 Vintage  
 42' 1956 Matthews Boat Co.  
 Home port: Port Ludlow, WA  
 Pacific Northwest Fleet  
 Sponsor: Larry Benson



Peter and Pamela Grace  
**First Light**  
 Vintage  
 51' 1974 Stephens Brothers  
 Home port: Newport Beach, CA  
 Southern California Fleet  
 Sponsors: Rick Olson and Bunker Hill

Kim and Fran Hall  
**Silva's Legacy**  
 Vintage  
 33' 1964 Nordlund – Silva Boat Company  
 Home port: Tacoma, WA  
 Pacific Northwest Fleet  
 Sponsor: Diane Lander



Erin Masterson  
**White Spruce**  
 Classic  
 40' 1932 Harbor Shipyard  
 Home port: Seattle, WA  
 Pacific Northwest Fleet  
 Sponsors: Dorin Ellis and Martine Roudier

Lucie Mewes  
*Camelot*  
Vintage  
44' 1968 Taylor Boatyard (Monk Sr. design)  
Home port: Port Orchard, WA  
Pacific Northwest Fleet  
Sponsors: David Thompson and Evie Ashcroft



Rory and Amy O'Brien  
*Serenity*  
Vintage  
34' 1951 Chris-Craft  
Home Port: Seattle, WA  
Pacific Northwest Fleet  
Sponsor: Daivd Huchthausen



Daniel Overstreet and Danielle Janibagian  
*Amoreena*  
Vintage  
50' 1951 Chris-Craft  
Home Port: Seattle, WA  
Pacific Northwest Fleet  
Sponsors: Jim and Margie Paynton



Joan and Michael Michalson  
*Escalante*  
Vintage  
48' 1961 Benson Brothers  
Home Port: Vancouver, BC  
Canadian Fleet  
Sponsor: Michael Topliss



Aaron and Brandi Petree  
*Eloise*  
 Vintage  
 56' 1956 Chris-Craft  
 Home Port: Katy, Texas  
 Pacific Northwest Fleet  
 Sponsor: Diane Lander



Todd and Julie Powell  
*Grandy*  
 36.5 1972 American Marine  
 Home Port: Des Moines, WA  
 Pacific Northwest Fleet  
 Sponsor: Margie Paynton



Tom and Cindy Stuhley  
*High Seas*  
 Classic  
 38' 1935 Simms Brothers  
 Home Port: Williams Bay, Wisconsin  
 USA Fleet  
 Sponsor: Mike Fazio



David and Penny Thompson  
*Ocean Air I*  
 Vintage  
 49' 1972 American Marine  
 Home Port: North Vancouver, BC  
 Canadian Fleet  
 Sponsor: Gord Wintrup



Victor Tryon  
**Thunderbird**  
 Vintage  
 40' 1959 Wiley (Monk, Sr. design)  
 Home Port: Port Orchard, WA  
 Pacific Northwest Fleet  
 Sponsor: Todd Powell



*Oldest thing... continued from page 7*

**Ono (1929 Dawn Boat Co)**

“Our mascot Alfie. Meet our mascot ALFIE. Elissa found him in an antique store right after we bought the boat, and he has been with us ever since. Best we can tell and from people who deal in old toys, he was probably made in the early part of the 20th century like our boat. He’s a little faded from sun and years but he still has a good attitude. He also has a teddy bear named Fuzzy that came from Yosemite that likes to hang around with him.”



photo provided by R Olson

**Saffron (1955 Chris-Craft kit)**

contributed by Azmina & Michael Knight

Originally built in Lynden, Washington in 1955. The mechanical parts (engine WBR02, gearbox, shaft, dashboard and steering system) of the boat were a kit from Chris-Craft, and the steering wheel was ordered from the Marine Products Company in Steveston, BC.

There is a display in the Britannia Shipyards in Steveston that has the



equipment from the plant that closed in 2005. The Company was started in 1951 by two brothers, Jack and Joseph Lubzinski (family originally immigrated from Poland).

Jack had been in the boat-building industry for several years, and Joseph got a Masters degree in Physics from University of BC in 1950. Joe had said that people building boats on the West coast had to fabricate their own steering wheels as other producers from around the world were of an inferior quality and often fell apart under stress. Joseph said to Jack that he would design a superior marine steering wheel and they should make a business from this idea. One of their early customers was the US Navy and Coast Guard which paved the way for many other boat builders to just order wheels from them. At their peak, they were producing over 100 wheels a day of varying sizes and shipping them all over the world from this little plant in Steveston. They had made all the machines and optimized the process from importing the mahogany logs from south america, casting the bronze and brass parts, to creating custom varnish finishes.

Many vintage wooden boats that survive today have steering wheels made by Marine Products Company and are a testament to the design and quality of their products.





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Please send queries, suggestions, complaints,  
articles, artwork, and photographs to Bill Shain.

My thanks to all our contributors!

We all – the editor and especially the readers  
– appreciate the thought and time you take to  
share your experiences and stories with us.

Keep them coming!!

***The deadline for submitting materials for the  
Winter issue is December 10, 2023.***

*Bill Shain, Editor*

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