



Classic Yachting

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

Annual Board Meeting and Change of Watch 2023 Vancouver, British Columbia, Canada

The annual business meeting of the Classic Yacht Association and the Change of Watch occurred in Vancouver, British Columbia, January 15-17, 2023. This annual tradition includes exchanging information about care for classic yachts, creating and renewing friendships, and experiences created by the host fleet. It is also a time when the business of the Classic Yacht Association is conducted.

On Friday evening we all gathered in the “library” at the Tap & Barrel to review our past year’s adventures and Association activities.

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Past and present members of the Classic Yacht Association and Canadian Fleet Bridges were presented with burgees by our Canadian hosts. (left to right) Gerry Kamilos in-com-ing Commodore, Mike Fazio in-com-ing Rear Commodore, Diane Lander out-going Staff Commodore, Dave Peebles out-going Canadian Fleet Commodore, Bill Noon in-com-ing Canadian Fleet Vice Commodore, Michael Topliss, in-com-ing Rear Commodore, Marc Johnston, in-com-ing Canadian Fleet Rear Commodore, Randy Olafson in-com-ing Canadian Fleet Commodore and master of ceremonies, and John Peckham out-going Commodore.

photo by K Weber



Members gathering at the Tap & Barrel Friday evening. The incoming Commodore’s vessel – Aurora V was displayed. *photo by R Olson*



Changing of the watch. Randy Olafson overseeing the change. New Commodore Gerry Kamilos (left) being con-gratuated by John Peckam (right) *photo by R Olson*

From the Commodore

Gerry Kamilos, Northern California Fleet

From the very beginning in 1969 with 13 founders, the Classic Yacht Association has survived macro challenges – wars, economic cycles, inflation, fuel price escalations, supply chain changes, regulations, and much more – and micro challenges – the dwindling population of classic and vintage yachts, recruitment of new members, updating our By-Laws, bolstering a functioning organization, and how we see our future.



Commodore Gerry Kamilos.
photo provided by G Kamilos

Volunteerism has been critical to our continued successes.

Our Association has been served by 49 Commodores before me. Each of these dedicated individuals stepped up to take on the responsibilities of guiding our Association. Each contributed elements of what and who we are today. We truly stand on their shoulders. I am greatly honored and humbled to be the 50th Commodore of the Classic Yacht Association.

The Association’s successes are dependent on volunteers from the ranks of our Fleets. I call out these members’ contributions and thank them for the value they brought and continue to bring to our activities. I am pleased to report that additional opportunities for participation have been added to existing positions – our Flag Officers, Board of Directors, Appointed Officers, and Yacht Registration Committee. We now have our Strategic Planning Committee. A Communications Working Group is already meeting regularly, and a Criteria for Membership Eligibility Review Committee has just been appointed. By the end of the Summer, we expect to have working groups established for membership, revenue, education, and policy/compliance. This year, our Association will have engaged more members working collaboratively for our future than at any time in our history. All working together to ensure the Association’s future.

Volunteerism is at the heart of the Classic Yacht Association. Without the contributions and dedication of volunteers, the Association would simply not be able to achieve its goals and make a positive impact

within our classic yachting community. In my first message, I want to celebrate the valuable work our volunteers do, and highlight the benefits they receive in return.

Volunteering is a selfless act that requires dedication and commitment. Our volunteers give their time, energy, and expertise to support the Classic Yacht Association in achieving our goals (Please refer to the newly approved 2023-2026 Strategic Plan). Whether it is through fundraising, event planning, marketing, or administrative work, volunteers play a vital role in the day-to-day operations of the Association. They bring their unique skills and perspectives that help us operate more efficiently and effectively.

One of the most important benefits of volunteering is the sense of purpose and fulfillment that it provides. By giving back to our classic yacht community, volunteers feel that they are making meaningful differences in the lives of others and the preservation of the boats we revere. This sense of purpose can be incredibly rewarding and is often cited as one of the main reasons why members volunteer. There is no task too small to volunteer for at our Fleet or Association levels.



Aurora V cruising in San Francisco Bay, California.
photo provided by G Kamilos

For our new members, volunteering is a great way to build new skills and gain valuable experiences. For our older, more experienced members, volunteering is a way to share your knowledge and skills.





Volunteering is a great way to meet new people and build connections in the community. We are fortunate that the Association is comprised of individuals from diverse backgrounds and experiences. By volunteering, members can work alongside others who share their passion for preserving classic and vintage yachts, connect with like-minded people, and build meaningful relationships.

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Change of Watch.. continued from page 1

Saturday morning Commodore John Peckham chaired a meeting reviewing the previous year's activities and accomplishments.

Saturday evening the Bridge, or leadership team, had it's annual rotation as our leaders shift into new roles. We welcome the following Bridge members for this year and thank you in advance for your service:

-  Commodore Gerry Kamilos, Northern California Fleet member
-  Vice Commodore Mike Fazio, USA Fleet member
-  Rear Commodore & Secretary, Michael Topliss, Canadian Fleet member
-  Staff Commodore, John Peckham, Southern California Fleet member.



Mike Fazio (USA Fleet) and Brynn Rovito (Southern California Fleet) enjoying our Saturday evening rendezvous. *photo by R Olson*



New Commodore Gerry Kamilos toasting members of the Association. *photo by R Olson*

Some of the highlights of the business meeting include:

- 1) The Board of Directors will now be conducting regular quarterly meetings;
- 2) A Lifetime Membership was awarded to Rick Etsell;
- 3) The Canadian Fleet's proposal to accept younger vessels will be discussed at the first quarterly Board of Directors' Meeting;
- 4) The Strategic Planning Committee's recommendations to create Working Groups is being implemented. We can all join an area of interest: communications, membership, compliance, revenue etc.

Rick Randall will serve as the Strategic Planning Committee Chair, as we begin to work on implementing these plans via Working Groups.

We enjoyed great weather in Vancouver as we gathered for this one annual in-person meeting of the entire Association. We enjoyed a dinner feast high above the city. We trekked to a marine museum exploring Vancouver's maritime history. Our boutique hotel on Granville Island offered lots of places to stroll, shop, sip or eat, in conversation and friendship.

Thank you, Canadian Fleet for hosting a wonderful meeting!



Our new Bridge – Commodore Gerry Kamilos (Northern California Fleet), Vice-Commodore Mike Fazio (USA Fleet), Rear Commodore Michael Topliss (Canadian Fleet), and Staff Commodore John Peckham (Southern California Fleet). *photo by R Olson*



Implementing the CYA Strategic Plan

Transferring the Passion for the Plan Throughout our Fleets

by Tina Stotz, Staff Commodore Pacific Northwest Fleet

Strategic Planning Committee member

Over the past year, I have had the privilege of working with a group of thoughtful, creative, and motivated colleagues from all five of our fleets to create a strategic plan for our Association. As with most teams, we went through the forming, storming, norming, and performance stages. The forming and storming stages were sometimes a bit challenging, but as we got to the norming and performance stages, you could not keep us away from our 5:30pm Wednesday evening weekly Zoom meetings. **Weekly**, it's true! Ask others.....

I have to say that I'm proud of the plan we created. The plan is short – only seven pages – and eminently readable. I believe that it embodies the mission, vision, and values of our organization AND identifies the strategic objectives that we want to accomplish – objectives and goals that have been bandied about in this organization for years. The part of the plan that resonates most with me are the core values. When I read those statements, I feel like they describe the organization that I have come to know and love over the last 15 years.

As described beautifully by Scott Andrews in the Winter Edition of this newsletter, we hope to IMPLEMENT the strategic plan in 2023 by establishing working groups to identify and carry out work that will accomplish the objectives and goals identified in the plan. I bet many of you know – it is one thing to create a plan – it is an entirely different venture to implement that plan. In my opinion, it is harder to implement a strategic plan than to create one.

Over the course of the next few months, you will see e-mails from Rick Randall, the Chair of the Strategic Planning Committee, inviting you to attend a kick-off meeting for one of our five working groups – Communication, Membership, Education, Revenue, and Policy. The Communication Working Group is up and running and while they have already held three meetings, you'd be welcome to join their efforts. Kickoff for the Membership Working Group is in process, the other groups will follow.

If I had a magic wand, I would wave it over everyone of you in an attempt to transfer my passion for the strategic plan to you. I thoroughly enjoyed getting to know members from other fleets and share good will and good ideas. I put some of myself forward to this group, but received so much more in return. I urge you to join us to implement this important plan. It is

a worthy endeavor. We need you – the Classic Yacht Association needs you. I imagine that if you join us in this effort, you too will find that you receive far more than you give.

MISSION: The Classic Yacht Association works through our members to promote, preserve, and restore vintage motor yachts and honor their maritime history and traditions while encouraging their use for recreation and education.

VISION: The Classic Yacht Association is the leading advocate for the restoration and preservation of vintage motor yachts.

CORE VALUES:

Maritime Heritage. We embrace our role in preserving history of pleasure boating and its importance in our cultural heritage. People who see our boats underway or at the dock are viewing “living history.”

Craftsmanship. We appreciate the tools, materials, and methods that went into the construction of our boats, and we support the preservation of the skills needed for restoration and maintenance.

Stewardship. We see these classic yachts as important representatives of our maritime heritage, and we are dedicated to their preservation, responsible use, and enjoyment. We work to ensure that the Classic Yacht Association remains the leading advocate for the preservation of these important vessels.

Community. We are proud to be part of an extended maritime community. We strive to be welcoming and respectful to all, to be good environmental citizens and conscientious mariners. We enjoy camaraderie, passion, fun, and fellowship within the Association, treat all members as equal in a respectful and friendly manner, and share our enthusiasm with others.

Education. We eagerly share our knowledge and experience with fellow Classic Yacht Association members, with other maritime organizations and the general public with the goal of increasing awareness and appreciation of these fine old motor yachts.



STRATEGIC OBJECTIVES as described in the Strategic Plan adopted at our last annual meeting

1. 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

2. MEMBERSHIP: (a) 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

(b) Maximize the value of membership in CYA.

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

3. 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

4. REVENUE: Increase, broaden, maintain, and manage funds, donations, fees, and in-kind gifts, leveraging 501(c)(3) status where possible.

- Increase event revenues at both Association and fleet levels
- Expand internal sponsorship of events
- Create philanthropic opportunities for donors
- Pursue grants for specific programs and projects
- Be a resource for all fleets on ideas to enhance revenue
- Create a revenue enhancement plan for the next 3 years

5. 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
- Ensure best practice compliance with 501(c)(3) requirements



The Merrimac – a Wonderful Saga

by Nancy MacGregor, Portland Yacht Club Historian with contributions by John Lebens, Pacific Northwest Fleet

It was with very mixed feelings we learned last Spring that *m/v Merrimac* was being donated to the Columbia River Maritime Museum. On one hand, we know one of the finest classic yachts on the Columbia River will be preserved for years to come. On the other, we hate to see a vessel like her being taken from her natural home on the water. Merrimac is among the last and best of many vessels built by The Astoria Marine Construction Company. The owners were aware of the fate that can befall these old gems and decided preservation was the best option.

The 45-foot *Merrimac* was custom built by Astoria Marine Construction Company's owner Joseph Dyer for J. Walter McCrea.

The 82-year-old classic yacht was launched on August 27, 1938 and had been cruising in the northwest ever since. She was maintained by her owners in



MaryMack going down the ways in August 1938. photo provided by Portland Yacht Club Archives

pristine condition. The cruiser originated as a kit-boat from Michigan based Bay City Boat Inc. The kit was ordered by McCrea and shipped by rail to Portland. The first boat builder hired to construct the boat turned down the job upon opening the door of the boxcar and realizing the enormity of the project. McCrea turned to Joe Dyer of Astoria Marine Construction, who agreed to build the boat and use as much of the kit as possible, but would build the boat "his way" and redesigned the boat and obtained lumber from a local mill. The original Bay City Boat catalogs, kit plans and revised AMCCO drawings are still kept aboard the boat.

Christened the *MaryMack* in Astoria the boat was soon moored at Portland Yacht Club. At the beginning of World War II the boat was requisitioned for patrol duties and her highly varnished topsides were painted gray, numbers replaced the name, and, according to lore, a 50-caliber machine gun was mounted on the fore deck. The boat patrolled off the Oregon Coast out of Nehalem Bay.

After the war Charles Wegman purchased the boat, renaming it *Dee Dee Jo* after his daughters. The boat was still gunmetal gray when he took over ownership, and restored the boat to her original condition.

Around 1950 the Wegmans sold the boat to Horace Williams who named the boat *Princess* and owned it for three years prior to selling the boat to Joe Dyer. Dyer used the boat as his personal yacht renaming it *Merrimac*. He added the flybridge and made numerous improvements. *Merrimac* cruised throughout the

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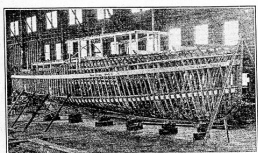
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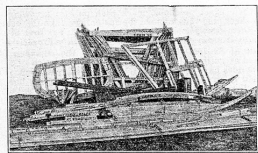
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If this catalog has come to you in response to your request for information, please accept it in lieu of a personal letter, as inquiries are too numerous to permit a personal letter without undue delay. We believe you will find within its covers the answer to your questions, as we have attempted to cover the usual information desired and we have checked certain designs and information for your attention. However, if you do not locate it or if there are any specific questions you wish to ask, do not hesitate to write us, and be assured of prompt and careful attention. Sincerely yours,
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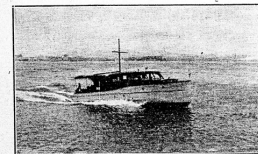
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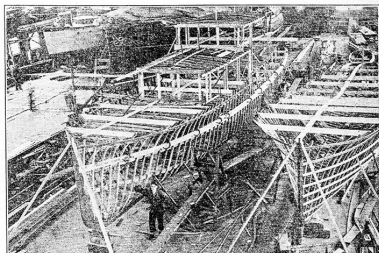
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- Diesel and gas tugs - " 65-ft.
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- Commercial fishboats - " 45-ft.
- Rowboats and dinghies - " 16-ft.

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THIRTY-FIVE YEARS OF SUCCESSFUL BUILDING

Advertisement for kit boat used for *Merrimac*. image provided by J Fettig



Merrimac on opening day 2019. photo provided by Portland Yacht Club archives

northwest during the 19 years Dyer owned her.

Portland Yacht Club member Jim Stacy purchased the boat in 1972 and for the next 23 years the boat was maintained and cruised extensively, including trips circumnavigating Vancouver Island and going as far north as Alaska. He was known to leave Portland in June and return in September. Stacy repowered *Merrimac* with a 450 Cummins V-8 and that engine is still powering the boat today.

Stacy sold *Merrimac* in 1993 to George Beall. Fortunately, the boat has always been maintained to a high standard with attention to original design and upholstery, hunter green carpet, varnished mahogany, and polished chrome. Much of the interior remains original, including hand water pumps in both heads and fixtures throughout. The original solid mahogany galley table – for years hidden under a layer of Formica – was recently restored to its original luster and embellished with gold



Merrimac at Port of Astoria, August 9, 2022. George Beall (left) Karen and John Fettig (right). photo courtesy of Columbia River Maritime Museum

leaf design. In 2010 Beall sold the boat to John and Karen Fettig. George and Patty Beall had an especially strong connection with Astoria and the Classic Yacht Association. They knew Bob Ekoos, founding member of the Classic Yacht Association and its first Commodore. Bob grew up in Astoria and when he died in 2008, Bob and Cherry Beall, and other friends carried Bob Ekoos' ashes to the Columbia River aboard *Merrimac*. His ashes were spread on the river near Tongue Point, just upstream from Astoria. According to Skip Hauke, a close friend of Bob's, *Merrimac* was beautifully decorated with flowers for the trip. Today the boat is a beautiful example of excellent boat building and a testament to Dyer and AMCCO's legacy. According to John "the boat is original and had no wrecks or structure mishaps. It is a rare gem and takes work and money to keep in top condition". The boat is kept in 'ready to show' condition and has won numerous awards in shows around the northwest.

As the *Merrimac* arrived in Astoria on Monday, August 8th, 2022 it motored past the museum wharf and was greeted by family members, museum staff and spectators. Once moored at the West Basin moorage, the daunting task of removing personal items, gear and assorted equipment from the boat began in earnest. The following morning *Merrimac* was scheduled to be hauled-out at nearby Port of Astoria, power washed, and then loaded onto a trailer for transportation to the museum's boat storage warehouse.

When the exquisite and beautiful 84-year old *Merrimac* left the moorage, it was the last time she would be seen motoring gracefully on the water. Watching the process of the haul-out and loading the boat onto the trailer was fascinating, and the onshore crews worked expertly and quickly. Once the boat was loaded and secured, the semi-trailer left the yard, turned east onto Hwy 101, and *Merrimac* made her final journey to the museum through downtown Astoria on busy Commercial Street.

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Merrimac being towed down Commercial Street, August 9, 2022. photo courtesy of Columbia River Maritime Museum



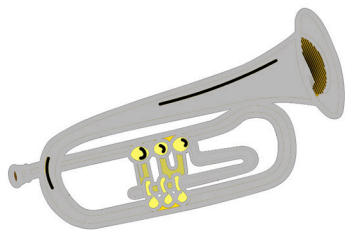
What's an important piece of safety equipment you have on board your vessel?

Classic Yachting's Roving Reporter was spotted at the Change of Watch weekend in Vancouver and obtained these responses

Back up. Every system I have on board has a back-up, or a duplicate, with me. I am prepared to fix whatever breaks, and I am also prepared to help others. I carry flares, fire extinguishers and a ditch kit. – Gord W

Below deck. My most important safety equipment is related to apparatus below deck. I have nine functioning bilge pumps. I have fuel pressure indicators, like in an airplane, because I previously lost an engine while underway. This helps me determine if there is a fuel pressure leak, a bad pump, or a clog in the line. I have cameras on the engines, which I can monitor while underway, and if I had spurting fuel, I would see it. – Mike F

I've got two. Preventative maintenance is important to our safety. A unique safety feature I have is a trumpet for a sound signal. Most people have a compressed air system. My aluminum horn has been on my boat since 1962. – Dave P

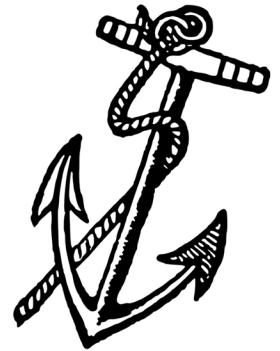


Integrated navigation system and radar with AIS!! All on the plotter- we see everything on one screen! Formerly we had radar and paper charts- two different systems- radar high in front of me and paper charts were lower- on the table behind me. I can ask AIS if a ferry I see near dock is underway or docked. We still use paper charts for redundancy all the time. – Garth and Doreen

Depth gauge. I love my charts as indicators, but in the moment, I also rely on my depth gauge for knowing how much water is actually between my hull and the bottom. I also know we set the depth gauge with a margin of safety and I know what that is. – Kathy W

Boat whistle use. I hear “toot toot” when people enter and exit a marina—that is not what is called for. When we study whistle rules, we learn it should be one full long blast, entering or exiting the marina. “Toot toot” means I am passing you on my starboard side; one “toot” I am passing you on my port side; “toot toot toot” means I am in full reverse; 4 or more is danger signal. It's one prolonged blast in or out of marina. – Jim P

Anchors. They keep us off the beach--be sure it is available in case needed. In my 40 years on the water, I learned that you should “never go aground with the anchor in your pipe.” When I took over my boat, it had five anchors on board. We are now down to two. – Bill N

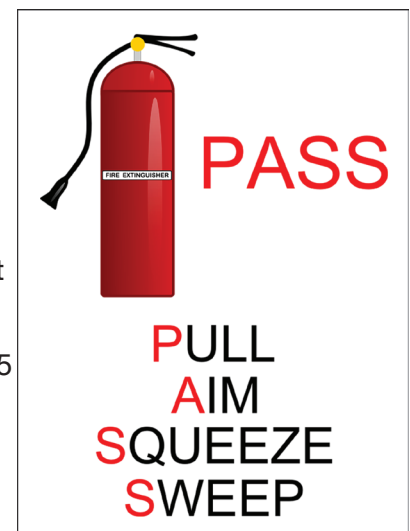


Grab rail. I live aboard. I have a 16-foot grab rail installed on each side. These are hollow brass pipes with brass passage finials. In addition to my safety, I love this as a conduit for electronics (cockpit to bridge). For example, solar panels on cockpit roof. (Source: brassrails.com) – Wendy B

Key fob. Key to the boat has a fob that gets me in to the dock – Mark

Dog PFDs. My French bulldogs can't swim – if they fall overboard, they will die. Once Coco Chanel fell over in cold water and currents. Her PFD saved her life. – Diane L

Triple FP fire fighting foam. I once had a fire coming back from Catalina Island. I used 14 fire extinguishers. Regular fire extinguishers last about 15 seconds each. I then used water buckets and baled water over the side. Triple FP-fire fighting foam comes in round stainless canisters that spread foam. They smother the fire and last a lot longer than 15 seconds. Now I carry four on board. I first learned about them during a Navy fire drill. – Slim G



Thermal gun. I can check the heat of the engine. If someone has hypothermia, I can take their temperature. I can find an exhaust leak. When a friend had an engine overheating, the replaced engine was still overheating— we used the thermal gun and found

gauge was overheating, not the engine – Wayne

Coast Guard Auxiliary safety inspection. Their annual safety inspection and checklist have been invaluable to our boating safety. I learned that our inflatable PFD carbon dioxide cartridges corrode. This can affect the ability of the PFD to inflate. We need to clean threads inside the PFD. I perform this protocol (every five years):

1. Open PFD
2. Inspect the CO₂ cartridge inside the PFD
3. Clean up any corrosion you see
4. Fire the cartridge which will test the whole PFD.....(you are going to replace it anyway)
5. Replace CO₂ cartridge

-Bob W

PFDs. We have a policy on our boat. We always wear PFDs anytime we are going out on deck – Tina and Larry



***Do not hesitate
start volunteering today!***

Contact your Fleet Commodore or
a member of the Strategic Planning
Committee.

In order for the activities of our Working Groups to go forward with the greatest transparency and member participation, **Classic Yachting** will institute a regular column to report progress of our Working Groups in each issue.

From the Commodore .. continued from page 2

In conclusion, volunteering to help the Association is a valuable and rewarding experience. For those members who have yet to volunteer, whether its committing to make a few phone calls, coordinating an event, serving on a working group, or a leadership role, any task you can commit to allows the Classic Yacht Association to provide valuable services to our members and our communities.



Working Group Reports

Communications Working Group

The first meeting was coordinated by Strategic Planning Committee member John Peckham. Twelve Association members attended. The meeting began with introductions. Each member shared their communications experience and the group discussed how members could best contribute to the group. The group reviewed the Strategic Plan to ensure it remains focused on Strategic Objectives as listed in the plan.

The scope of work is very large, ranging from printed communications (e.g. newsletters), the website and various social media platforms. Brynn Rovito (Southern California Fleet) was selected as the Chair.

To prepare for our second meeting, Brynn circulated an agenda designed to enable the group to bring its first goals into focus and a link to an on-line drive that contains the group’s working documents, along with a “white board” for all members to share their ideas outside of the bi-weekly meetings.

At the second meeting, the group concluded that the primary focus should begin with the website; the website is a critical foundation to share information with current members and to ultimately reach new members. Efforts spent on social media would be fruitless without a user-friendly website.

In addition, the group planned to (1) create a pros and cons list for our current means of communications overall, (2) evaluate the utility and functionality of the present on-line server (Wild Apricot) and its membership database, and (3) determine best practices for reaching new members via the website. Nicholas Romero (Northern California Fleet) created a few mock up website pages to help the group visualize future changes and Mauricio Hublitz (Canadian Fleet) shared the character and nature of the various Facebook pages that he helped create last year.

Webmaster Alex Endzell was present at both meetings to help the group understand the “how and why” of the current website. Brynn’s marketing consultant volunteered to review the “behind the scenes” of the website with Alex to help the group better understand its functionality, the pros and cons of making any changes to servers, and how best to display newsletters and maintain the membership database.

The group plans to dive deeper into the functionality of the website over the next few meetings in order to gain a better understanding of the costs and resources required for future changes and improvements to the website.



Narrowboat Cruising In England –

A different kind of classic boating

by Larry Benson Pacific Northwest Fleet

In September, Tina and I joined our friends Barbara and Andy Scapplehorn for a week-long cruise on their canal barge *Dragonfly*, a truly joyful experience. Many aspects of their boat are common to our boats - diesel engine, head with holding tank, domestic water pump, etc., but others are totally unique.



Tina and Larry standing on the stern bridge of *Dragonfly*. photo courtesy of L Benson

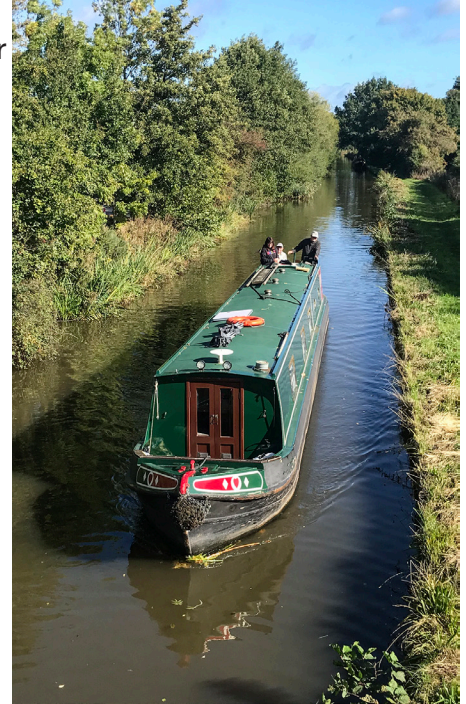
Dragonfly is fairly typical of narrowboats. Constructed of steel, 6-foot wide, 58-foot long. Five divided spaces from bow to stern – living room; dinette that can convert to a bed; galley; head with shower; and stateroom – connected by a narrow corridor. Really quite comfortable and adequate. Oak paneling throughout adds warmth.

The boats typically have brightly painted houses with boat names beautifully hand-painted on the sides, usually aft, and often with decorative scroll work. The hulls are always black so as not to draw attention, because they get pretty nicked up – this is, to some extent, a contact sport.

A 35-hp diesel engine is located beneath the aft end and steering is by a tiller. Standing at the tiller looking across the top of the boat is at first intimidating, but with practice the boat is quite maneuverable. Cruising speed is about 4 miles per hour, but progress over ground is closer to 3 because of the need to slow down while passing underway or

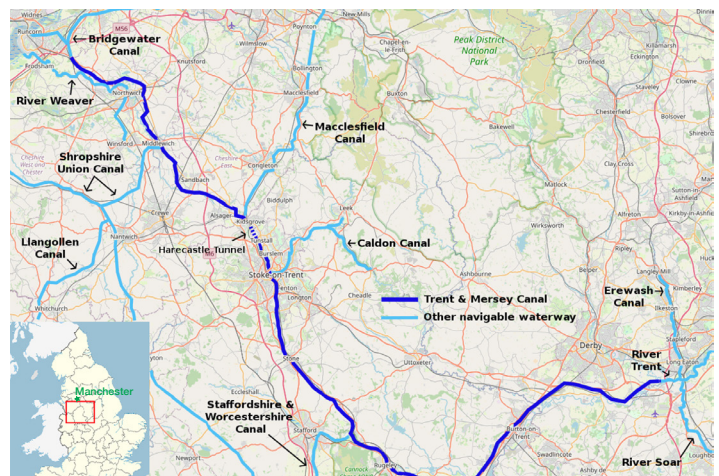
moored boats, or to maneuver under bridges, or pass through the locks. We typically travelled 4 to 5 hours per day – passing through 8 to 10 locks.

The canals for the most part are perhaps 30 to 50 feet wide, lined on each side with corrugated steel walls, and generally about 4 feet deep. In places, foliage has covered the walls and invaded into the canals creating a more natural feel. The original horse paths have been maintained and are now wonderful walking and bicycling routes.



Larry at the helm with Barbara and Andy Scapplehorn. photo by T Stotz

The canal we cruised on – the Trent and Mersey – was built in the late 1700's – and gets its water from the Mersey River. Locks are at random spacing, some places within a half mile, others a few miles apart. Locks are authentically restored – manual-



The Trent and Mersey Canal in central England. Modified from Wikipedia.

ly operated wooden doors and flood gates, totally do-it-yourself. Boats pay a license fee to operate on the canals, and each carries crank handles to operate the gates.

Boats lock through without tying up, fitting quite snugly from side to side. However, the flow through the lock as the water level changes will move the boat forward or aft

and often in contact with the lock gates. To protect both the boat and the locks, each boat has rope-work fenders front and back, each at least 1 foot thick. Most boats we saw had two crew, generally a man and woman. That means that at the locks there is one person to drive the boat into the lock and the other operates the lock.

We typically saw the man driving and the woman scrambling around, opening and closing lock doors and flood gates, sometimes fairly labor intensive. Hmm!

Mooring at the end of the day is a no brainer – tie up anywhere



Barbara and Larry operating gates along the canal. Andy at the tiller. Tina recording. *photo by T Stotz*

you like. Our boat carried cleverly designed cleats that tuck behind the corrugated walls making for secure mooring everywhere. We mostly saw boats moored near bridges – bridges lead to towns, markets, restaurants, and most importantly pubs – which was a perfect way to end every wonderful day of narrowboat cruising in England.

A Bit of Canal History

The “Golden Age” of British canals was from 1770 to 1830. During that period, the canal system expanded to 4000 miles. By the mid-1800s the railway network was expanding and canal commerce declined. Over the years, many canals were abandoned, dried up and became a blight. In the mid-20th century, interest in restoring the canals for recreational boating and tourism began – many of the historic canals have been restored and are now managed by the Canal and River Trust (canalrivertrust.org.uk)

The original standard for the British locks system were established with the construction of the Trent and Mersey Canal in 1776 (This was the canal we travelled on). The locks were 72’7” long and 7’6” wide.



Larry at the tiller. *photo by T Stotz*

Looking forward to a locksr along the canal. *photo by T Stotz*



Life Membership awarded to Rick Etsell

by M Paynton, Classic Yacht Association Historian and member of the Pacific Northwest Fleet

At the January meeting of the Classic Yacht Association Board of Directors, Rick Etsell was presented our highest award for service to the Association – Life Member. The nomination was made by the Pacific Northwest Fleet and voted on secretly by the Board prior to the meeting so that the award would be a surprise. Diane Lander, Classic Yacht Association Staff Commodore, made the announcement via Zoom; it was indeed a surprise! Following the week-end meetings, on her way home from Vancouver, BC, Diane met Rick for lunch and personally presented him with his plaque and certificate.



Diane Lander presenting the Life Member plaque and certificate to Rick Etsell. *photo provided by M Paynton*

Rick and Jackie Etsell joined the Classic Yacht Association in 1997 with their yacht **Argosy**, a 1925 65' vessel designed by J. Murray Watts and built by the Edward E. Johnson Boat Yard in Tacoma, Washington. It took little time for Rick to show leadership in the Pacific Northwest Fleet. He held Fleet flag offices from 2000-2002. In 2004, he became Co-Editor with Andy Blair of the Classic Yacht Association's annual Roster publication, sharing that responsibility through 2009. SIMULTANEOUSLY, Rick became the Association Webmaster, a position he held until just last year.

To say that Rick ran the Association website is a gross understatement. Following is a list of the many additions he made to www.classicyacht.org:

- He researched and found the best platform to

support the needs of each Fleet as well as the Association, including a membership database, application form, and document storage.

- He hand-entered the entire Association membership information onto Wild Apricot.
- He researched and set up Affinipay as an on-line payment platform for new applicants and annual dues renewals.
- On his own, without Association direction, he added numerous articles and research resources for motoryacht builders and designers.
- He maintains a list of available classics that can be accessed by the public looking into buying a wooden boat.
- He began and continues to update two Yacht Registries – one of Classic Yacht Association vessels, and another that includes non-member vessels. An enormous amount of information is available on dozens, if not hundreds of motoryachts of a bygone era. This is a part of his job that he wishes to keep doing.
- Have we mentioned that he is an unpaid VOLUNTEER???

There is so much more that can be said about Rick – a career naval architect, Captain and onboard Historian of numerous classic yachts, and modest beyond reproach.

His knowledge and expertise are impressive. We hope that the granting of Classic Yacht Association Life Member status will acknowledge how much his years of service to the Association are valued, respected and appreciated.

CONGRATULATIONS, RICK!



THANK YOU, HERITAGE MEMBERS!

We want to acknowledge and thank our numerous Heritage Classic Yacht Association members – former Classic and Vintage members who no longer own their vessel. We appreciate your continuing participation and financial support of our Association!

Treasurer's Report

by J Paynton, Treasurer Classic Yacht Association, Pacific Northwest Fleet

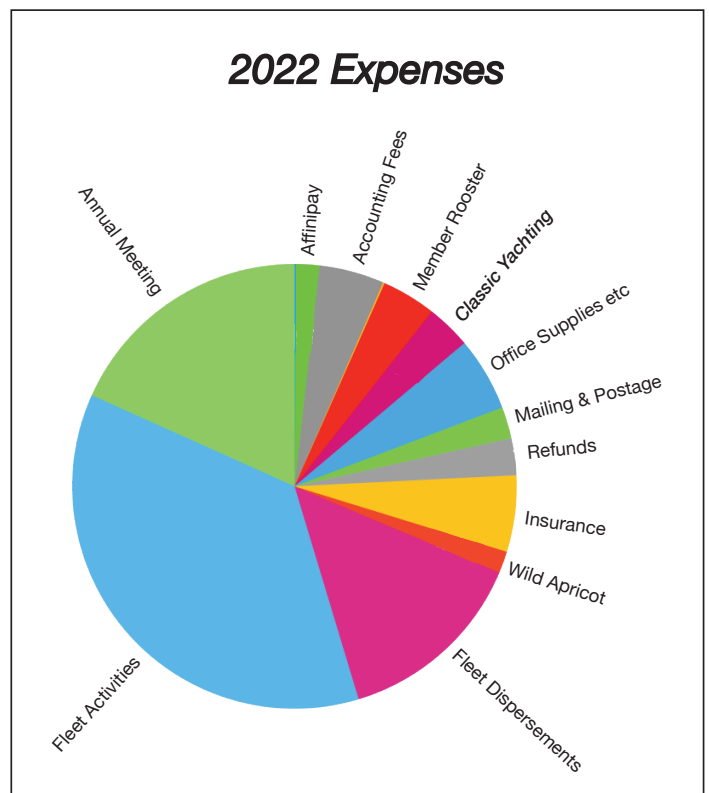
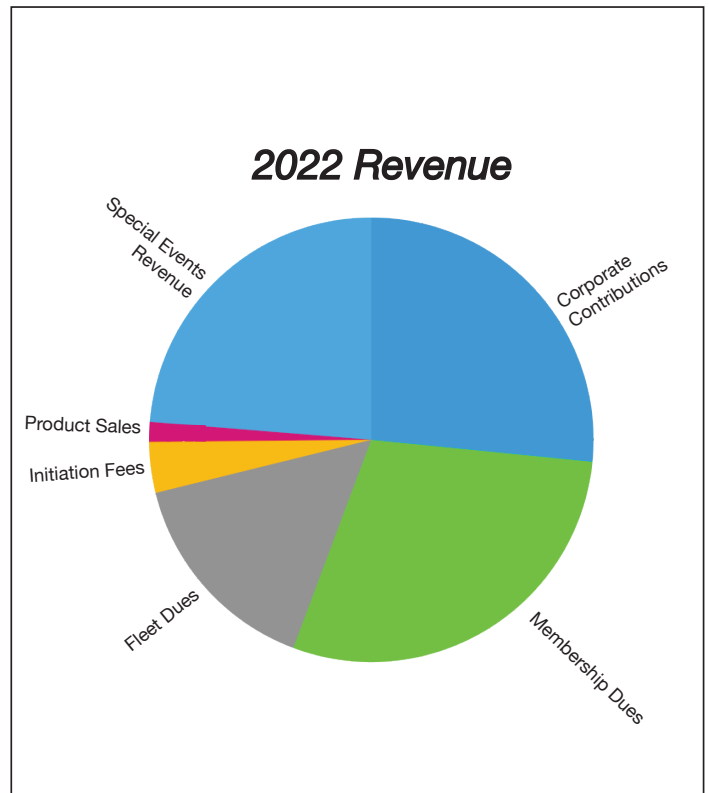
Our finances have been reviewed by our CPA and our 2022 tax return has been filed. This year our expenses were \$6,635 more than our revenue. Funds were transferred from our savings account to enable us to end the year with a balanced budget. The accompanying graphs provide a summary of our revenue and expense summaries.

A detailed report of these financial activities was presented and accepted at the annual meeting.



Thank you Janice Palmer

For the past eight years, Janice Palmer has been the Classic Yacht Association Roster Editor. This task has included not only formatting and publishing our annual membership directory, but also tracking annual dues renewals. Janice has shepherded the Roster process, including sending dozens of emails and countless texts, and making phone calls to obtain accurate information regarding fleet officers, calendars, and contact information. Other parts of the Roster are also annual reviewed and revised as needed. Thank you Janice. We are grateful.



Newsletter Editor's Report

by W Shain, Editor *Classic Yachting*, Pacific Northwest Fleet

During 2022, twenty-four authors made contributions to *Classic Yachting*. My goals have been to attract articles from all of our Fleets and to include topics of general interest to all Classic Yacht Association members.

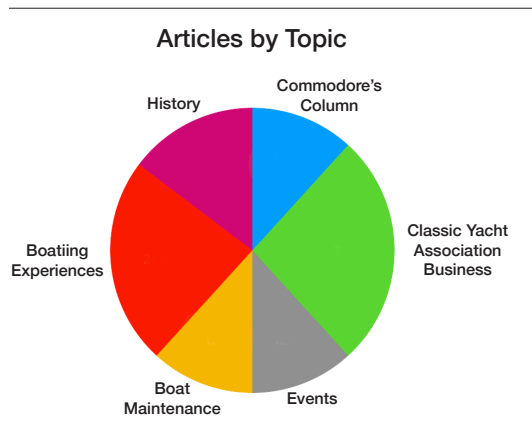
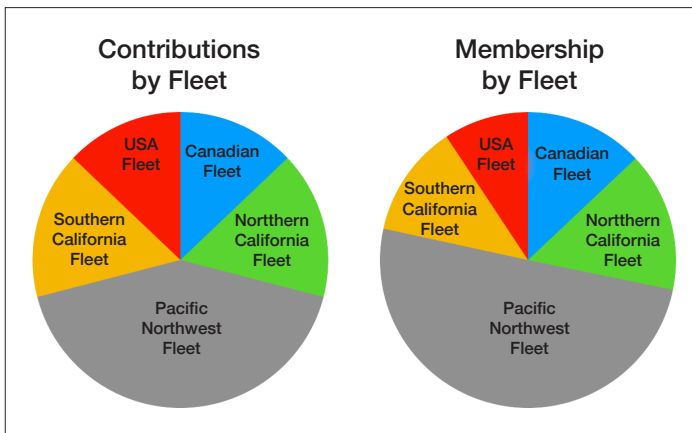
Four issues of *Classic Yachting* were published. The newsletter is available electronically to all members and is mounted on the public side of our website to make it available to a greater public audience. In addition, copies of *Classic Yachting* are mailed to all members, except those who have asked for electronic delivery only.

The publication of the newsletter would not be possible without the contributions of Kathy Weber and Jack Becker who provide their proof-reading skills to each issue before it is sent to our printer, Trade Printery. An updated mailing list is provided immediately prior to each mailing to ensure all members receive their issue.

I look forward to receiving your contributions for the upcoming issues.

Our Thanks to the 2022 Contributors to *Classic Yachting*

- Scott Andrews
- Elizabeth Becker
- Mike Fazio
- Per & Erika Hammerlund
- Maurizio Hublitz
- Gerry Kamilos
- John Lebens
- Russell Lunt
- Julia Maynard
- Jay Niederhauser
- Rick Olson
- Jim Paynton
- Margie Paynton
- John Peckham
- Dave Peebles
- Todd Powell
- Rick Randall
- Cecelia Rosell
- Brynn Rovito
- Barb Weber
- Kathy Weber
- Gord Wintrup



You are all encouraged to submit articles or ideas for articles to the editor!

This is your newsletter!!



Welcome New CYA Members

Members with registered vessels

Maritime Preservation Trust
Conquest
50' 1929 Stephens Brothers
Classic
home port: San Pedro, CA
Southern California Fleet



Tim Robison and Sandra Clavero
Nootka
Vintage
38' 1957 B. Williams
home port: Lummi Island, WA
Pacific Northwest Fleet



Wendy and Jeff Kleid
Galatea
Classic
38' 1941 Matthews
home port: Newport Beach, CA
Southern California Fleet



Other New Members

Monica Ramsey and Joe Barrett
Seattle, WA
Pacific Northwest Fleet

Michelle Koeppel and Leroy Radford
Woodinville, WA
Pacific Northwest Fleet

Tim and Lisa Hudson
Surrey, BC
Canadian Fleet





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

Commodore

Gerry Kamilos, Northern California Fleet

Vice Commodore

Mke Fazio, USA Fleet

Rear Commodore

Michael Topliss, Canadian Fleet

Staff Commodore

John Peckham, Southern California Fleet

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
Summer issue is June 10, 2023.***

Bill Shain, Editor