

Canadian Fleet Newsletter of the Classic Yacht Association

Spring 2015 – cruising season

Commodore's Report



I am honoured and looking forward to my year as Commodore of the Canadian Fleet. I remember well my first contact with the Classic Yacht Association when Mike O'Brien came aboard "Adelante" with my New Member Package. As many of you are aware, Mike has phenomenal powers of persuasion and within a few years I agreed to join the Directors of the Canadian Fleet. The task for the Canadian Fleet this year is to organize the CYA International Annual Meeting and Change of Watch, which will be in Vancouver January 16-18th, 2016. Mark your calendars.

My boating history involves 'dreams and desires'. When living in Victoria in 1975 there was a brief contemplation of 'living aboard'.....this was discounted in favour of learning to ski in the Kootenays. In the early 1980's I was introduced to Wylie Blanchett's book "The Curve of Time". It was not until 2008 that I found 'Adelante' in False Creek and decided to 'live aboard'. She was refitted for a comfortable life in the "Creek" and the occasional cruise. I traced down her "Master Carpenter's Certificate" last year...she was built in 1929 by The

Grandy Boat Company; at that time she was known as "Zimie 11". Her history also includes a significant reconstruction in the 1980's by Lyonoor Lardein and Sarama in Peachland. It is a privilege to have her under my care.

I am looking forward to joining the CAN Fleet June Cruise to the Gulf Islands and attending some of the Classic Boat Shows over the summer. My hope is to be a worthy Commodore of the Canadian Fleet for 2015.

Shirley Howdle
Commodore
CYA member #1268



**Canadian
Fleet Officers
2015**

*Commodore
Shirley Howdle*

*Vice Commodore
George Edgerton*

*Rear Commodore
Michael Topliss*

*Treasurer
Wolfgang Duntz*

*Staff Commodore
Donell McDonell*

*Fleet Historian
Michael O'Brien*

*International Commodore
Randall Olafson*

*International Directors
Randall Olafson
Gordon Levett*



*CYA Flag Officers
(left to right)*

*Rick Olson - Rear Commodore
Ken Meyer - Vice Commodore
Randall Olafson - Commodore
Shawn Ball - Staff Commodore*



*Dear Classic yacht
and Car Show enthusiast ...*

You are cordially invited to participate in the
9th Annual

**Burrard Yacht Club
Classic Yacht and Car Show
June 13, 2015**

Hosted by the Burrard Yacht Club at
10 Gostick Place, North Vancouver, the event will Kick-off at
1800 hours on Friday night (June 12)
with an Icebreaker Party and barbeque for all
participants and their guests.

Registration Cost of \$35.00/person includes:
Friday night BBQ/Saturday morning Pancake Breakfast
and Saturday night Banquet

Full details and registration will be available on the
club's website:

www.burrardyachtclub.com



Mysterion reborn

restoration, viewing and friends from the 1920s and 1940s

Nearly five years after Mysterion was purchased and sailed up from La Conner, Washington State, followed by thousands of hours and more thousands of dollars on restoration, she was ready for viewing, in July last summer (2014). Friends, boat groupies, family, and anyone interested were invited to the viewing – including children and pets. Over 100 viewers turned up over the two days of spectacularly beautiful weather, at Shelter Island Marina in Richmond, on the Fraser River. ‘Viewing’ is a nice word; better than ‘open house’ because no one was expected to buy the boat. It wasn’t for sale. From the pictures, you will see some of the results of restoration over the course of five years.

Let me say, without any bragging, the results match the efforts and the love at first sight I felt when first encountering Mysterion back in the fall of 2009.

Friends and family, and pets, were very positive at the viewing. I was the tour guide and explained many things, many times, happily. I could have spent loving hours describing the cosmetic changes to the woodwork in the interior, the preservation of teak and mahogany from the scrapping of the Empress of Japan (1924) by Russell Arbuthnot, owner of the Arbuthnot Sash and Door Company on West 2nd Street, Vancouver, as he then proceeded to use this valuable hardwood in the building of his own boat, originally named MARDONBILL, after his three children.

One of the happiest features of the viewing was that a handful of friends had been on this boat, when it was called Acrasia, back in the 1940s and 1950s, owned by the Bennett family of Vancouver who, by an amazing coincidence, happened to be my good friends some 60 years later. In recent decades we have shared several friends, who remembered voyages on the old Acrasia many years ago, and were eager to view the restored Mysterion. Needless to say, when they came to the viewing, they had many memories to share, and most of the pictures accompanying this story are shot by Marilyn Richards, who spent happy time with friends on the boat back in the 1950s.

But wait! Viewers with memories from the 1940s and 1950s were not the only friends full of information for the present owner, eager to hear any historical information. The first viewer to turn up was William Arbuthnot. ‘Bill’ Arbuthnot was three years



George Egerton, William Arbuthnot

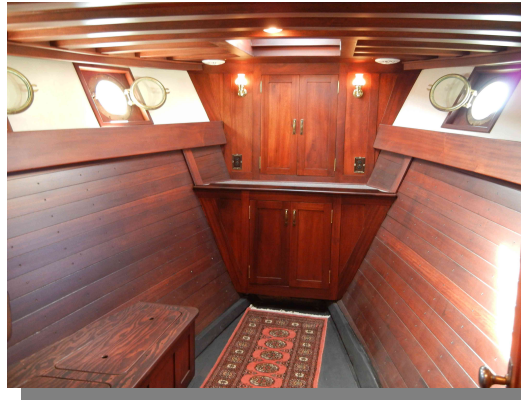
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...Mysterion continued



William Arbuthnot, son of Russell Arbuthnot, whose boat I now owned. Bev Arbuthnot, Bill's wife of 67 years replied without a pause that Bill would want to talk to me, but he was in the shower and would call back shortly.

old when his father, Russell Arbuthnot, launched the boat, in 1927, after spending two years building it. I had heard of Bill Arbuthnot from a friend in the Classic Yacht Association, reportedly still alive, but in his 90s. What to do about connecting? With the viewing imminent, I decided to throw the dice and look up William Arbuthnot on the internet. I had heard he lived near White Rock in British Columbia. So I Googled William Arbuthnot in White Rock, and, sure enough, a name and telephone number popped up for a William Arbuthnot in South Surrey, near White Rock. I hate telephoning people cold, but in this case, why not? So I dialed. A bright cheery voice answered and I explained I was looking for a



So he did, which marked the beginning of a new friendship. Yes he was the son of Russell Arbuthnot and he would come to the viewing, eagerly.

Bill arrived early with his daughter and son-in-law, and I was soon showing him around the restored boat as he told me about what was what when he was a young boy on the Mardonbill.

First he showed me the cabin in the wheelhouse where he slept as a three-year-old – a very tight but cozy place. A flood of information about the early history of the boat and its family outings followed. Bill is the most amazing nonagenarian I have ever encountered. He still drives his car everywhere, still owns his own boat, a large beautifully-appointed Trojan with two Volvo engines which he services. He attributes his longevity and good health to regularly visiting and maintaining the many boats he has owned since he grew up on the Mardonbill. All this was very encouraging to this septuagenarian, now hoping for another 20 years on the boat! I hope to write up another article with its focus on Bill Arbuthnot, who has seen a lot of boats and nautical history since the 1920s. Bill tells me he has some 'stuff' in his basement which relates to the early history of the Mardonbill. I can hardly wait for our next meeting.

*George Egerton
Vice Commodore
CYA member #1296*

note: numerous photos are available to view Mysterion's restoration process

The Case of the Missing jack staff ..., okay, it's not quite up to Sherlock Holmes' standard, but ...

"It was a dark and stormy night. Gleniffer took refuge on a mooring off the Saltspring Yacht Club. In the morning, Captain Tom Burnett looked around to make sure all was well, and was deeply saddened by the loss of his jack staff complete with CYA burgee during the overnight gales".

Tom has provided high resolution photographic proof that the found jack staff does indeed belong to Gleniffer.

Arrangements are underway to reunite! Nice job to Kevin and Roger for making Tom's day.

We are extending an invitation to CYA members to join us on the Sunshine Coast for:

PENDER HARBOUR DAYS

July 10 to 12, 2015

This event is planned as an annual celebration of our marine heritage with historical boats, land based heritage displays, sailing and paddling competitions over the weekend, combined with an arts fair and entertainment.

This festival is a community wide event supported by our local Chamber of Commerce and the Pender Harbour Living Heritage Society, and with many details yet to be worked out, is promising to be a great event. The Chamber will be hosting our web page off their web site at:

www.penderharbour.ca

Further information to follow and we hope to see as many of you and your boats as can make it. We are planning a Harbour sail past for visiting boats on the evening of July 10.



2015 Gulf Islands Pub Cruise itinerary

- June 1: Rendezvous at **Silva Bay** (a or d)*
- June 2: Cruise to **Ladysmith** – 12.5 nautical miles (a or d)
- June 3: Cruise to **Telegraph Harbour** – 7.5 nautical miles (a or d)
- June 4: Cruise to **Maple Bay** – 12 nautical miles (a or d)
- June 5: Cruise to **Cowichan Bay** – 7.5 nautical miles (d only)
- June 6: Cruise to **Mill Bay** – 7.8 nautical miles (d only)
- June 7: Cruise to **Brentwood Bay** – 5.3 nautical miles (a or d)
- June 8: Cruise to **Fulford Harbour** – 13.2 nautical miles (d only)
- June 9: Cruise to **Ganges** – 11.5 nautical miles (a or d)
- June 10: Cruise to **Montague Harbour** – 6.6 nautical miles (a or d)
- June 11 & 12: Cruise to **BYC Classic Boat Show, North Vancouver**



*a=anchorage
d=dockage

So what do you do on the day after New Years, bloated from too much food and adult refreshments? Well, if you are a life long member of the slightly off centre classic boat crowd, you go and look at wood boats.



1950's Peterborough runabout - as found, on it's way to a new life

Off to the shop for servicing and installation of an electric fuel pump – who wants to use those nasty old “pump me up” gas tanks!

The first order of the day was to remove all of the original hardware and take it off to the platers for re-chroming. Then it was on to stripping varnish from the decks and topsides. Peggy and I used a heat gun and gentle scraping with some chemical remover on the decks. In addition, several mahogany panels had to be replaced and a couple of dutchmen inserted. The stem wanted replacement and West Wind Hardwoods supplied some nice white oak which I milled to size and installed. The floor boards or

Off to Genoa Bay we go: myself, Peggy, daughter Jodi and son in law Terry.

Now, you have to know that Peggy has always coveted the magnificent double and triple cockpit runabouts built by the likes of Bert Minett in the early 20's down in the Muskoka district of Ontario. These vessels occasionally come on the market, and if they are completely unsalvageable, are priced in the low six figures. Peggy and I currently own a fifty foot, 1928 wooden boat, so it will come as no surprise that we cannot afford one of Bert's babies!

However, what did we find in Genoa Bay but a 1950's Peterborough twin cockpit runabout! Peggy's jumping up and down intoning “I want it” did nothing for our bargaining position! Having grown up in Northern Ontario, I knew of the Peterborough Company primarily

... the saga of Ms Jeannie

as a maker of some of the finest canoes in the world. They were in business for over a hundred years, finally closing in the late 60's. Their 1952 Catalogue list the 13 foot Sportabout model as coming in two versions, the higher priced being the “Deluxe Finish.” And that is what was laying under a tarp in Genoa Bay.

Into the back of the pickup it went and off to Lands End Boatworks for “refurbishing.” The only thing missing was a motor. The boat was rated for 18hp, and lo and behold a fellow CYA member, located a 1955 18hp electric start Johnson Sea Horse in Nanaimo!

duckboards were removed and sanded back to clean wood before she was turned over for exterior hull work.

On examination, the hull was found to be sound, although a fiberglassing done some time in the past was very rough and had a number of problematic voids.

Peggy puts a CYA twist on stripping





the saga of Ms Jeannie ... continued from page 6

We spent several weeks patching, filling and fairing until we felt that the hull was back to its original level of smoothness. During the process, several coats of heavy bodied undercoat were applied and wet sanded. Two final coats of Peterborough Red were then applied and the rub rails remounted.

We turned her over again to continue interior work.

The original cowlings were cracked and badly stained, so we acquired some lovely mahogany and, after

a little
creativity
always
helps
a project
along



several hours in O'Brien's patented steamer, and with the help of Mike Ogden, they were carefully bent into place. By this time, the interior had been stripped of old varnish, several frames had been replaced and all was starting to look ship shape!

You will note that the steering

wheel was out by this time. I had thought to replace the wheel as it was badly faded and looked very disreputable. However, on doing a little research on the net, I found that this particular wheel was also used on U.S. Army jeeps and was highly collectable. Several were offered on EBay in poorer condition than ours and commanded prices up to five hundred dollars. After a few emails, we found the correct paint colour and proceeded to refinish the wheel!

In the meantime, we applied a beautiful stain to all of the decks and cowlings, the interior received six coats of varnish and the exterior eight. The fittings came back from the platers looking fresh and shiny and were reinstalled, bedded and wired.

The Johnson also received a new paint job, was tank tested, wired, cabled and installed.

On a calm March day, Captain Peggy took her out for sea trial and pronounced her fit for duty! Now, you may wonder

about the name, Ms Jeannie. Well, Peggy's real name is Margaret Jean and her ninety five year young mom is Jean, so, seemed like a natural to me.

Ms Jeannie had her first public appearance at the Burrard Yacht Club annual wooden boat show in June of last year and demonstrated her speed in Burrard Inlet.

The project took much longer than anticipated, but we are both well pleased with the results. Not many of these Sportabouts are left, and they do represent a part of Canadian heritage that we need to protect and cherish.

Michael O'Brien

Canadian Fleet Historian

Member #319

note: Mike kept a careful photolog of the restoration process, this article includes only a sample of the images available

