

Classic Yachting

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

NATIONAL CHANGE OF WATCH SET FOR M.L.K. WEEKEND IN LOS ANGELES

By Peter E. Riess, SC#848, National Vice Commodore

The Southern California Fleet wishes to extend an invitation to all Classic Yacht Association members and friends. This year, the National Board Meeting and the 2004 Change of Watch will be held at the Los Angeles Yacht Club, located at Cabrillo Marina in San Pedro,

California. The dates are January 16th – January 18th, 2004.

Rooms are available to you at the Los Angeles Harbor Marina Hotel – San Pedro (formerly the Hilton Los Angeles Harbor – San Pedro). A special rate of \$87.00 per night has been negotiated for CYA members attending the events. There are also a limited number of suites available at a discounted rate. Please call the hotel directly at 310.514.3344. You must mention to the reservation clerk that you are there for the Classic Yacht Association National Board Meeting to receive the special rate. Reservations must be made by December 31, 2003.

Friday, January 16th, the weekend begins with a cocktail party at 6:30 pm, to be held at the Los Angeles Maritime Museum. The museum will be closed to the public, and we are free to roam about the many displays. For those of you have not been to this gem, it is really something. The building served as a ferry dock when Terminal Island had no bridges.

Saturday, January 17th, the Annual Board Meeting will be held at the Los Angeles Yacht Club. The club is located steps from the back door of the Marina Hotel. Continental Breakfast and coffee will be provided. After the meeting, there will be two tour options. First is a tour of Honorary CYA Member S.S. *Lane Victory*. This historic vessel is berthed at the foot of the Vincent Thomas Bridge, and is a floating

(and operable) museum. Her holds have been converted to carry displays explaining the role of merchant shipping during several wars. Retired Merchant Seamen act as docents, and they are very much a part of the entire experience. Following the tour, members are welcome to ride the restored Pacific Red Cars, trolleys which ran throughout Los Angeles, and were donated to the city by CYA Honorary Member Lois Fellows. The second tour will be a shopping tour of LA's famous "Alley", located downtown in the garment district. Staff Commodore Sophia Medrano will provide her breathtaking top floor office in the same area as a place to rest and leave packages. Transportation will be provided for both tours.

The 2004 Change of Watch will begin with a cocktail party at the bar of the Los Angeles Yacht Club, followed by dinner in their dining room. Cocktails will be served beginning at 6:30 pm. The Change of Watch Ceremony will follow dinner.

Sunday, January 18th, Day II of the Annual Board Meeting will be held at the Los Angeles Yacht Club. At 1:00 pm, the Southern California Fleet will hold a boat parade through Los Angeles harbor. Ample space is available on board for everyone to join us. Refreshment will be provided.

We've ordered up some great Southern California weather for the weekend! Please plan on joining us!

PHOTO ALBUM IS READY!

*By Dennis Ballard,
SC#848, SC Fleet
Commodore*

Attention all members of the Classic Yacht Association: Rick Olson and I are proud to present you with the long awaited 2003 Photo Album. Distribution of this hardbound volume is set for January. All 2003 members are eligible for one free copy of the Photo Album. Your Fleet Officers are responsible for sending out the free books, and also any additional books you may wish to purchase. Order forms will go out with each book and the costs will be listed therein. We very much hope that you enjoy this album, and that you will want to purchase additional copies as gifts. Rick and I would like to know our members thoughts on the Photo Album. Please e-mail us with any comments you may have. Dennisballard@aol.com (Dennis) or Toyopros@earthlink.net (Rick)

FROM THE BRIDGE OF THE *FREYA*

Michael Oswald, National Commodore

Shipmates, this year as your Commodore has passed too quickly. The first few months I was taking a few college courses. By June, the airline industry started to hire/recall pilots. I had retired from the cockpit three years ago, yet the phone rang and I stepped into the simulator or in some cases to the flight line to get the new crop of airmen ready to pass their check rides. From mid-September on, there have been many seven day a week schedules, combined with start or ending times in the wee hours of the morning. Visits to *FREYA* have become fewer and I was not able to get in any of the little lake or cross sound cruises that I like so much. If this is retirement, I would rather go back to work! Meanwhile, your organization has managed to move forward because of the outstanding efforts of some very dedicated people. Let me tell you about them.

Your Historian, Margie Paynton, has never failed to supply new members with their supplies, or the bridge with the lists of membership, or answered any questions. The Payntons share the same dock as I; so to save postage, letters, envelopes or packets from Margie are usually tucked in the wheelhouse door on *Freya*. Recently, there were questions about the CYA's financial future and other important issues; Jim Paynton was always there to offer well thought out and able guidance on the matters of the Treasury.

Then there is the issue of the CYA PHOTO ALBUM. Two years ago after several fits and starts the project was handed (dumped?) into the lap of Rick Olson and



Dennis Ballard. Working tirelessly to beg, plead, cajole, or threaten the membership to turn in their boat pictures and written history within the framework of a time schedule; they then forged a new path as writers, book designers, contractors, and editors. They secured an ISBN (International Standard Book Number) that is used worldwide to track, identity and catalog books. It registers the CYA PHOTO ALBUM in the international "Books in Print" database which is used by the big guys like Barnes and Noble, Amazon, WoodenBoat, etc., plus thousands of independent book sellers and every major library in the country. If the album is as nice a work as rumored, there is the distinct possibility of outside sales and the chance to raise money for the organization. Moreover, these two gentlemen brought the project to completion more than \$2000.00 under budget! That alone is outstanding.

How so very lucky we are to have members like Jim and Margie Paynton, Rick Olson and Dennis Ballard. Thank you all for your good works this year.

Shipmates, do not sit and complain about the weather in January. Come to Southern California where it is warm and pleasant that time of year. Your

presence is requested at the National Board of Directors meeting, as all members should attend. You will meet some very interesting people and have a chance to work on your tan. See you in Long Beach!

One final thing, in my address at the Change of Watch in Vancouver, BC last January, I spoke to the need for the organization to change our incorporation status to a federally recognized 501-3c Non Profit. That change would enable us to "grow up". Some of the issues brought up in the Album project have helped outline that need. Over the next year, we must set ourselves to change for the better. We are growing to a size that requires more income. Our fixed costs such as insurance are not going to cost less in the future. Indeed, they seem to outpace predictions. Do I believe the membership dues should be increased? In my view yes, but such raises should have a reasonable cap so we may continue to attract membership. It is through the many advantages of a 501-3c Non Profit Corporation we can put ourselves on a firmer financial footing for the near future. It is something we must do.

Nereida and I wish you an enjoyable holiday season and all the best for the coming year. Thank you for the privilege of being your Commodore.

AROUND THE FLEETS - **FROM THE PACIFIC NORTHWEST FLEET -** **Dorin Robinson, Director, and David Huchthausen, Rear Commodore**

The 26th annual Victoria show was one of the best in recent memory. Not only was the turnout impressive, the quality of the 146 attending vessels was spectacular. It seems as though the weather always cooperates for this event, and the 2003 Labor Day weekend show was no exception. Moorage directly in front of the historic Empress Hotel provides phenomenal views as well as direct access to the wonderful shopping opportunities and quality restaurants available in this "English" city.

The judges had an extremely difficult time selecting the award winners. *Rita*, *Euphemia II*, and the new affiliate *Chris-Craft Mud Shark* were all looking sharp. For the fourth year in a row a CYA vessel was awarded Best Overall Powerboat. At 96 feet and in Bristol condition *Olympus* stole the show. John and Diane Vanderbeek were gracious enough to open their vessel to the public, proudly ushering several thousand visitors around the decks. Other attending CYA vessels included *Argonaut II*, *Deerleap*, *Glavya*, *Island Runner*, *Lorelei*, *Meander*, *Sunrise New York*, *Woodrow* and *Zanzibar*. Any CYA member who has never attended this prestigious event is strongly urged to do so in 2004.

The third annual LaConner Classic Boat and Automobile festival was held along the Swinomish Channel south of Anacortes on September 13th and 14th. Since this event has previously been held in August, the organizers worried that the later date might reduce attendance. This was certainly not the case as the docks were packed with outstanding boats and throngs of visitors. The welcoming barbecue and awards banquet were equally impressive. Festivities also included a classic car show, a street fair with lots of food, trade booths and live music.

The CYA was well represented by *Comrade*, *Deerleap*, *Fawn*, *Island Runner*, *Hanna*, *Lawana*, *Madera*, *Mitlite*, *Mysterion*, *Nan*, *Olympus*, *Pat Foss*, *Winifred*, *Woodrow*, *Zella C* and *Zanzibar*. The *Zella C* was awarded Best Boat in Show, and *Olympus* Best Overall, with *Deerleap* winning the half hull model as the Skippers Choice.

We have attended many CYA Halloween cruises over the many years and have to say that this past one was one of the best. Many times I can remember travelling one direction or the other, either in fog or with 4 footers spraying over the bow. This year was not that way. We made the trip over on Friday in bright sunny weather, with hardly a ripple, along with a fair tide thru Agate Pass which pushed us up to 10.5 knots, making it a fast and great trip from Seattle. Dave and Heather Ellis along with Dorin & Logan put a lot of work into a great weekend for all those attending. There were some brave folks who came in costume, the most hilarious of which was *Frankenstein* and the *Belly Dancer*, who turned out to be Greg Gilbert and his friend Christine (you can only guess which one was the *Belly Dancer*). Greg did however this year inaugurate a brand new event, which was **BOBBING FOR APPLES**. At first everyone kind of stood around looking at the huge tin tub supplied by Greg, with many bobbing apples, in very cold water.....then wouldn't you know it his friend Christine (aka the *Belly Dancer*) in costume who dove in - literally -and was experiencing considerable difficulty getting the first apple. I noticed that Greg, seeing this lovely maiden bent over the tub on her hands and knees, promptly dove in to save her.....or so he said..... and together they somehow came up with the same apple. Some called it cheating, some called it bizarre, and

some didn't call it anything. Personally I called it fun!! I believe that at the time, Greg agreed with me!! There were several participants who said the water was too cold, so several kettles of hot steamy water were added. They still couldn't get the apples out. I trust someone took pictures of all of this; it was a photo opportunity too good to pass up.

Then there was the Saturday evening potluck with so much food that everyone ate too much, followed by the pumpkin judging hosted by Dave & Heather. Everyone carved a pumpkin and won a prize.

Sunday was Antique Shopping Day at the many antique stores in Port Orchard....also a Sunday Brunch at one of the fine restaurants. Those classics present were *Madera*, *Cle Illahee*, *Winifred*, *Freya*, *Forevermore*, *Willobee G*, *Westerly*, *Argosy Argonaut II*, *Caroline*, *Grand Slam*, *Savona*, & *Orba*. Others arriving by pony express were Andy & Jo Ellen Hathaway (*Twin Isles*), Steve & Mary Jane Sheldon (*Lorelei*), Slim & Caroline Gardner (*Deerleap*) and Lew Barrett (*Rita*). Many thanks to the Ellis family: for many years they have worked hard to make this a premiere event.

The Pacific Northwest Fleet somehow must have provoked Mother Nature this year. She responded by providing a deluge of rainfall during the annual Thanksgiving cruise. This didn't keep a good group of hearty Northwesterners from cruising to the Husky Stadium floats on Lake Washington for Thanksgiving leftovers. Classics in attendance included *Forevermore*, *Orba*, *Thunderbird*, *Winifred*, *Woodrow*, *Zanzibar* and new members Marshall and Susan Johnson aboard the *Josephine*, a beautifully restored Monk built in 1947.

FROM THE U.S.A. FLEET -

Stephen Wilen, Commodore, and David Gillespie, Director

Members of the USA Fleet on the East Coast were frustrated by poor weather most of the year. That, and the start of school, conspired to limit attendance at the Sag Harbor Cruise. Still, those who made it had a good time sampling the restaurants of Sag Harbor and checking out the events of the weekend.



Ruth Gillespie (USA#930) along with Howard and Becky Hopps (USA#984) at the historic Sag Harbor Yacht Club.

The best weekend of the year came at the end of September with the Mystic Antique Vehicle Show. *Cygnus II* (David and Ruth Gillespie, CYA 930) provided the backdrop for some spectacular cars and motorcycles from the era before the Great Depression.

Hurricane Isabel effectively ended the boating season in the northeast. Most boats retreated to their hurricane holes to wait out the storm. The intrepid *Alexandra* (Tony and Judy Hannold, CYA 971), on her way back to Virginia, was forced to stop at Sandy Hook, NJ where she waited out the storm undamaged. Tony and Judy have been looking for a larger, faster boat, and have just bought *Kensington* from Fleet Commodore Steve Wilen (CYA#515). At this writing, *Alexandra* is safely home, and *Kensington* has recently arrived via

truck largely intact, after being caught in some very bad weather on her cross-country odyssey. (Steve, not to be boatless for long, has just purchased a 35-inch (that's correct -- inch) Lake Union Dreamboat-style yacht, an exquisite model in a glass case.)

Although cruising weather was sparse, it was a good year for working on boats. *Sharazad* (Richard and Pamela Accola, USA# 976) saw her leaking hardtop replaced entirely. Restoration work on *Silver King's* (Andy Anderson, USA#999) hull continued. Member Skip Shipman (USA#961) rescued two derelict Dawn Cruisers, which he intends to restore as one boat.

Coquille, one of the most original Dawn 45s left, fell into ruin after a poor restoration effort. Her interiors and other parts were recently rescued by Skip, who then went on to buy *Emerald Dawn*, another 45, which had been butchered into a sport fisher in the 1950s. Skip is going to use the sound hull of *Emerald Dawn* and the interior and cabins of *Coquille* to put together one good boat. Our hat's off to Skip for taking up the challenge of two derelicts!

Across the country in the Pacific

Northwest, Honorary CYA Member and retired boat builder Norm Blanchard received a nice letter from Denny Newell (USA#1035) of Wayzata, MN, current owner of the last of the Blanchard-built raised deck cruisers, *Mer-Na*, lauding the fine workmanship of the Blanchard yard, and stating that many people stop to tell him that *Mer-Na* is the prettiest boat on Lake Minnetonka.

Florida member, now living in Berlin, Germany, Gerhard Bechtholdt (USA#917), reports that *The Red Baron* will winter in Miami before crossing the big pond to become our first European member yacht.

Up in Boston, *Canim* (Dan Prigmore, USA#997) has been featured in not one, but two, publications currently on your newsstand: *Showboats International* (January 2004) and *WoodenBoat* (November-December 2003). Congratulations Dan!

Be sure to read USA Fleet Director Barry White's (CYA#952) article elsewhere in this newsletter.

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Kensington begins the long trip back to her home waters of Chesapeake Bay. She had cruised the waters of Puget Sound since December of 1927.

FROM THE SOUTHERN CALIFORNIA FLEET -

Martie Butz, Director

This article is always a bit difficult to write because the boating season has pretty much wound down for the year. As I write, I am once again looking out on a bright, balmy, Southern California December day. For those who are not running around getting ready for the holidays, it would be a great boating day. The fog was gone by mid-morning. It should reach the upper 70s in our valley, and the sun is absolutely sparkling on the water. Some of us are using this time to decorate our boats for the upcoming Christmas Boat Parades. The most exciting ones are held in Huntington Harbor, Marina del Rey, and LA Harbor. After many years acting as Stake Boat in the Marina del Rey parade, the crew of the *Sea Dog* now prefers to be spectators rather than participants. We still decorate and party, but watching the parade is much easier on the nerves and oftentimes, safer. Holiday boaters can be kind of crazy. So, whatever your boating festivities involve, our fleet wishes all of you a lovely holiday season.

In October this year, our fleet decided to participate in the Long Beach ShoreFest event rather than Buccaneer Days at the Isthmus in Catalina. Big mistake!! ShoreFest was billed as an event to beat all events. Dennis Ballard was our main contact person and was backed by Jim Butz and Peter Riess. They attended monthly planning meetings for almost a year. The organizers planned boat parades, races, air shows, rescues, water activities, land activities, demonstrations, booths and food. They expected thousands to attend. We were all very excited. We had our slip assignments and parade line-up. And then Long Beach pulled the plug less than a week before the event. Something about liability. Needless to say it sent a lot of people scrambling. Instead of

attending the event of the century, the CYA did what we do best----had our own party. We pulled together a quick, impromptu "non-event." About a half dozen boats gathered at Marina Pacifica for the weekend. Fun was had by all on a much smaller scale!

In November we had our local Change of Watch. Dennis Ballard was in charge of planning the evening as the incoming Commodore. We gathered at the *Riptide* for the preliminary cocktail party. The weather was a little threatening, but not cold, so the partygoers spilled out from the *Riptide* onto the adjoining docks. It did not start to sprinkle until we were headed toward the restaurant. It was nice to see members come from as far as Oxnard and Arizona. The ceremonies and dinner were held at the 22nd Street Landing, an excellent restaurant in San Pedro that specializes in seafood. Peter Riess was master of ceremonies for the evening. After gifts were presented the 2004 Bridge was installed. We followed a little different format this year, with the outgoing officer swearing in the incoming officer. The 2004 Bridge for the Southern California Fleet is: Dennis Ballard—Commodore, Anna Erving—Vice Commodore, Scott Robinson—Rear Commodore (Scott and Linda Robinson, by the way, recently purchased an Elco. We are very excited for them), Yvette Gulick—Secretary, Anne Blayden—Treasurer, Rick Olson—Fleet Captain, Sophia Medrano—Staff Commodore, Peter Riess and Martie Butz—Directors.

The officers having been sworn in, it was time for the annual awards. The Bird Rock Award originated several years ago when Richard Gardner, in checking out his new radar, backed onto the rocks off the Isthmus in

Catalina. Since then it has been awarded yearly to a member who has similarly goofed. Previously the award was a hodge-podge of items put together to represent the particular instances. This year that scary looking "trophy" was retired. In its place, the proud recipient now gets to fly a Bird Rock Pennant all year for all to see. This pennant was cleverly designed and professionally executed by our own "staff seamstress," Joyce Lang. Peter Riess and Dennis Ballard were the lucky recipients this year for one of those, "Oh, we have plenty of fuel. We don't have to stop," situations. That won't happen again.

Owen Bullen, part of the *Sea Dog* crew and a long-time affiliate member received the Heather Perkoff Memorial Award. This award is given to a member who most exemplifies Heather's sparkling personality, devotion to the organization, and attitude of friendship, harmony, and goodwill. Owen is a perfect choice.

The grand award is the Yachtsperson of the Year Award. The couple or person who is named Yachtsperson of the Year is chosen because of their work and support of the fleet. Anna Erving was this year's proud recipient. Anna is our incoming Vice-Commodore and is untiring in her fleet efforts. She and Bill even moved their boat, *Allura II*, from Oceanside to Long Beach in order to be closer to the center of the action. We look forward to Anna's leadership in 2005.

Although we are all preparing for the holiday, we are also getting things ready for the National Change of Watch in January. We look forward to hosting everyone. So, we wish you the best during the holiday season and we'll see you soon.

FROM THE NORTHERN CALIFORNIA FLEET -

David J. Brown, Commodore

Il y etait une fois, un epoch quand le monde etait plus jeune ...

As I look back upon the year, the water that's passed so swiftly under my keel, I find, in the end, it is hard to take stock of it. Although it is time to give a report of the last quarter's proceedings, it is also December -- a thoughtful time of year in its own right, and one in which I find myself thinking about the passage of another year with the old boats, my friends around them, as well as my own obviously now brief moment at the helm.

Let me first reiterate the practical proceedings of the Northern California fleet in its most recent phase of the moon.

In the Fall quarter, the Northern California fleet pursued a cruise up the Petaluma River, for an Autumnal wine tour. After tying up in the picaresque town of Petaluma, at its downtown turning basin, we found that Joyce and George Homenko had made the arrangements to visit several wineries in the Dry Creek Valley. On Saturday we were carried by private coach to Dry Creek Vineyards where we enjoyed a picnic lunch at the winery, before wine tasting. A visit to the town of Healdsburg, where we visited the downtown area -- including a visit to one of George Homenko's own shops preceding the our return to Petaluma. A fabulous dinner at "The Girl and the Fig" - overlooking the downtown riverfront and turning basin, was organized by Greg Sabourin. Commodore Brown introduced Victoria Collela - a Sausalito artist, who has recently authored **The Sausalito Wooden Boat Tour** - a book celebrating the history and heritage of the Sausalito wooden boats and waterfront culture. Normally less challenged by his audience, the Commodore had to resort to a stentorian tone to overcome the clamor of the assembled members. It is just

possible that the contribution of two magnums of an excellent Yalumba Valley wine by Mel and Gig Owen, combined with Martin McNair's reprise that drinks for the assembled group would be sponsored by the NC treasury, facilitated the hearty conviviality of the occasion.

In early November, the NC Fleet's 2004 Classic Yacht calendar came to fruition. Mel Owen and Sal Mantegna began with a professional photo shoot at Opening Day in April, and worked hard to produce one of the most exciting calendars seen to date. This year, 1600 copies were printed for NC CYA, and the true excitement really began upon their receipt - in 14 boxes of 120 in mid-November! It has become tradition that one copy of the calendar is normally given to each NC member, and the NC fleet's calendar participants each ordered 10 to 20, which left only 1350 for broader distribution and sale. Sal was convinced that they are so exciting, that at \$10.00 a copy they will simply evaporate! In addition to various local retail interest, we are delighted to be able to offer these to CYA members at \$6.00 each: I will be delighted to honor your request (e-mail david.brown@sun.com, or phone (415) 664-4125), before they disappear!

Immediately upcoming, and to culminate the year's events for the Northern California fleet, is the Lighted Boat Parade at the Loch Lomond Yacht Club on Saturday December 13th, kindly organized by Jim Sweeney (incoming NC Vice Commodore). LLYC has offered their hospitality to berth our classic yachts, where we will join several other yacht clubs for the annual Lighted Boat Parade in the San Rafael channel and harbor. Following the parade we will join LLYC for their "Souper Supper".

On Sunday the CYA folks will relocate to the San Francisco Yacht

Club in Belvedere, for our annual Change of Watch dinner. This year, we will hold a fancy brunch, once again in the SFYC's delightful Cove House, at which Shawn Ball will be installed as the NC fleet's Commodore, with Jim Sweeney as No. 1, and Alex Kanwetz as Rear Commodore. We will also host Robert Macy and his wife, who have come from Southern California, bringing detailed 1/12 scale models of some of our classic yachts. This promises to be a particularly special occasion for us, and an opportunity to share our interest with our hosts - the members of the SFYC.

But now, to return whence I began.

When I look back on this year, I realize many things: The tenor of the association; the time it takes to understand and assume a role of stewardship for the fleet; the progress we've made with our boats, individually and yet only because of our compatriots. Overall, the terrible shortness of time in a single season, and the seemingly absurd precariousness of what we are all about in carrying these boats, and ourselves in respect of them, forward.

I will be direct in saying how the meaning of Classic Yachting has been sharpened for me during this year. We have seemingly impossible challenges, both as a group and individually. But then again I find that we have purposeful and indefatigable persons in our midst. When I look back on the moments of this year, they are shining moments. And they do not reflect the challenges, but rather the exemplars I have had the privilege to observe. McMillen, McNair, Owen, Ball, Clothier, Gillespie, Paynton, ... the list is too long, and in the end all are on it. I choose and delight to be far more greatly impressed by those whose company I have the good fortune to share, than by any challenge I see that we face.

Chock Talk -

AVALON HARBOR, CATALINA ISLAND

By Peter E. Riess, SC#848, Southern California Fleet Director

When asked where a favorite cruising destination might be, one harbor immediately comes to mind, Avalon Harbor, on beautiful Catalina Island. Located at Latitude 33.20.83 – Longitude 118.19.42, the harbor provides a sheltered refuge when visiting.

Catalina was discovered in 1542, by Juan Cabrillo, who named it San Salvador, after his flagship. Some fifty years later, the name was changed to Santa Catalina Island by General Sebastian Viscanio.

For years, the island was home to pirates, fur traders, ranchers, miners and bootleggers. Some of their spirit lives on today! In 1919, William Wrigley purchased the island, built a home, and brought the Chicago Cubs there for spring training. Later, the Catalina Island Conservancy was formed to manage the island and preserve it for the future. Because of severe limits on development, the island has maintained its sleepy feeling, although there is much to do (more about that later).

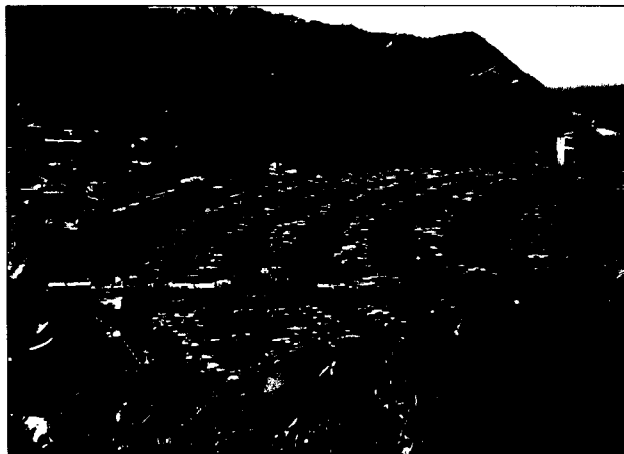
Southern Californians know the earlier you leave for Catalina the better. Crossing the San Pedro Channel has been likened to riding a potato chip in a washing machine. I have seen it smooth, and also fought the seas all the way there and back. Check the Marine Forecast before departing!

Once at Avalon, there are 400 moorings available, which are “rented” on a first-come/first served basis. The Harbor Patrol meets you at the breakwater and escorts you to a “fore-and-aft” mooring. In the event that there are no moorings available (peak summer weekends this can occur), there are places where you can drop an anchor. Shore

Boat service is available for those without a tender. I highly recommend the Shore Boat, as the dingy docks are famous for overcrowding. One important note for yachts visiting Avalon, this is a “No Discharge” harbor. Shortly after securing your mooring, the Harbor

Patrol will board, and drop a dye tablet into all heads on the vessel. There is a pump out station on the breakwater, as well as a small craft that comes to your boat and pumps your holding tank for a small fee. In addition, generator use is restricted to the period of 0700 to 2200 hours.

Once ashore there are many things to do, both day and night. There are gas-powered golf carts or bicycles for rent. Use these to visit the Wrigley Memorial and its gardens. There are many places to eat and snack, and great shops. Nothing beats sitting in an outdoor café, enjoying a quiet meal, and watching your Classic float majestically in the harbor. Brings to mind being in Capri, or some other romantic place.



Movies are shown in the Casino Theater, which is located at the famous Avalon Ballroom and Casino. This building is an art-deco masterpiece which should not be missed. Tours are available and well worth the time. The original pipe organ is still operating in the theater, as it was before “talkies” came to the island. On Saturday nights, moviegoers are treated to an organ recital before the film.

To really get into the spirit of Avalon, one must have a “Buffalo Milk”. This unique concoction is a mixture of far too many types of alcohol, and packs a punch. It is the preferred libation of many of us here in Southern California.

For those not wishing to travel on a private yacht to the island, there are ferries available from San Pedro, Long Beach and Newport Beach. There are many types of accommodations available, from rustic to luxury; it’s all there at Avalon.

See you there!



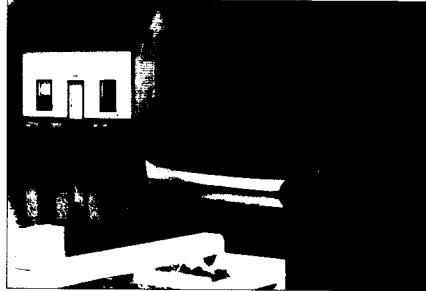
CYA ON THE RIDEAU CANAL—Barry White, Director, USA Fleet

One of the smaller of the CYA vessels, the 25-foot 1912 Fay & Bowen launch *Mischief*, made the 130-mile trip from Clayton, NY to Ottawa, Canada September 20 to 24, 2003.

The trip up the Rideau Canal was dubbed "The Rideau Romp". It consisted of 34 antique and classic small craft from 18 to 30 feet in length, together with about 140 captains and crew. The organizers had arranged for accommodations at B&Bs and small inns along the way, as well as meals. *Mischief*, at a stately 9 knots, was one of the slower craft; however, with some 42 locks to transverse, we always seemed to catch up with the fast crowd.

We left Clayton for a leisurely run through the 1000 Islands to Kingston, Ontario. The weather was overcast, but no wind, which was a blessing, as part of the run was across the open waters of Lake Ontario. Monday morning, we entered the Rideau Canal for the trip to Westport, Ontario. Tuesday had us running across big Rideau Lake to

Merrickville. Wednesday, our last day on the Canal, finished with a jaunt to Dows Lake at Ottawa.



One of the highlights of the trip occurred when I was asked how old *Mischief* is. When I said she was built in 1912, and then tried to figure out in my head how many years old that would make her, a voice in the group spoke up saying, "91 years old." I commented that the speaker, a lady, had a good mind for math. She replied, "That was easy, that was the year I was born." The voice belonged to Irene Smith Green, the granddaughter of Chris Smith, the founder of Chris-Craft. Irene rode with us that day in *Mischief* and regaled us with tales of her brothers

and her during the heydays of the Chris-Craft Boat Company.

Having made the trip twice before in *Annie Laurie*, it was fascinating to see the area from just above water level, rather than the elevated vantage of *Annie's* wheelhouse. Whether by large craft or small, the trip up the Rideau Canal is one every boater should experience at least once in their lifetime.

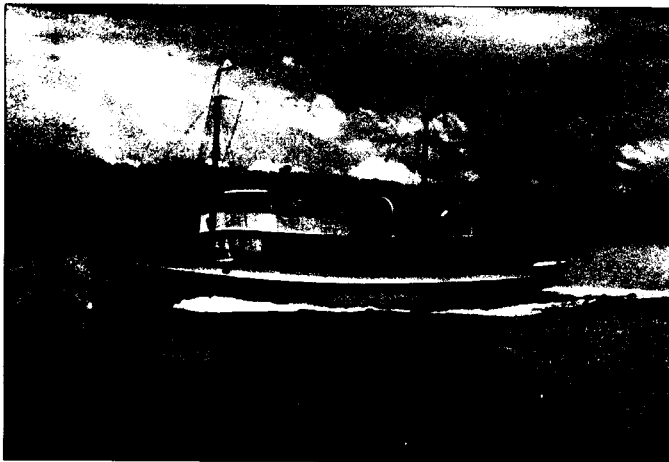
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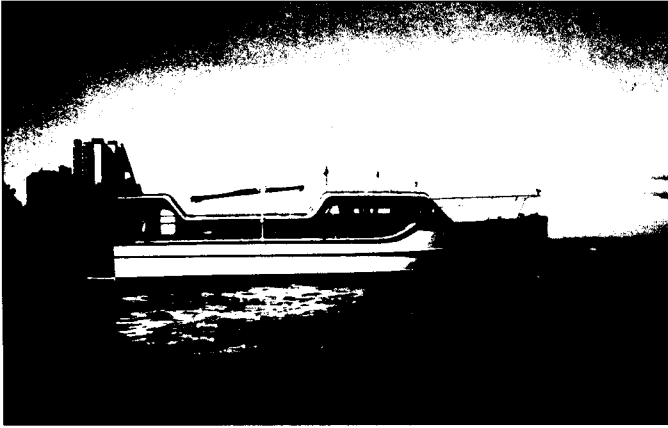
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