

December, 2010



Classic Yachting

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



Rich in history, full of warmth and charm.
Interior of Dorin Robinson's 1929 *Cle Illahee*.

USA Fleet Report(s)

by Chuck Glaser, USA Fleet Commodore
and by Ted Crosby, former USA Fleet Director and Commodore

From Chuck Glaser: Greetings fellow CYA members! First let me state I don't take chances, I do floss regularly, eat my veggies, etc. I flew large airplanes for 32 years with an equal amount of take-offs and landings. In fact, if you count the bounces, my landings will exceed the take-offs. In short, I try to be prepared and do not like surprises.



In July my 55' Trumpy *Shiloh* built in 1945 was hauled as it is each year. The zincs are normally 1/2 to 2/3's eroded. Son of a gun; they were totally gone. Then when I inspected the hull at several through-hull fittings, the wood was eroded – spongy or actually missing. There was minor leakage into the hull, but with time it would be eaten through.

What happened? Apparently this is becoming an increasing problem with old wooden boats. In many marinas there is excess electrical current escaping into the water. Some marinas have mega yachts or other boats that throw off big amounts of electricity. Lastly even our old wood boats now have ever increasing onboard electronics that are overwhelming their original grounding systems. So please be aware that wood can be destroyed by electricity – who would have thought.



For the USA Fleet, this year's activities were limited. The poor economy is a major factor. Our big event this summer was attending the Mystic Seaport Antique and Classic Boat Rendezvous July 23 to 25. Our own Dana Hewson (24' 1910 *Mina* .. 100 years old!) did a great job as Liaison.

There is always much interest in old boats and thus most satisfying feedback from the crowds. On Sunday there was a parade down the Mystic River with thousands cheering from the shore.

Our USA Fleet annual meeting will be on December 4 at noon at Mystic Seaport. Our meeting will include a

tour of the last surviving whaler – the 1841 113' *Charles Morgan*. It is on the hard being totally rebuilt.

And from Ted Crosby: **The 7 P's**

Cruising the East Coast has all the elements. Along with wind, rain, and fire (from the sky), a change for the better happens along with the regimented 7 P's of any voyage: Proper Prior Preparation Prevents Pretty Poor Performance. *Nisca's* prep, this year, started early in March with bottom sanding, taping, and painting. A coat of white on the topsides took another week and finally there's the varnish. It never ends! Over a lifetime of wooden boat ownership, painting might take on the appearance of trying to paint the Golden Gate or Brooklyn bridges, but I digress. Our boat has always been ready for cruising by July, but when it takes three months to prepare for the one week at Mystic or vacation aboard, there's got to be a better way to do this! So, this year I began spending time early in March hoping to counter the inevitable delays such as the church's White Elephant Sale (three weeks prep) and landscaping along with the general list of honey-do's. But, alas, July rolled around and I was still on the 7 P's. By the third week of July, *Nisca* was as ready as ever so off to Mystic we went.

Preparation for the Antique and Classic Boat Rendezvous (ACBR) arrives on the horizon in January each year. As you'll no doubt agree, planning for being "ready" can be beyond logistics. For the USA Fleet this year, the Rendezvous took on bigger proportions than ever before. Dana Hewson, Mystic Seaport's Shipyard Director, CYA member 1233, and USA Fleet's International CYA Director 2010, arranged that the CYA USA Fleet be the featured club at this year's Antique and Classic Rendezvous. Usually the event hosts between 40-50 boats, power and sail, from all over the East Coast, and this year was no exception. 37 antique and classic watercraft managed to be ready again for the best weekend of summer. The weekend surpassed all others in many ways. CYA's own *Nisca*, with her colors flying, was the leader of the parade.



Due to the judging aspect, Saturday dockside has always provided the needed impetus to be well prepared. Polish the brasses, clean the bilge, touch up the varnish, scrub the waterline, fill the ice chest, and, most importantly, find your mate's dinner ticket, to name a few. This year the CYA was represented by *Shiloh*, USA Fleet Commodore Chuck and Eva Glaser's 1945 Trumpy; *Nisca*, Ted and Becky Crosby's 1924 Bill Hand Express Cruiser; *Mina*, Dana and Sara Hewson and the Mystic Seaport's launch; and *Aphrodite*, Charles Royce's 74 foot commuter. In the past, the ACBR judges have tried to please everyone and have managed to provide most with a prize or recognition, but lately the prize is inclusion in a small group of survivor watercraft that represent the past each in a unique way. Their dedicated owners and families put in countless days of work to make not just the weekend seem worth it all, but to include an eye to the future generations who might enjoy restoring and owning a historic boat or part of history. At the ripe old age of 86, *Nisca*, 1924/1994, needs that "lil bit xtra" and continues to reach for the gold ring. *Mina* receives care as a part of Mystic Seaport's Collections. *Aphrodite*, 1937/2005, (still rumored to do 55 knots) is untouchable in her class having been rebuilt yet retaining the unparalleled mystique of "commuter" incarnate! *Shiloh* has the grand scale of luxury and shows her age a bit, but finds her past history brings her up to bristol finish when you take into account John Trumpy Jr. was her owner. Noteworthy, this year the Trumpy line was also represented by *Lady Catherine*, 70' 1947, and *S.S. Sophie*, 80' 1947, sent by Greta Van Susteren of FOX News fame. As most will testify, we are just the caretakers of some of maritime histories notorious vintage beauties.

Saturday night arrives without a whimper and all those whose boats were judged earlier assemble in the Tom Clagett Boat Shed to await the dulcet tones of Dana Hewson and head judge Elizabeth Tiedemann as they deliver their ultimatums on who excelled this year. It's seldom that the same boat wins year after year and few have achieved 'Best in Class' or 'Honorable Mention' but not without just a bit of perspiration at the start of the Awards Ceremony. Of course there are those who do manage to win something every year. The first year

we attended, *Nisca* won a prize only to be told by a competitor that the "Seaport never gives a prize to the same boat the second year" – would you believe *Nisca* did not go the next year?! We've won a prize almost every year after that.

Sunday morning's schedule is laid back enough for a trip to "Kitchen Little" and a menu almost twice as big as the entire restaurant occupying one room, grill, register, tables and all. Breakfasts of this variety are hard to pass up. Then it's off to the Parade at noon. The three and one-half mile parade along the Mystic River was a bit over the top as we cruised vying to be nominated for one of the waterfront's popular paper plate "10" awards or to wow the assembled parade participants, each boat with their crews decked out in period costumes. Sunday night then becomes a time to spend looking over old photographs and is worth more than words. Hearing the histories some of the crew and owners have collected is just fascinating. There never seems to be enough time, though, for all of the tales to be told. Maybe the 7 P's might include an alternate or an 8th P – Preservation.



From the USA Fleet, our best wishes for the winter!



From the Bridge of

EUPHEMIA II



Well, here we are with December approaching and the end of my year as Commodore in sight!

I feel blessed to have had the opportunity to serve this wonderful group of dedicated custodians of these important historical vessels. We come from all parts of North America and have diverse backgrounds and personalities but all claim the common bond of historical preservation of our maritime heritage.

Each of us approaches our tasks in a different manner, but we also learn from the successes and failures of our compatriots. When we have disagreements, we accept contrary opinions but hold to our own ideals with fortitude. The result is a fabulous mosaic of strong individuals bound together by a consuming passion for old boats.

I have had the pleasure of communicating with many of you by email and in person over the last year and have been impressed with the sincerity and good will of each and every member of the CYA. We have had several thorny issues which have been approached with sensitivity and compassion and the best interests of the CYA in mind, not personal gain.

I particularly want to thank all of the Directors and fleet Commodores for their thoughtful input and timely responses to my queries and calls for help. Your comments and advice were always welcomed and helpful.

After more than thirty years as members of the CYA, Peggy and I continue to enjoy the company of old friends and new and look forward to seeing many of you at the Canadian fleet hosted AGM/CoW at the beautiful Empress Hotel in downtown Victoria, British Columbia, in January 2011.

Mike O'Brien
International CYA Commodore
Member 319



Pacific Northwest Fleet Report

Wooden Boats and Iron Men – Patrol Torpedo (PT) Boat 658

By Bob Wheeler, PNW Fleet member

There is only one fully restored, fully operational PT Boat in the world and it is located in Portland, Oregon. It was John Paul Jones who said, "Give me a fast ship for I intend to go in harm's way" and these beauties answered the call over 600 times in every WWII Theatre of Operations there was!

On an October morning in 2009, at oh-dark-thirty, nine of us motored to Portland, Oregon, to the Coast Guard Base on Basin Avenue to see for ourselves what a group of two dozen or so WWII PT Boat Veterans, most of them in their 70's, had accomplished. It was beyond amazing. The core group has been joined by other interested volunteers and members of the CYA and the Columbia Willamette Chapter of the Antique and Classic Boat Society and now stands at about 50 strong.



Found derelict and half sunk in California in 1992 with only a small deck house remaining, the 78-foot PT 658 was purchased and shipped "home" to Portland for restoration culminating in her re-launching in June of 2004. The details can be found on their website "Save the PT Boat Inc" and are very worth reading and seeing.

This is an all wood boat built by Higgins Boat Company in Louisiana in 1945, too late to see wartime action, and was sold as war surplus. In her correct configuration, she has three, 1850 HP each, turbo-charged Packard V-12's in her that run on 100 octane gasoline at speeds to 55 knots! Interestingly, her MK 14 torpedoes could only do 37 knots so the skipper had to be careful not to over run his weapons when launched. These boats were, for their size, the most heavily armed ships the Navy had at the time.



PT 658 after restoration

Currently, a new foredeck is being installed and a new bottom is in the future. It was quite a thrill to sit behind a twin mount 50 caliber machine gun and try to imagine what it was like. I think you had to have been there.



Chuck Kellogg
PT 658 skipper



Bob Wheeler

After marveling over the incredible restoration of PT 658, our hosts Chuck Kellogg (CYA member and skipper of PT 658) and Bob Alton took us on a tour of three wonderfully restored CYA beauties .. *Phantom*, *Merrimac*, and *Rebellion*. At 51 feet, 45 feet, and 42 feet, respectively, these boats were built in Astoria, Oregon, in the mid 1930's. These boats have been lovingly restored to pristine condition and we were allowed free access. The pictures don't do justice to the boats but you'll get the idea. All of these boats including PT 658 were on display at the Portland Maritime Festival in June 2009. A little bit of internet digging will get you all the details for this event in 2011.



Chuck & Trish Kellogg's
1936 *Phantom*



George & Patty Beall's
1938 *Merrimac*



Mike & Judy Keane's
1936 *Rebellion*

The final tour was of Dave Jerome's boat restoration shop housed in his 40 x 60 ft garage in suburban Portland. Dave is a one man show with help from wife Susan and has numerous awards and "Boat of the Year" honors to his credit. His current project is a 1946 Gar Wood 22.5 foot sedan, one of only two known to exist. We were all given a beer, chocolate chip cookies, and a quart of Dave's home made BBQ sauce and asked to stop in any time! You can't beat hospitality like that or boats like these!

[Editor's note: In other news from PNW Fleet members in Oregon, John & Jane Lebens are in the process of a total restoration of their Monk-designed, Louis A. Hascall built, 37-foot 1951 *Suellen* (maybe a future article?) and David & Susan Wisdom's 1944 *Navicula* won "Best in Show" at Cathlamet's wooden boat show. Way to go, everyone!!]



Navicula



Remembering Thol Simonson, CYA member #10

1912-2010

Charter and Life Member of the Classic Yacht Association

By Bruce Dobson, SC Fleet Past Commodore

Thol Simonson was one of those twelve classic powerboat owners from Alamitos Bay (Long Beach, CA) who Bob Ekoos invited to the Long Beach Yacht Club one memorable fall night in 1970, a meeting that concluded with everyone throwing \$5 into a hat for the start of a treasury and drinking a toast to the birth of the Classic Yacht Association. For 39 continuous years, every CYA Roster ever published listed Thol Simonson as Charter Member #10.

Thol and Lillian owned the 39' 1929 Matthews *LARGO* in 1970, but Thol's reputation as a yachtsman *extraordinaire* preceded both the ownership of *LARGO* and the founding of CYA. As a 16-year-old lad, for example, he was bartering part-time work at the Hollycraft Boat Company, in Hollywood, to purchase a racing outboard motor. Unconfirmed folklore from the same era tells us that for his first date with the future Mrs. Lillian Simonson, he rowed her to Catalina Island and back, some 50 miles of open ocean in a rowboat!



Thol was instrumental in the founding of the Hollywood Yacht Club in the 1930's, the earliest Southern California yachting group to promote participation by members' wives, and to offer educational classes for members in rules of the road, piloting, and sea-going safety precautions. He was Commodore of the Hollywood Yacht Club in 1955 and a member for an amazing 77 years. Thol was also a Past Commodore and 69-year member of the U.S. Power Squadron, a Past Commodore and 67-year member of the Coast Guard Auxiliary, a member of the Long Beach

Yacht Club for 49 years, a Past International Vice President of the Order of the Blue Gavel, and a member of the Antique and Classic Boat Society for 29 years, not to mention a Charter and Life member in CYA for 40 years!

Thol was very much involved in the off-shore racing that was popular before WWII, including open-cockpit speedboats. More so, he was an aficionado of predicted log racing, winning more than a dozen prestigious trophies including one as the National Predicted Log Champion.



Perhaps it was this passion for predicted log racing that influenced Thol's 1975 purchase of **WANDA**, a 90' 1922 Blanchard of Ted Geary design. **WANDA** graced the Simonsons' slip in Alamitos Bay until 1982, during which time **WANDA** and the Simonsons participated in the famed 1,000 mile Capital-to-Capital Race (Olympia, WA, to Juneau, AK) three times. (History is fuzzy and it could have been

four times.) On one of those journeys, they returned to Alamitos Bay with the coveted Alaska 1000 Trophy.



Thol ("Si") retired from the Hollywood movie studios in 1976, after a legendary career as head of the special effects departments. Decades before the advent of computer-generated animations, his creations have been described as "legendary" and "genius" for the "Superman" films of the 1950's, and for a number of TV series, including the "Adventures of Superman," "The Fugitive," and "The Outer Limits."

CYA extended Life Membership to Thol and Lillian at the National Change of Watch Banquet in April 1983. Other life-time achievement awards for Thol include a special citation from the Coast Guard for saving seven lives at sea, a Meritorious Service Award from the United States Senate, an award from the California State Senate for contributions to boating, and an Achievement Award from the Southern California Cruiser Association.

About the time of his retirement, Thol and Lillian relocated to Pinnacle Peak (Scottsdale), AZ. The Simonson family compound there, including the home of yachtsman-son Randy Simonson (CYA #101), soon became a veritable museum of runabout boats (up to 30 at one time) and outboard motors (more than 100 at one report). Although subsequent boats were not CYA classics, Thol and Lillian continued to keep boats at Alamitos Bay, later at the Long Beach YC, and the frequency of their trips from Pinnacle Peak to Alamitos Bay became another Simonson legend. Thol suffered a broken hip during one of those return drives to Arizona, and with mobility greatly limited, their visits to Southern California became less frequent.



Thol's beloved Lillian left this world in December 2004, at 92 years of age. From his home in Scottsdale, Thol joined her again on Sunday, October 10, 2010. He was 98, leaving four sons: Gary, Randy, Douglas, and Stephen.

An added note by Drew Miser, SC Fleet member –

While hoop netting for lobster just now, I looked down the rows of boats sitting quietly in Avalon. I could not help but think of the many times I enjoyed visiting with Thol and Lillian here, both of them true boaters in every sense, sharing not only their love for each other and their love for boating, but most of all their love for life. They loved this island. And that is something we shared. I will never forget that.

The harbor is quiet. The water like glass. *Enchantress* is safe. Marian is here. I am at peace. I know Thol and Lillian are at peace as well.

God speed Thol Simonson.



Presentation Ceremony of Honorary Membership in the Classic Yacht Association for *Laurindo Pitta* Rio de Janeiro, Brazil

By Steve Wilen

International CYA Commodore, 1996

PNW Fleet CYA Commodore, 1993-1994

USA Fleet CYA Commodore, 1996-2006

On Friday, September 24, 2010, my friend Rafael Luz (whom I had bribed with promise of a lobster dinner to assist me with my português) and I arrived at the mid-19th-century Museu Naval, originally the Clube Naval, on Praça XV in downtown Rio de Janeiro to meet with retired Vice-Admiral Armando de Senna Bittencourt. We were ushered into a small elevator paneled in an exotic South American wood and taken to the third floor, where Admiral Bittencourt was waiting for us. The Admiral is a very cordial, accommodating gentleman, whose English is far superior to my português. We were seated on a sofa in his office, which is filled with heavily carved antique furniture, a crystal chandelier hanging from the ceiling, and



beautiful old oil paintings of military vessels and full-rigged Portuguese sailing ships on the walls. The Admiral was deeply appreciative of the honorary membership that the Classic Yacht Association had bestowed on the rebocador (tug) *Laurindo Pitta*. When the vessel was decommissioned in the mid-1990's, Admiral Bittencourt, who is a naval architect, assumed responsibility for restoring the vessel to her original 1910 configuration, and repowering her with the current twin Volvo Pentas (the original steam engines were removed many years ago).

As soon as we were seated in the Admiral's office, a young attendant in a starched white linen jacket brought in a silver tray with water in crystal goblets, etched with the Navy emblem, followed shortly by cafezinhos. After a pleasant conversation of some 45 minutes and an exchange of gifts (plaque, photo album, pennant [note: the Admiral did *not* make the mistake of calling it a burgee] and official letter from International Commodore Mike O'Brien; books, a photo and brochures for me), we entered the Admiral's dining

room for lunch, served by the same attendant; again crystal goblets for water and wine (a very nice Brazilian red). The dining room is also furnished with heavily carved furniture, with more beautiful vintage oil paintings of ships on the walls; the dining table probably could accommodate 20 guests easily.

Following lunch and more cafezinhos, Admiral Bittencourt suggested we take a quick tour of the Museu Naval, the displays of which he is in charge; he also supervises the displays at the other maritime museum, Museu Naval e Oceanográfico, on the nearby Espaço Cultural da Marinha, where five vintage Brazilian naval ships (of which he is also in charge) are moored and open to the public. While I had been to the Espaço Cultural da Marinha several times over the years, I had not previously visited the much larger Museu Naval. Not only a museum of Brazilian naval history, its extensive displays also cover early Portuguese and Dutch exploration of Brazil, the maritime battles between countries in conflict over claims to Brazil, ironclads used in the five-year war with Paraguay (1864 – 1870, “the war at the end of the world”), etc. It is one of the best-presented maritime museums I have visited anywhere.



Next came a chauffer-driven trip to the Espaço Cultural, where the Admiral had assembled press from the Rio newspaper *Jornal do Brasil* to photograph the formal presentation of the plaque and pennant, and he gave them a brief interview regarding the designation of **Laurindo Pitta** as an honorary member of the CYA. We were then whisked aboard the vessel for a private cruise on Guanabara Bay – just the Admiral, Rafael, and me, and a crew of Navy personnel. Admiral Bittencourt had the plaque in hand and tried out various locations on the vessel for possible mounting. He also had the CYA pennant raised for the cruise. Although I had been out on **Laurindo Pitta** previously, it was as part of a group of tourists and school children; in her restored more “yachty” appearance, she is used by the Navy to give 1½-hour tours of the bay. So this private cruise was *very* special.

For those unfamiliar with **Laurindo Pitta**, at approximately 128 feet in length, she is the smallest of ten naval ships commissioned from Great Britain by the Brazilian Navy in 1906, and the only survivor of the ten. It is obvious from her two tall funnels that she was originally steam-powered. In 1918, she saw action in World War I off the coast of Africa. Returning to Brazil at the end of the war, she served as a tug in Guanabara Bay until the mid-1990s when she was decommissioned. The Navy had her totally rebuilt to

her original configuration in 1997, and she has undergone further restoration this year; our cruise on September 24 was her third sea trial before returning her to regular tour service. Her name is original to the vessel and was given to honor Federal Deputy Laurindo Pitta who had been instrumental in getting the budget passed that enabled Brazil to acquire the ten ships from Great Britain, but who had passed away before the ships were completed. More extensive information on **Laurindo Pitta** can be found on-line and in my proposal for Honorary Membership for this historic vessel presented to the Board of Directors of CYA in January 2010.

After the cruise, a walk-through of the museum on the pier, and a ride in the Admiral’s car back to the Museu Naval, this memorable afternoon was over – one that neither Rafael nor I will forget. The graciousness of our host, and the effort he undertook to make it truly special were quite overwhelming, as was his gratitude at receiving the honorary membership. My only regret is that more CYA members could not have participated, but perhaps some of you will have an opportunity at some point to visit Rio de Janeiro, the two excellent maritime museums, and go for a cruise on our beautiful newest honorary member, the rebocador **Laurindo Pitta**, at 100 years beginning her second century of service to the people of Brazil.



Classic Yacht Association Honorary Member, 1910 **Laurindo Pitta**



Canadian Fleet Report

by Mike O'Brien, CAN Fleet Commodore and CYA Commodore

The second annual Canadian fleet rendezvous at Brentwood Bay was a huge success last September with eighteen boats attending. Many thanks to Donell McDonell and Mike & Sheila Ogden for their organizing efforts. The only glitches were the limited space for the hosted BBQ and some crowding of the dock space. We could not have moored any more boats! As a result, Mike and Sheila Ogden are looking at several other venues for this popular event. More info will follow as plans gel!

The CAN Fleet held its second annual AGM and CoW at the Pier Hotel on the waterfront in Sidney, B.C. Pat Hutchinson, chair of the International AGM/CoW committee led an animated discussion on plans for this big event. The wide geographical distribution of our members combined with our small size makes this a daunting task, however the enthusiasm and commitment of Pat and her committee ensures an exciting and memorable event.

The members of our new Bridge: Bob Shaw, Commodore; Robin Hutchinson, Vice Commodore; Dave Cook, Rear Commodore; Ted Aussem, Secretary; and Wolfgang Duntz, Treasurer, bring energy and expertise to their offices. We look forward to an exciting 2010/2011 under their stewardship.

CAN Fleet Flag Officers:



Bob Shaw



Robin Hutchinson



Dave Cook

Now that winter is here in beautiful British Columbia, members are planning their winter projects to upgrade or restore their vessels. We hope to have an article or two on these projects for our next contribution to the newsletter.

We look forward to a lively turnout at the Canadian Fleet hosted International AGM/CoW in Victoria, January 2011.



Southern California Fleet Report

Changing Southern California Waters

by Christine Rohde, SC Fleet Commodore and CYA Rear Commodore

More than 110 years ago the Tuna Club was founded in Avalon Harbor on Santa Catalina Island. The local waters, teeming with tuna, marlin, and broadbill swordfish, drew angling pioneers who were the first to use rod and reel to capture these magnificent big-game fish. The catalyst was Dr. Charles Federick Holder, an author, sportsman and naturalist from Massachusetts. The railroad made transcontinental travel relatively easy, and was instrumental in a population and real estate boom in the late 1880's. Dr. Holder's insatiable curiosity drew him to explore what was then the remote island 22 miles off shore known as Catalina.

The fishing of a hundred years ago at what was then known as "Tim's Landing" was easy, as schools of baitfish frantically attempting to escape feeding yellowtail and white sea bass were forced to the shallows. Dr. Holder was "amazed and horrified at the sight of men fishing with hand lines from the beach, pulling in yellowtail from 25 to 35 pounds as fast as they were cast." Many of the fish were simply left for the sea lions, sharks, and gulls.



Realizing that even this bountiful body of water could not survive this kind of pressure, his challenge was how to achieve change. In the East, the sport of fishing was to test the fisherman's skill with rod and reel and light-weight line. While it took a couple of seasons to succeed, boatman/guide Jose Felice Presiado (known locally as "Mexican Joe") and Dr. Holder were successful, and "sportfishing" was born.

In addition to the yellowtail and white sea bass, the waters were abundant with black sea bass, albacore and barracuda, as well as marlin and swordfish. "Leaping tunas" which were blue-fin tuna would literally churn up acres of white water off harbor. Increasing numbers of tourists to the island hired boatmen to venture out of the bay to attempt what was considered impossible – to capture the great "leaping tunas" with rod and reel. On June 1 of 1898, Dr. Holder was successful in capturing a 183-pound leaping tuna, taking 3 hours and 45 minutes and towing their boat over 10 miles. To promote this "sportsman-like" endeavor, the Tuna Club was founded. Their goal was

to elevate the sport to its highest possible standard, "for the protection of game fishes of Southern California". There were strict angling rules designed to give the fish an even chance. Blue buttons were awarded to a successful angler. In 1899 the Club record, still unbroken, was a 251 pound blue-fin on a heavy linen line.



Through the years, fishermen such as Theodore Roosevelt and two other American Presidents were frequent guests as were Heads of State, Royalty, and businessmen such as Winston Churchill and General George S. Patton, as well as dozens from the entertainment industry including Stan Laurel, Charlie Chaplin, Bing Crosby, and Zane Grey. The Tuna Club remains committed to the spirit of its founders in preserving our heritage – the history of big game fishing.

However, while their initial intent was to protect and preserve the abundance of game fish in our local waters, time and a multitude of sport and commercial fishing has left southern California with little fish to catch these days.

My Dad used to catch barracuda off the Manhattan Beach pier. I remember in my teens heading to Catalina from San Diego or Newport Beach and always seeing flying fish along the way, usually catching sea bass and other fish as well. While those days seem to be behind us, on a trip to The Isthmus on Catalina over this past Labor Day, we were all treated to a new visitor to our waters, Blue Whales. Gray Whales have always been abundant on their migration to and from Mexican waters to calve and feed, but it has not been until recently that we have been treated to the magnificence of the Blues.



And of course there have always been dolphin to entertain, though I seem to have seen larger groups more recently, even apparently in migration – hundreds at a time. And as you know from an earlier article, the bald eagles are back on Catalina and the California coast and are thriving. While it would be fun to catch more fish, with proper respect the waters around Southern California remain abundant, diverse, and always ready for an adventure!!



NEW CYA members – welcome!!

New Affiliate/Associate members:

Mike and Ella Schreiner
SERAFINO
46' 1963 Chris Craft
Pacific Northwest Fleet
Anacortes, WA
Ron Stevenson, sponsor

Todd and Julie Powell
JONTA
28' 1965 Grandy
Pacific Northwest Fleet
Des Moines, WA
Ann Hay, sponsor

Jerold and Virginia Bohannon
VIRGINIA CARY
36' 1973 Grand Banks
Pacific Northwest Fleet
Seattle, WA
Larry Benson, Sponsor

New Regular Member:

Joe Cable and Barbara Lewis
BOLERO
34' 1952 Chris Craft
Pacific Northwest Fleet
Seattle, WA
Dorin Robinson, Sponsor

Reinstatement:

Lloyd and Theresa Shugart
FLYING CLOUD
52' 1937 Grandy
Pacific Northwest Fleet
Seattle, WA



CYA Blazer Pocket Patch
with dual red and blue pennants
\$25 each including shipping
Contact Margie Paynton, CYA Historian



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