

Canadian Fleet Newsletter of the Classic Yacht Association

Fall/Winter 2015



9th annual Burrard Yacht Club Classic Boat and Car show

Adelante & Euphemia II.

Our CYA International Commodore Randal Olafson addressed the audience at the wind up dinner.

BYC gave prizes to several of our vessels in attendance

Admission to the general public is by donation. All proceeds from this event are donated to the Disabled Sailing Association.

The total donations from Burrard Yacht Club exceed \$10,000!

2016 will mark the 10th anniversary of the event and we hope attendance will be strong from the boating members, particularly our PNW contingent.

*Michael Topliss
CYA member #1389*



Lady, Sunrise
New York,
Wanderer.

Missing due
to wind
conditions in
Georgia
Straight were

This year 30 boats and more than 40 cars participated.

The Classic Yacht Association was well represented by: Alondra, Double Eagle, Madera, My Fair



Canadian Gulf Island cruise

Our cruise really began when Mike O'Brien sent an email to the Canadian Fleet members. Three destinations were voted on: Gulf Island Pub Cruise, Princess Louise Inlet or Desolation Sound and Octopus Islands. The Gulf Island Pub Cruise won hands down.....the irony was that the vessels that joined the Cruise had not chosen that destination!!

Euphemia II (Mike and Peggy O'Brien), My Fair Lady II (Gord and Cheryl Wintrup, with crew Brian Crawford), and Adelante (Shirley Howdle with crew Liisa Palla and Graeme Litster) met at the Silva Bay Marina on May 31st. Adelante had an anxious moment off Thrasher Rock when her engine threatened to stall. With Vessel Assist (and Mike O'Brien in his Zodiac) on standby Adelante docked under her own power.



Wanderer and Euphemia II , anchored at Tod Inlet

Don, of Silva Bay Boatyard was unable to find the cause of the engine slowing.....best guest was an 'air lock'. Fortunately, Adelante behaved superbly for the remainder of the Cruise.

We explored Gabriola Island. Bikes were rented at Page's Marina. The Malaspina Galleries were spectacular. We even enjoyed

the ambience of the Silva Bay Marina Pub!

On **June 2nd** we cruised to Ladysmith. We toured the antique shops and the Bakery (of course). The Ladysmith Maritime Society had

the 1938 Saravan - a restored Tug on display. A lot of history in that vessel.

June 3rd saw us at the dock in Chemainus. We did a walking tour of the thirty three famous Murals depicting the history of Chemainus. The replication of Emily Carr's paintings on the Chemainus Theatre (Trompe L'oeil technique) were impressive.

June 4th we docked at Genoa Bay Marina. We dined at the Genoa Bay Cafe; fortunately we were able to get reservations for dinner on our second evening. The Cafe is well known for it's Pacific Rim cuisine. We hiked up the hills, sailed the dinghy and put out crab traps.....plus took a zodiac tour to Maple Bay with Peggy and Mike. Don't miss this gem on your next Gulf Island Cruise!



Dinner aboard Euphemia II

continued next page

... Gulf cruising continued

June 6th saw the departure of My Fair Lady II (duties called in Vancouver). Euphemia II and Adelante cruised onto Tod Inlet. Tod Inlet is a lovely anchorage just off Saanich Inlet (close to Butchart Gardens). The Wanderer joined our twosome that evening (Wolfgang Duntz and two crew). They had quite the tale of the crossing from Bowen Island with the North Westerly that was blowing in the Strait of Georgia.

Adelante had a change of crew on **June 7th**. Liisa returned to Vancouver and Jill Davidson from Vancouver came on board. Of note.....the water was warm enough for swimming.....amazing for June.

Wanderer decided to cruise directly to Ganges. Euphemia II and Adelante had a lunch stop at Russell Island, which is now part of the Gulf Islands National Park Reserve of Canada. Russell Island was originally settled in 1886 by William Haumea, a Kanaka (Hawaiian). Maria Mahoi in 1901 inherited Russell Island. She lived there for many years. The history

and tour of the Island is definitely worth a stopover.

Ganges lived up to it's reputation as the hub of the Gulf Islands. We restocked our vessels. Graeme traced down two friends living "off the grid" on Second Sister Island. Adelante had a very pleasant lunch stop at their dock on the way to Montague Harbour on Galiano Island.

On **June 9th**, Euphemia II hooked a buoy and Adelante dropped her anchor in Montague Harbour. We explored the surrounding area that afternoon and the next morning before cruising back to Silva Bay.

On **June 10th**, the wind was still blowing 20-25 knots from the North West in the Strait, we hoped we would get a weather window the next morning in order to attend the Burrard Yacht Club Classic Boat and Car Show June 12th -14th.

On the morning of **June 11th**,

Wanderer led our small fleet of three out of Silva Bay. It was a 'no -go' for Euphemia II and Adelante.....definitely not "pleasure boating" in that swell. Euphemia II headed to her home port at Canoe Cove.....and Adelante headed back to Silva Bay to drop the hook and wait out the wind. We decided that Jill could return to Vancouver. She boarded the float plane to Vancouver that afternoon. Thursday evening the wind clocked 37 knots at Entrance Island.....fortunately the hook held.

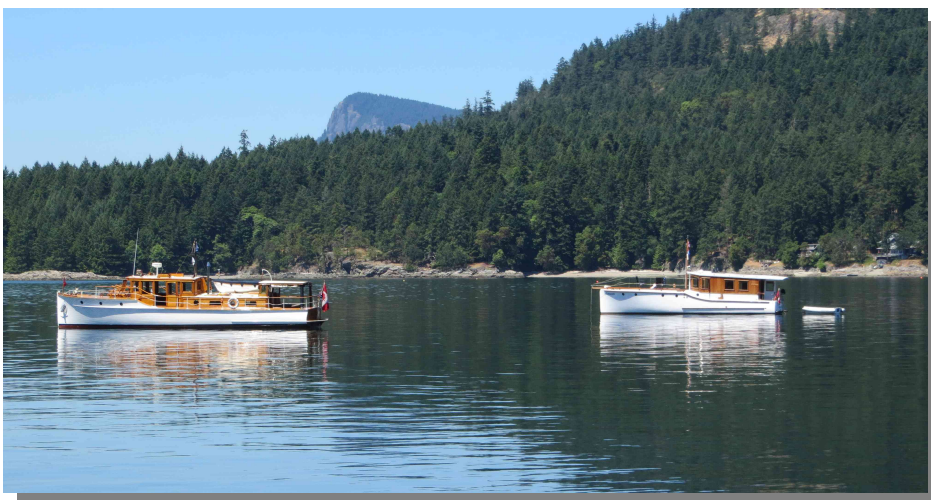
On Saturday, Graeme and myself used the shuttle bus and taxi service on Gabriola Island. We wandered through the Farmer's Market, checked out the Malaspina Galleries (again for myself!) and visited an old friend living on Gabriola.

Sunday dawned with a more promising forecast - we left Silva Bay at 08:15 hours and docked Adelante at Spruce Harbour Marina at 12:15 hours.

A superb two weeks aboard with new and old friends.

Next year the destination is Desolation Sound and the Octopus Islands.....pencil in the last two weeks of June on your calendars

Shirley Howdle
Commodore,
CYA Canadian Fleet
CYA member #1268



Euphemia II and Adelante anchored off of Russell Island

Incredible Istanbul

Fellow classic yachters will recall the short article I wrote on the tremendous reception Peggy and I received from the organizing committee at the Hobart wooden boat show in 2012 while on vacation in Tasmania and the superb reception and tour of classic yachts laid on by Alan Houghton of the New Zealand Classic Yacht Association during our 2013 South Pacific vacation. Well, our Middle Eastern trip in 2015 also presented an opportunity to visit a unique display of classic boats.

I corresponded with Bruno Cianci, the International Press Advisor for the Rahmi M. Koc Museum of Transportation (RMK) in Istanbul, Turkey. The museum contains exhibits of all types of transportation including automobiles, airplanes, trains and boats. Mr. Koc personally purchased the vast majority of items in this prodigious collection. The RMK is located on the shores of the Golden Horn off the Bosphorus Strait, occupying several historic buildings as well as a floating exhibit in a traditional shipyard.

We, of course, were there to see the boats, most of which come from England, France and Turkey with a sampling from both Italy



and the U.S. Our second day in Istanbul was highlighted by a personal guided tour of the maritime section of the RMK with Bruno. To say that I was surprised by the scope and presentation we viewed would be a monumental understatement. Perhaps the English expression “gobsmacked” more accurately represents my reaction to the RMK.

The collection of boats is organized in the following categories: Places, Ships, Tugs and Lifeboats, Steam Yachts, Sailing Yachts and Excursion Boats,



Traditional Boats, Classic Speed Boats, and Caiques and Canoes. In addition, there are displays of models, engines, figureheads, nautical equipment and static displays of a Slipway, Shipsaw, Repair Shop, Ship’s Bridge, a Shipwright shop and a Chandlery.

In this short article, I will only deal with several of the categories of boats on display.

The Tug and Lifeboat collection includes Liman 2, a 1935 Dutch built steam Tug with its original triple expansion engine still in operating condition (shades of the SS Master). At just over 62 feet with a beam of 15 feet 6 inches she presents a robust but graceful sight. She is now used as a tour boat by the Museum. Liman was in service in Istanbul until 1988 when she was purchased by M. Koc and completely rebuilt over a period of two years.

Turkish delight ...



full day's exploration on its own. From a simple dugout canoe to an ornate Bosporous Caique, the collection contains examples of many of the human propelled small boats that have ever existed.

In the Steam Yachts category, the 53 foot 1893 English built yacht Ysolt would be a show stopper at any classic yacht show in the world. She, like all the boats at the RMK has been restored to original condition and is fully operational. Her sleek lines and gleaming brass simply made my mouth water! I picture her sailing on the Thames with a full complement of English Royalty sipping expertly crafted G & T's!

In the Classic Speed Boat collection are a number of Chris Craft runabouts as well as a stellar selection of Rivas. In business since 1842, Riva Shipyards of Sarnico, Italy produces some of the most glamorous speedboats in the world, rivalling but not surpassing (in my humble opinion) the work of the great Muskoka builder Bert Minette. The collection includes one of Riva's modern fibreglass beauties from the Aquarama line. Pictured here is a spectacular mahogany Riva Olympic also contained in the collection. The Caiques and Canoes collection is worthy of a



The space limitation of this short article has prohibited the inclusion of information on the sailing collection, most of the traditional collection and the mechanical and model collections.

I close by thanking Bruno Cianci for the generous sharing of his time and expertise and acknowledge the use of information from "Mirror of the Industrial Legacy" and "The

Maritime Collection" kindly provided by the RMK Museum. I urge all who travel to Istanbul to take the opportunity to tour this wonderful collection.

Mike O'Brien
Canfleet Historian
CYA member #319
Life Member

A lesson learned ...

For years I would test the bilge pumps aboard Privateer by using the manual override switches at the helm and then physically climb into the bilge and lift each float switch to ensure they worked properly. Well, I've gotten a little lazy and complacent as of late, so I skipped the regular physical check of the float switches and relied solely upon the manual override switches to tell me if the pumps were working. This was a serious mistake! Privateer recently developed a minor leak in a seam, nothing to panic about, but enough to cause the pumps to have to cycle once a day or so. While waiting to haul out, I monitored the boat (rather obsessively – some say) and noticed that the main bilge pump wasn't engaging, but instead one of the secondaries was kicking in. Upon inspection, I found the wiring was intact at the float switch connection, but a couple of inches of the factory wiring of the switch was heavily corroded to the point of failure. Had I needed the pump to function in full automatic mode, I would have been in trouble. Lesson: climb into the bilge and check every connection, switch and wire regarding your bilge pumps. 5 minutes of effort could prevent a major boating disaster.



Three minutes of fame

Gord and I have had a great relationship for the better part of ten years. I let him believe that he is the “Master”, but he is really more of my caretaker.

He gets to spend lots of money and time on me to satisfy my expensive habit, and has the privilege of keeping me both seaworthy and in good condition.

Together, we have experienced adventures that have taken us to Alaska, the Broughtons and many places in between. This past June, Gord had us begin a new adventure ... in the movie industry!

It started when he brought down a group of people from the industry to “look me over”. They tried to clamber all over me, while Gord reminded them over and over again not to step on my varnish (told you he was my caretaker!). He even told one guy to remove his hard soled shoes!

Apparently, they were producers, who wanted to shoot a scene involving a classic boat for a TV series called “Cedar Cove”.

After we agreed on a fee for my services, we were told to be at Sunset Marina, north of Horseshoe Bay on July 1st for filming.

We arrived at the marina on June 30th, and tied up at our assigned

... I'm ready for my closeup

berth that left us broadside to the swells of Howe Sound. Lesson learned, don't rely on non-boaters for your security and safety!

The morning brought sunshine and calmer seas, helping to lift our spirits. Gord was told that our services wouldn't be needed until 17:00 hrs, so we began our day by

just hanging out and watching everyone.

When our show time arrived, an actor, assistant producer, make-up artist and a safety technician came aboard, leaving my caretaker (oops, Master!) with his hands full looking out for my brightwork as well as handling my controls. If the producer had his way, I would have been 15 feet from the shore, parallel to the waves – but luckily I had my “master” to educate him on how it works in the boating world. As it was, Gord positioned me about 50 feet off-shore and ten feet from the rocks!

I was booked for three hours of filming, but we were fortunate enough to get the perfect shot in less than an hour.

Once the director released us from our duties, we went over to Union Steamship Marina on Bowen Island, where we had a peaceful night before heading home the next day.

All in all, I had a good experience (and made a lot of money!). My advice to other boats is, if you are given the opportunity for your 3 minutes of fame, go for it! BUT make sure you bring your caretaker along to look out for your best interests!

See you in the movies!

*Gord Wintrup
CYA member #1377
Vessel: My Fair Lady II
Affiliate*

Victoria Classic Boat Show

Once again, the festival committee is to be congratulated on putting on a great show of wooden boats. Hessel Oerlemans, the committee chair tells me that there were more boats registered and attending this year than in 2014. As always the Pacific Northwest fleet of the CYA was well represented and enthusiastic. In addition, the Canadian fleet was proud to see Olmaha, Tsona, Euphemia, Content, Faranda and Spartan attending.

The awards banquet was again held at the Union Club, where the ambiance is surpassed only by the food and service. Considerable

humour was added to the evening by the presentation of the “Master of Disaster” award to PNW’s voluble and outspoken member Dave Huchthausen. Apparently Dave had the misfortune to wrap his stern line around his prop while docking at the Inner Harbour. Catcalls and hilarity at the presentation attest to Dave’s popularity.

Our cousins from the PNW fleet were well represented in the awards presentations with Olympus winning “Best Overall Power”, Faun won “Best Costume” and “Best Tender”, Gyrfalcon won “Best Liveaboard”

while Nonchalant won “Most Improved.”

From the Canadian fleet, Euphemia was awarded “Best Restored Powerboat” and “Hospitality.” Oldest boat was a tie between Canfleet’s Olmaha and PNW’s Faun. Further investigations will reveal the winner!

A big shout out to Canoe Cove Marina for their continued sponsorship of this great event.

For those of you who have never attended or have not attended for some time, we urge you to come along in 2016 as this is without doubt the greatest gathering of wood yachts on the west coast of North America.

Formal Notice of the

Annual Meeting, CYA Board of Directors and Change of Watch Banquet January 15 – 17, 2016

Vancouver, British Columbia

We are pleased to invite our fellow CYA members to Vancouver for a delightful weekend of activities and to attend the Annual Meeting of the Board of Directors of the Classic Yacht Association. You don't have to be a member of the Board of Directors to enjoy this great weekend. There are many events and activities to enjoy as well as time to socialize with members of other CYA Fleets.

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