

June, 2010



Classic Yachting

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



Transom steps on *Peaceful*, a 1939 26' Richardson, owned by
CYA members Tom and Jessica Freeman.

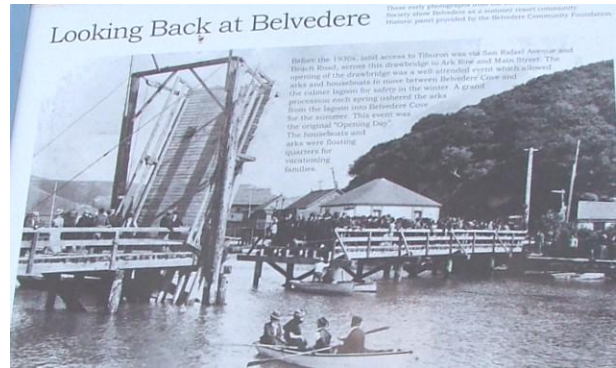
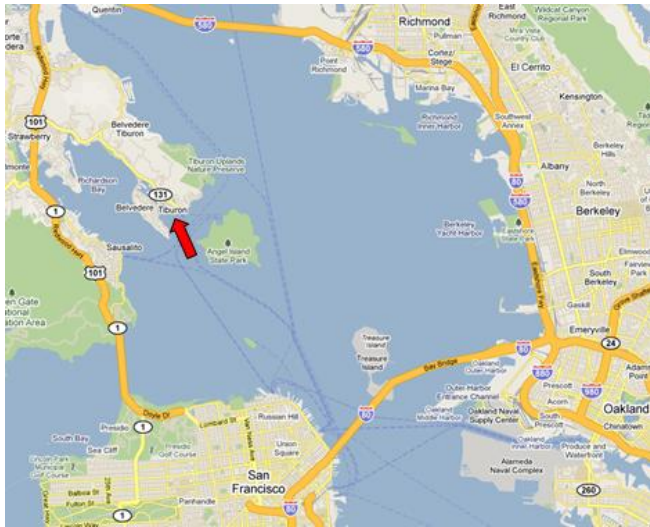
Northern California Fleet Report

by Beverly Partridge, NC Fleet Director



Partridge's *Fantasea*
1925 38' Matthews

The San Francisco Bay and Delta area Opening Day is a tradition dating back to the late 1800's. In the 1890's, houseboats known locally as "arks" spent the summer months in Belvedere Cove, north of San Francisco (see map below). In the fall they would be moved into the more protected Belvedere Lagoon to avoid the inclement winter weather. There was a drawbridge (see photo below) at the intersection of Main Street and Beach Road in Belvedere and it would be opened in the spring to allow the boats to leave the lagoon and opened again in the fall to let them return. "Opening day" became a great reason for celebration including parties and parades.



A permanent road on the site of the drawbridge was built in the 1920's ending the actual drawbridge opening. As the lagoon behind the drawbridge was gradually filled in, some of the arks were moved to dry land and are today used as shops along Main Street. There are now parking lots and the Arc Row shopping center on the site of the lagoon in Tiburon. Although the drawbridge is no more, Opening Day lives on.

Taking a cue from the annual blessing of the fishing fleet tradition, the blessing of the pleasure fleet was added. 2010 was the 94th annual Opening Day on the Bay coordinated by the Pacific Inter-Club Yacht Association.

In keeping with these traditions, CYA has been an active participant for countless years and now is close to the head of the parade behind the San Francisco Fireboat. This year, participating boats were: Clothier's *ESLO*, Schreier's *Beauty*, Owen's *Pat Pending*, Welch's *Colleen*, Sullivan's *San Louie*, Almquist's *North Star II*, and Kadzielawa's *Flamingo*. After the parade, CYA boats proceeded to Treasure Island for a fabulous potluck and afternoon of good fellowship and winter story swapping.

On the summer agenda for the NC Fleet, Shawn Ball, *Sea Gal*, is working with the management of the newly re-opened Stockton Downtown Marina to put on a world-class Stephens Yacht Rendezvous. A weekend of fun and excitement, June 11-13, is planned. Festivities will kick off on Friday evening with a proclamation by the California State Legislature arranged by CYA NC Fleet member Les Cochran. The Haggin Museum closeby in downtown Stockton will be open on the weekend. The Museum is home to the Stephens' archives and has an excellent Stephens exhibit including a 26-foot boat. We expect more than 25 classic yachts to attend the event and the City of Stockton is very excited to host the gathering.

The Northern California Fleet has many other exciting activities planned for the summer. If you are in the area and want to take part, please contact NC Fleet Commodore, Bill Wells, at commodorewells@msn.com or 916-869-9141.



North Star II



Flamingo



San Louie



Canadian Fleet Report – Crossing the Gulf

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

It was late April and time to move *Euphemia II* from her winter moorings at Burrard Yacht Club in North Vancouver, B.C., to her summer home at Canoe Cove on Vancouver Island. Twenty-eight of the forty-eight nautical mile voyage between the two locations is across the notorious Gulf of Georgia. Winds on the 26th and 27th of April were in the twenty-five to thirty knot range with stronger gale force activity forecast for the end of the week. However, it looked like a short weather window might appear on Wednesday the 28th.

But first, a brief description of the Gulf. It is, of course, not a Gulf but rather a Strait; that is, it is open at both ends. Captain Vancouver mistakenly labelled it as a Gulf and so it has been called by locals ever since. The Gulf extends roughly from Campbell River in the northwest some 150 miles to the Canada/USA border in the southeast. Depths vary from a few feet at Sand Heads at the mouth of the Fraser River to 1380 feet at its deepest. The Gulf opens in the south through Haro Strait and the Strait of Juan de Fuca to the Pacific Ocean. The southern

Gulf sees a huge load of freighter traffic to the major Canadian west coast port of Vancouver.

For boaters from Seattle, Victoria, and Vancouver heading north to Desolation Sound or on the longer trip to Alaska, a crossing of the Gulf is one of the challenges that cause even the most experienced boater some trepidation. Winds on the Gulf can reach hurricane force creating wave heights of 10 feet. The problem with these waves are the steepness and close spacing of them. Unlike open ocean waves, there is no sliding up one side and down the other .. you simply crash through!



So it was with some considerable caution that I began my crossing on April 28th. I left Coal Harbour, Vancouver, at the beginning of an ebb tide that carried me out under the Lions Gate Bridge at a sprightly 6 knots at 1200 rpm's. My first reference point 5 miles away was the bell buoy at the west entrance to English Bay. Spotting with the binoculars did not reveal any sign of white water and I cranked *Euphy*'s diesel up to 1700 rpm's which gave me 10.2 knots on the ebb. I must admit that my thoughts wandered back to the winter of 2001 when I was living aboard *Euphy* while on a sabbatical and attending boat building school on Gabriola Island. Just before Christmas we experienced hurricane force winds that pushed Seaspan's newest barge up on the rocks, spilling 40 or more trucks loaded with everything from mail to Christmas decorations and lumber on the beach. The wharf that *Euphy* was tied up to snapped her pilings and came to rest on the next finger over!

Today I made my way through the freighters and miscellaneous flotsam and rounded the bell buoy in a light chop, no more than one foot. As I intended to transit Active Pass, one of three major passes from the Gulf of Georgia into the Gulf Islands, I altered course to 252 degrees, passing the towers of the University of British Columbia and Wreck Beach on my port side.

Wreck Beach is a "clothing optional" beach some 12 miles long. I, of course, have never been there, nor have I perused it with long range binoculars! Many peace and nature loving folks frequent the beach as demonstrated in the picture below.



At 0845, I passed the north arm of the mighty Fraser River, one of the early access routes to the forestry and mineral riches of the interior of British Columbia. From its headwaters on the Pacific slope of the continental divide within Mount Robson Provincial Park, it flows along a remarkable 854 mile course to the ocean in the southwest corner of the province. The entire basin drains one third of the area of the province and is home to 2.4 million people – 63% of British Columbia's population.

The salmon must have been running up the Fraser, as I encountered a large pod of Dolphins just west of the North Arm. The Pacific white-sided dolphin is the most frequently encountered dolphin of our province, seen regularly along the Inside Passage, the Strait of Georgia, and the Strait of Juan de Fuca.



By now I was surfing along at 10.5 knots on the big ebb. *Euphy* was enjoying the ride and throwing water off her spray rails as the wave action picked up to about two-footers. We were approaching the south arm of the Fraser and its historic fishing port of Steveston and through the binoculars I could see nothing but a sea of white. A Coast Guard cutter heading north was throwing eight or ten foot spray off her bows.

Damn, I had not taken into consideration the 15 knot northwest breeze piling up the water against the big ebb and the massive outflow from the Fraser across the shallow Sand Heads! I turned *Euphy* hard to starboard to make a wide circuit around the slop. About two miles up the Gulf, the seas settled back down to one or two footers and all was well with the world again.

The massive installation of the Robert Bank ship terminal overshadowed the B.C. Ferry terminal at Tswassen, just north of the zigzag

line of the international boundary between Canada and the U.S. Here, the Gulf opens into both Haro Strait and Rosario Strait leading to Seattle, WA. Only twelve more miles to go to cross the Gulf and the water is still calm. I carry on still making excellent time with an ETA at Active Pass of 1100 with slack water predicted for 1115.

The rest of the crossing is smooth and uneventful until I reach the entrance to the Pass and am startled to see a massive bulk surface just off *Euphy*'s port bow! The high dorsal fin clearly marks an Orca (or Killer) Whale...then a second and third and soon I



am in the middle of a pod of six. There is one huge male, two cows, two juveniles, and an adorable calf.

This must be part of one of the resident pods of whales that spend their summers in Haro Strait and the southern Gulf. The resident pods apparently feed almost exclusively on salmon while other transient Orcas feed on seals and other marine mammals.

At 1105, I leave the whales and enter Active Pass just behind one of the B.C. Ferry fleet heading for Galiano Island. A safe crossing with just enough excitement to add some zing to my day! The transit through the Pass is leisurely as I have hit it at slack and am able to avoid the messy overfalls and whirlpools that make this a treacherous body of water for our classic boats at maximum flood or ebb. A pleasant hour and a half through the Gulf Islands brings me to my moorings at Canoe Cove, just five and a half hours after I dropped the lines at BYC.

Like all nasty bodies of water, the Gulf can be easily tamed with a careful eye to the weather and astute observations on the way.



USA Fleet Report

by Dana Hewson, USA Fleet Director

The 1885 102-foot *Amazon* (pictured at right) has been at Mystic Seaport at The Museum of America and the Sea all of this past winter. She is registered in Malta and belongs to a British family who are staying on board while the boat is here. She will be at Mystic through the 2010 WoodenBoat Show. While she does carry a limited amount of sail under favorable conditions, she is used primarily as a power yacht. Read more interesting information about her below.



WOODENBOAT SHOW



The WoodenBoat Show will again be hosted in 2010 by Mystic Seaport, June 25-27. For this show, the entire grounds and waterfront of the Museum are turned over to The WoodenBoat Magazine. Every year several members of the CYA display their boats at the show. At the present time, the list of exhibitors is not available but keep an eye on the show's website for more information <http://www.thewoodenboatshow.com/index.html>. CYA's own Sam Johnson has demonstrated the art and skill of bronze casting at this show in past years. This is a great show and if you plan to come you should plan on at least a two day visit. In addition to the Show, Mystic Seaport is fully open and available to those attending the show. The WoodenBoat Show is a really great gathering of boats and landside product exhibitors.



ANTIQUÉ AND CLASSIC BOAT RENDEZVOUS

Every year Mystic Seaport selects a boat or a group of boats to feature at the Antique and Classic Boat Rendezvous which is also an event on the USA Fleet's annual Calendar. *The Rendezvous begins with a CYA on board reception Friday evening July 23 and will end with the mid-day parade Sunday July 25.* This year the featured boats will be the yachts of the Classic Yacht Association. In fact, CYA's own *Nisca*, owned by Ted and Becky Crosby, will be the "cover girl" of the event. *Nisca* will be on the burgee, posters, gate banner, and other promotional materials. For several years the USA Fleet has worked to have more of its members attend the event and hopefully this year the honor of being the featured group will both bring more boats to the event and assist the fleet in addressing its declining membership.

This year the Rendezvous will also include period costumes at the awards ceremony and dinner which follows the day's judging and dockside display of boats in the event. During the



awards ceremony everyone in attendance will be asked to vote for their favorite costumed crew, and the Participants Choice Award will be presented that evening. Hopefully this will also result in more crews being in costume during the Sunday parade. The CYA is well represented throughout this event with Elizabeth Tiedemann (*Pam* and *Fawan*) again agreeing to serve as head judge and hopefully David Gillespie (*Cygnus II*) will travel north from Florida this year again to serve as a judge. On Saturday evening, Mystic Seaport will hold a "Rum Runner Rendezvous" event using the Rendezvous as a backdrop. The timing will be such that the Antique and Classic participants will be able to move from their awards ceremony and dinner to the party that will be elsewhere on the Museum grounds. CYA members who would be interested in participating in any way should contact me at dana.hewson@mysticseaport.org for more information. We would enjoy having CYA members from other fleets join in.

MORE ABOUT AMAZON

(Written by the current owner)

The World Ship Trust website, <http://www.worldshiptrust.org/links.html>, has the following summary.

'This distinctive British screw schooner was built at Southampton in 1885 from designs by the renowned Dixon Kemp. Kemp intended her to be 'fast and a good seaboat' and her successful sea trials were recorded in his definitive *Yacht Architecture* (First Edition, 1885).

'Carvel planked in teak and pitch pine on oak frames, with alternate wrought iron strap floor reinforcement, bronze fastenings, lead keel and copper sheathing, *Amazon's* survival reflects the high quality insisted upon at build - her hull is still largely original.

'Her builder and first owner, Tankerville Chamberlayne, Esq., a gentleman of local standing, personally superintended her construction by his own 'Arrow Yard' at Northam on the River Itchen. This small non-commercial facility was established by the Chamberlayne family for the maintenance of the famous cutter *Arrow* (1822), which was adapted continuously and thereby kept racing competitively into the 1890s. *Amazon's* engine and boiler were supplied by the adjacent works of Day, Summers and Company.

'*Amazon* was used for summer cruising, to attend sailing regattas along the south coast of England, and to visit France. Having been prepared appropriately for the occasion of Queen Victoria's Diamond Jubilee Royal Fleet Review in 1897 (at which *Turbinia* made her sensational debut), she was shortly after sold to a prominent French yachtsman and was based at St. Malo as *Armoricaïn* until 1900, when she returned to British ownership.

'Already too old (and with a coal-fired compound engine no doubt thought to be rather too old-fashioned) for the First World War, she remained in south coast ports as a private yacht. A new owner took her to London and after 52 years of service her original engine and boiler were removed on her conversion to diesel in 1937. The Second

World War put paid to pleasure cruising and she subsequently became a dumb houseboat for some years in a west London Yacht Basin. The actor Arthur Lowe then bought her and, encouraged by his surveyor's positive report, made her ready for sea again in 1971; at first a private yacht, she then pursued a successful charter business in the 1980s before migrating to the north of Scotland in 1990.

Amazon is today used for family cruising...' (End of quote from World Ship Trust website)

We bought *Amazon* on 1 January 1997 (Bill of Sale date). She had been lying for sale in Scotland for seven years by then and was feeling very sad. Nevertheless, despite appearances, she remained a fundamentally sound and substantially original vessel. In the Spring of 1997 we took her to Malta in the Mediterranean, the furthest she had travelled then, and where she has been based as a 'low budget' family boat. My wife's career has been based in Malta for many years and she is there now (with our daughter) in order to fund the current cruise!

In 2009, at 124 years of age, *Amazon* departed in February from Malta bound for America, motor sailing via Gibraltar, the Canary Islands, the Cape Verde Islands, Barbados, St Vincent & the Grenadines, St Lucia, Antigua & Barbuda, and Bermuda.

Amazon's dimensions are:

LWL - 83 ft
Register - 91.2 ft
LOA - 102 ft
Length over spar - 114 ft
Beam - 15.1 ft
Draught - 8 ft 3 ins



Southern California Fleet Report

by Christine Rohde, SC Fleet Director and CYA Rear Commodore

Two Harbors, also known as "The Isthmus", on Santa Catalina Island 20 some miles off the Los Angeles coast, has been a favorite Southern California boating destination for more than a century. With a low terrain between the east and west sides of the island, the two harbors (Cat Harbor in the west, and Isthmus Cove on the east) offer a casual retreat with little development compared to the city of Avalon. I

remember going to the Isthmus in high school and partying on the brick patio with Christmas lights overhead, dancing and doing the Limbo!! (not that limber any more!) [Editor's note: you can listen to Chubby Checker do his "Limbo Rock" at <http://www.filestube.com/f46d12210dd18d0c03ea/de-tails.html>] This area of the island hasn't changed much over the many years.

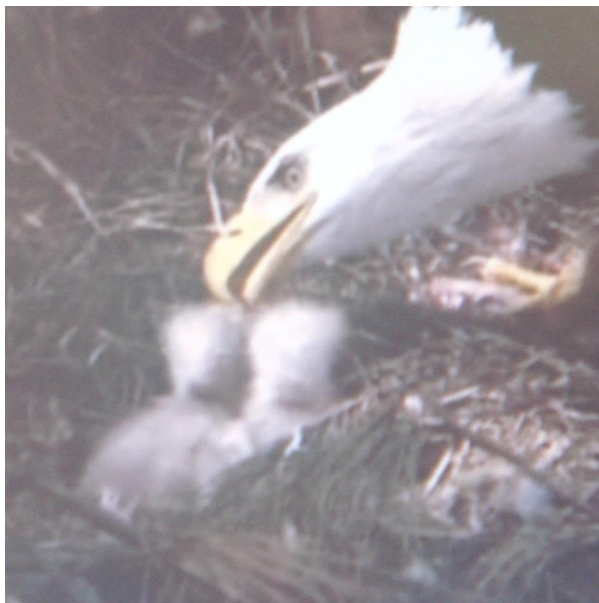


Originally, the Wrigley (chewing gum) family settled part of the island, particularly Avalon on the southeastern end of the island, and established a training camp for their Chicago Cubs. The

Tuna Club was founded in Avalon Bay in 1898, a destination of many celebrities and politicians who landed record sport fish catches. Many movies were filmed along the shores of Catalina, after which they left the movie “extras” of boar and buffalo on the island supplementing the indigenous wildlife, which in those days included our national bird, the Bald Eagle.



In early March of this year, one of my dock neighbors, with a simple email, captured my imagination and awareness of the tragedy and recovery of the Catalina Island Bald Eagle population, by sharing with me the link to an “eagle



cam” focused on an active eagle nest above Two Harbors, sponsored by the Institute for Wildlife Studies (www.iws.org/bald_eagles). This resulted in my spending more hours than I’m willing to admit watching the transition from expectant parents with two newly laid eggs, to the current 7 week old fully black-feathered eaglets, with ridiculously oversized “clown” feet, trying to walk around the nest and balance their out of proportion bodies. Constantly adorable and comedic entertainment!! It was fascinating watching mom and dad bring fish into the nest – including garibaldi, sardines, as well as seagulls and rodents – then gently feeding the little fuzz ball bobble-heads.

Why is this such an amazing thing to observe? Many of you will remember the decimation of numerous species caused by the extensive agricultural use of DDT in the mid 20th century, which was then banned decades ago. As a result of the DDT use, the Bald Eagle population of Catalina was wiped out! (During incubation, the eggs are turned every few hours, and the DDT caused the shells to be so fragile they easily broke.) It has taken these many decades to finally tentatively re-establish these spectacular native birds on Catalina. To watch the day-to-day process and gentle nurturing by these majestic raptors was captivating!

On a rocky cliff high above Two Harbors, perches an 8’+ wide nest built by dad wing bling #81, and mom #82, with 24/7 observation via camera and microphone. Mom and Dad, #82 and #81, were raised elsewhere and reintroduced to the island, where they have raised 11 eaglets since 2003, nurturing 6 from their own eggs since 2005, including 2 eaglets as I write this. Born March 26



and 27, these two – dubbed Calvin and Sunbeam by the chat room followers – are due to “fledge” (take their first flight) about the time of our SC Fleet Commodore’s Cruise to Two Harbors the weekend of June 11.

While I’ve seen Bald Eagles in Alaska and the Pacific Northwest, I’d never thought to look for Bald Eagles on Catalina until now. Whether I see Calvin or Sunbeam in first flight when we’re there in June or not, I know I’ll recognize the distinctive screech of the eagles, which I have no doubt can be heard down in the harbor. Simply being aware of the hard work and dedication of so many that has brought these birds back, and that we can once again enjoy them, is totally consistent with the preservation we all embrace for our Classics – so, enjoy all of what you

observe around you, and help ensure all of our collective continued existence – and I wish you smooth waters and good updrafts to soar.



Pacific Northwest Fleet Report – A Perspective on “Opening Day”

by David Huchthausen, PNW Fleet Director



Huchthausen's *Zanzibar*
1957 48' Stephens Bros.

Opening Day festivities in Seattle are the largest in the United States. This extravaganza has always been a nautical dog and pony show for the vessels involved, and this year was no exception. Many of our CYA

participants moor at the Seattle Yacht Club Thursday or Friday to participate in the scheduled festivities or just enjoy the 1920's ambiance. There is a fabulous restaurant, well stocked bar, and a plethora of dock parties. On Friday night, *Kona Trader* hosted a CYA potluck and cocktail party featuring Larry Benson's Swedish meatballs and several specialty trays from the Chef of *Olympus*.



The events start bright and early on Saturday morning. PNW Commodore Ann Hay did us all proud as she marched into the Opening Day ceremony with the other visiting Commodores, decked out in her newly commissioned regalia.

As the Windermere Cup rowing races take place in the Montlake Cut, thousands of people line the raceway and parade course and cars are backed up on every street in a scene resembling the roads into Woodstock.



Hundreds of participating boats muster in Portage Bay just off the Seattle Yacht Club in what resembles a giant bumper car pond. The drama is generally played out under cloudy skies enhanced by a brisk wind as boats attempt to enter the parade with their assigned classes.

This year's theme was "Out of this World" and decorated vessels competing for the trophy were replete with a wide range of aliens, intergalactic reptiles, flying saucers, and other bizarre spacecraft. Photo-ops were a dime a dozen as a multitude of 1960's amphicars skirted in between the vessels jockeying for position.

The boats proceed single file through the narrow Montlake Cut with both shorelines packed with curious spectators. At the end of the cut we pass the Judges boat and other vessels overloaded with visiting dignitaries. As the cut opens up toward Lake Washington, the real gauntlet begins. Hundreds of vessels of all description line both sides of the bay, rafted to half-mile long log booms. It is important to remember that most of these boats have been rafted for two days and the crews drinking heavily. They are here to be entertained and horns, sirens, and steam whistles are extremely popular.

This year one section of the log boom took to chanting 360, 360, demanding an in-place pirouette. Apparently one or two smaller vessels had spun on demand, much to the delight of the crowd. The Captain of *Zanzibar*, never one to shy away from a challenge, throttled the port engine forward, the starboard into reverse and spun the helm's wheel hard over, turning a perfect in-place 360. The danger, of course, is that there are dozens of vessels bearing down on your stern in a narrow channel - thank God for twin screws and new engines !!



Benson's *Thelonus*
1953 38' Admiral Marineworks

We motored across Lake Washington and six of us rafted up in Cozy Cove for an afternoon potluck. One of *Zanzibar's* guests, seven year old Sage, had the time of her life, scrambling from boat to boat and demanding to take the helm on our high speed return. The awards ceremony takes place on the lawn of the Yacht Club at 1800 hours. In the "Classic Power 40' and Under" category, *Glavyva* took first, with *Thelonus* second and *Zella C* third. In "Classic Power 40' and Over", it was *Olympus* first, followed by *Winifred* and *Zanzibar*. Most vessels stay at the Yacht Club and continue the party, departing on Sunday afternoon. I would encourage any out of state CYA members who have never attended this event to join us next year. We can always find room for you aboard one of our classic yachts!



Blair's *Glavyva*
1937 38' Hans MacKinnon



NEW CYA members – welcome!!

New Affiliate/Associate members:

Tom and Sheri Riggs
Pacific Northwest Fleet
Martin McNair, sponsor

Cecelia Hund-Reid and John Reid
Canadian Fleet
Mike O'Brien, sponsor

Lee and Adrienne Peterson
Pacific Northwest Fleet
Judy and Mike Keane, sponsors

Dwight and Dalen Mason
GAVIA
43' 1964 Tollycraft
Pacific Northwest Fleet
Port Orchard, WA
Joel Van Ornum, sponsor

Reinstatements:

Geoffrey Genter
LADY GRACE
Pacific Northwest Fleet

Jennie Dahlby
FRIENDSHIP II
Pacific Northwest Fleet

New Regular members:

Jerry Toner, Mary Anne Kelly
and Gregg Krugstad
KIMMER
34' 1955 Chris Craft
Pacific Northwest Fleet
Seattle, WA
Ginger Garff, sponsor



Scott Andrews and Susan Takami
MAKOTO
34' 1929 Stephens Bros.
Northern California Fleet
Petaluma, CA
Larry Benson, sponsor



Stuart Kiehl
RENEGADE
24' 1949 Don Volez
Northern California Fleet
Richmond, CA
Patrick Welch, sponsor



Kingsley and Penny Drake
SEPTEMBER SONG
33' 1956 Taylor
Pacific Northwest Fleet
Everett, WA
Mike Oswald, sponsor



John and Barbara Waterhouse
WATERHAWK II
 43' 1947 Jensen Motorboat Co.
 Pacific Northwest Fleet
 Seattle, WA
 Dorin Robinson, sponsor




Annette and Roger Kjonno
STELLA
 31' 1941 Chris Craft
 Pacific Northwest Fleet
 Des Moines, WA
 Ann Hay, sponsor



The **2011 International CYA Board of Director Meetings and Change of Watch Banquet** will be held in beautiful and historic Victoria, British Columbia, over the weekend of **January 14-16, 2011**. Hosted by the Canadian Fleet, the events promise to be informative and fun. Watch this space, your mailbox, and your emailbox for more information. Put the weekend on your calendar!



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



Classic Yachting

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