

Canadian Fleet Newsletter of the Classic Yacht Association

Winter 2016

Commodore's Report to AGM October 2016

Commodore George Egerton
at the Burrard Yacht Club
Classic Boat and Car Show
second from right

Article by: George Egerton, Commodore,
CYA Canadian Fleet, member # 1296



Thanks to all members of the Bridge: Shirley Howdle, Michael Topliss, David Sharrock, Michael O'Brien, Wolfgang Duntz, and Randy Olafson, for helping to provide a positive Year for the Canadian Fleet. There was significant, membership growth, and a cooperative atmosphere. Membership grew to c. 32, with some applications still pending. Thanks especially to Gord Wintrup and Randy Olafson for pro-active recruitment efforts.

The extensive planning for the AGM of the International Bridge, which met in Vancouver in January, was carried off well, thanks to superb leadership and willingness of volunteers. All feedback on this event was very positive.

The Canadian Fleet had fewer events / rendezvous this year, partly by design. While weather and some breakdowns clouded excursions, other events were all successful. Our cooperation in the Burrard Classic Boat and Car Show, and the Wooden Boat Festival on Granville Island, brought excellent CYA engagement, in record numbers of participants and public interest.

My own boat, Mysterion, moved in the spring from Shelter Island to Heritage Harbour, at the Vancouver Maritime Museum. I love both sites; but Heritage Harbour is very special with its collection of historically-interesting vessels, beautifully located in False Creek. I hope to recruit several of the owners of these boats for the CYA. Presently,

Mysterion is being used as a site for the filming of a series entitled My So-Called Wife. This will be broadcast on Bravo in 2017. My real wife, Manya, will be watching.

The Canadian Fleet began the year with a bang in hosting the International AGM, and ended with a storm as of the day of the AGM – which prevented some members from attending. However, administration after the International AGM was easy and minimal, mostly dealing with new membership. It is notable that our AGM unanimously passed a resolution requesting the international membership committee accept the application of Randall Cunningham and his Patrol Boat P-619,

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Burrard Yacht Club

Classic Boat and Car Show 2016

On Friday, 10 June, the old boats and cars began arriving from near and abroad to be ready for exhibit Saturday, the day of the annual show. Owners and exhibitors could be seen at work cleaning and detailing, and praying for better weather. It all looked quite engaging and the weather gods must have been impressed as the skies soon cleared and the sun finally broke through on show day to welcome an eager audience.

On the boat side of the show, a record number of yachts registered -- Classic and Vintage and several distinguished wanabes. Indeed, the revision of the Vintage class helped recruitment of both superlative boats and dedicated new members.

Amongst the dozens of beautifully restored and maintained yachts, the following were selected by the Judging Committee for the prizes on offer:

Best Vintage: Double Eagle, 1947

Randall Olafson

Best Classic :Euphemia, 1928

Mike and Peggy O'Brien

Best Modern Classic:

Reel Nauti

Jesse Miller

Best of show: Wander,
(USA)1927

Bob Scott

Hagerty Award: P-619

Randall Cunningham

The latter, Patrol Boat P-619, represented something different and fascinating in the Canadian Fleet. This boat saw service in World War II in the Philippines as a crash boat: i.e. going out in all-weather to rescue downed Pilots. Original power was 2 Hall Scott gasoline engines that would push her through six foot seas. At 40 knots! After the war, most of these boats were run up on the beaches and set afire, but 619 was sent back to California where she was used to train Sea Scouts until the 70's. When Randy Cunningham found her the interior matched the exterior condition! (See before/after illustrations) She currently has a pair of GM 671's in her from landing barges that



Cdn AGM cont

... to honorary membership, given the historical importance of this WWII wooden boat, even though it marks new territory in our definitions of classic yachts. I have enjoyed all the personal friendship shared with CYA members, from my recruitment and now my retirement as Commodore. I will be passing leadership on to the best of new leaders, with Michael Topliss as the new Commodore. My swan song, aside from chairing the nomination committee for the next Bridge, will be attending the International Bridge meeting in January 2017 – far away in Mystic, Connecticut. I thank everyone for the cooperation and their warm friendship.

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BYC Classic continued ...



the venue of this annual show for many years. This year saw not only a record attendance of boats and owners, it also enjoyed the best possible levels of planning and organization. Together we also raised \$3500 for the Disabled Sailing Association (DSA).

mention discrete forms of envy in all directions. Michael Topliss's role in working with BYC leaders was both tireless and inspiring in driving the Canadian Fleet's side forward as our Vice Commodore. But the BYC's cooperation went beyond just organizational skill, to demonstrate true hosting and warm hospitality. For this we are grateful, and be assured we will be back for more next year.

*George Egerton
Commodore,
CYA Canadian Fleet
CYA member #1296*



Everything was excellent, not least the food served at Saturday's banquet. There must also have been record levels of friendly



were used on D Day, but Randy has acquired a pair of original Hall Scotts and once the 1600 gallon fuel tanks are built, she will again be skimming over the seas at 40 knots. It is believed that only 3 of these ships now exist. It is hoped that Randy's boat will become a distinguished part of the Classic Yacht Association's Canadian Fleet.

inspections and mutual accolades, not to

Both the prize boats and their owners were fully deserving of the awards, not only for the beauty of their boats, but also for their contributions to the purposes and operations of the Classic Yacht Association.

The Burrard Yacht Club has been



New Town, Old Boats

In late August, and for twenty-nine consecutive Augusts, an aged flotilla sails past Vancouver's rapidly developing waterfront. The contrast between the waxed teak and polished brass of the boats and the concrete and steel of the buildings is, at least to the nostalgically-minded, both striking and a touch sad. Where is the craftsmanship one might ask while observing yet another high-priced condominium tower spring up? Over there, moored alongside the city's largest open-air market at Granville Island. There on a sunny Thursday afternoon, dozens of wooden boats converge for the weekend-long Vancouver Wooden Boat Festival.

The Festival is a much-welcomed infusion of history into a city that appears to have little time for its past. Much-welcomed indeed, as throngs of people meander past the collection of floating art. Boat owners are regaled with questions both novice (Where was she built?) and advanced (Why a centerboard on a 45' yawl?). The background rings with sea shanties and the hammering of children who assemble model boats out of wood scrap with their parents. This year the collection of boats is as varied as ever. On the one hand, there are masterworks like DeerLeap, a 1929, 80' Fantail Cruiser restored to perfection right down to the cut-glass crystal of the Gatsbyesque cocktail bar. A premier boat of the Classic Yacht Association, its owners, Richard and Carolyn Gardner, contributed

to the increasing cooperation between the CYA and the Wooden Boat Society – who share many goals. On the other hand, is Snowdrop, a 12' Turner Clinker lifeboat designed the following decade, when money was in short supply.

Naval architects and boat builders from the foreign shores of Costa Rica and Scotland display their wares in Golden Rule and Fairways. But there is no lack of local talent. On the dry sits Juanita, a replica of a 1798 Spanish longboat built by Vancouver's Wooden Boat Society. Every few years the Society, who puts on the Festival, takes on yet another eclectic boat building project. Perhaps the most telling sign that wooden boats have a future in post-modern Vancouver comes, however, in the shape of Interceptor, a 19' sloop built by sixteen-year-old Kyle Manson. Built out of salvage over two years in the family garage, she is the culmination of a father's guiding hand and a young man's growing hunger for the sea.

So while Vancouver's real estate continues to go mad with slapdash architecture, there are pockets of sanity and sound tradition in the workshops of youth like Kyle and alongside the brass-bejeweled docks of Granville Island Market.

*Contributed by: Peter Valing,
a professional writer,
teacher and avid sailor,
living in Burnaby*

A history project

I own two small clinker boats built by Derry Carter and understand that he was a prolific builder from the early 1900's to at least the late 60's. He apparently worked in the lower mainland, the sunshine coast and Vancouver island.

I would like to track down more info on him for a little Canadian West Coast boatbuilding history project. If you have any knowledge of Derry, his boats or family, I would appreciate you sharing it with me.

Alternatively, if you have suggestions for any other leads, I would love to hear from you, or you can forward this on to others who might know about Derry.

*You can contact me at:
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or by 'phone at
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or by snail mail at 1338
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*Many thanks
Mike*

The forecast was for wind, cloud and rain so I said to Peggy, "Let's bag the Victoria Classic Boat Festival this year." "No Way" she responded, "After winning two awards last year, we have to put in an appearance this year. Besides that, I want to party!!"

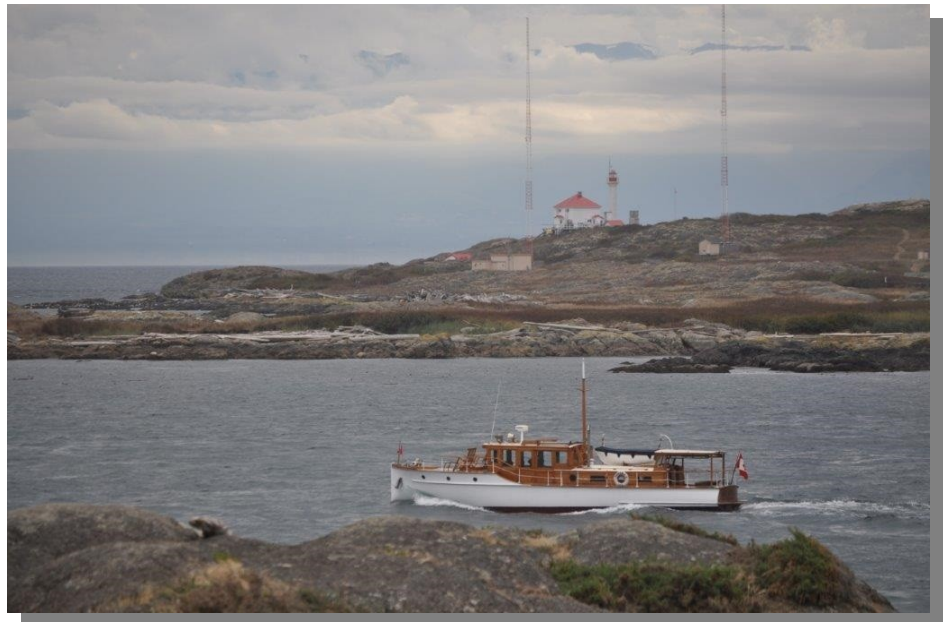
So, it looked like a weather break on Wednesday 31 August, Euphemia was ready and we fired her up. The day was cloudy, gloomy and miserable but Haro Strait was calm and we hit Trial Island at slack tide. Peggy liked it, Euphemia liked it and I was losing my grumpiness.

Jasper, our 5 year old grandson spent the day with us on Thursday, showing me the location and purpose of each and every switch, knob and button on the boat. What a revelation – I had no idea there were so many.

Boats started to arrive shortly after 11:00 on Thursday in the drizzle and cloud. Double Eagle, Farranda, Sojourner, and Spartan II from the Canadian Fleet were present. Deer Leap, Gyrfalcon, Marian II, Winnifred, Flying Cloud, Faun, Wanderer, Thelonious and Patamar from the PNW added their beauty to the show.

As usual, the mighty Oriole played the role of salute vessel on the (believe it or not, sunny) Sunday afternoon sail past. What an honour and pleasure to dip our flag and take the salute from her! Making it a special sail past was the opportunity to share it with Peter and Karen, from Australia who own a 38 foot 1928 cruiser on the Murray River. Several years

Victoria Classic Boat Show



Euphemia II underway at Trial Island

ago Peggy and I happened upon the Bleasdale winery in South Australia whose offerings have become staples in our house. You can guess what libations were brought aboard by our new Aussie friends!

Overcoming all of the predictions, the surprising weekend sunshine brought out large crowds of admirers and all of the boaters had opportunities to embellish the virtues of their vessels.

Congratulations to Randy Olafson for winning the "Hospitality" award and to Diane Lander for "Best Overall Power" and Lauri and Bob Scott for "Best Restored."

Once again, Peggy and I offered the opportunity to join the Canadian Fleet of the CYA to several lovely old woodies including the Spillsbury family

yacht, Blithe Spirit, several lovely 50's Monks and one of the original Forestry boats. We will follow up with them all!

In closing, the Vic Festival is the premier Canadian Classic Boat Festival and Peggy and I always find it an energizing opportunity to reconnect with like-minded boaters and the public who demonstrate their appreciation of our efforts to keep our stout vessels in Bristol condition.

Next year will be the Fortieth Festival – we encourage all Canfleet members to ink the date in to your calendars

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