

June, 2011



Classic Yachting

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



1928 *North Star II* cruising under the San Francisco Bay Golden Gate Bridge
owners Alan & Barbara Almquist

Northern California Fleet Report

6th Annual "Forget Me Knot" Celebration (A Call to Honor)

By Les Cochran, NC Fleet Vice Commodore



Les Cochran's *Rivercat*

This coming fall, on Saturday, September 17, 2011, at 1pm PST, 4pm Central

Time, the 6th Annual "Forget Me Knot" celebration to honor USA veterans and especially WWII Veterans will be held on the Sacramento River in Old Sacramento, California, and in St. Louis, Missouri, on the mighty Mississippi.

Our World War II veterans, affectionately defined as "the greatest generation", are dying at a rate of over 1200 per day. To commemorate their sacrifice, the Jefferson Barracks National Memorial Cemetery, classic yachts from the Classic Yacht Association, The Honor Guard, veterans, and members of our community will commemorate all who gave so much to and asked for so



little from our country by laying wreaths on both rivers .. Sacramento and Mississippi.

This year's event will have three memorial wreaths. The first wreath will be laid to honor all WWII veterans. A second Forget Me Knot Wreath will be laid

to honor all veterans. The final Forget Me Knot Wreath will be laid to honor the loved ones who have passed on. As with last year's celebration, flowers will be requested from the garden in Normandy, France, the site of the D-Day invasion, to be used in making our wreaths for the Forget Me Knot ceremonies.

Special acknowledgement will be given to Lt. Virgil P. Kirkham, the last recorded American USAAF Pilot killed in Europe during WWII. It was Lt. Kirkham's 82nd mission and one that he volunteered to go on. On this mission, this 20-year-old pilot's P-47 Thunderbolt plane was shot down. A young 14-year-old Czech girl, Zdenka Sladkova, was so moved by his sacrifice that she made a vow to care for his memory.



For 65 years, Zdenka, now 79 years old, took on the responsibility of caring for Virgil's crash site and memorial near her home. On May 4th, she was recognized by the Mayor of Zdenka's home town of Trhanova, Czech Republic, for her sacrifice and extraordinary effort to honor this American hero.

For more information or to get involved with the "Forget Me Knot" celebration, please contact Les Cochran, CYA NC Fleet Vice Commodore, at 916-932-6052, or Alvin Cochren, Veterans Administration Program Assistant, St. Louis, Missouri, 314-845-8355, or visit the organization online at www.mycya.net.



Colleen



ESLO



USA Fleet Report

Vintage Weekend at the Ocean Reef Club, Key Largo

By Ruth Gillespie, USA Fleet member

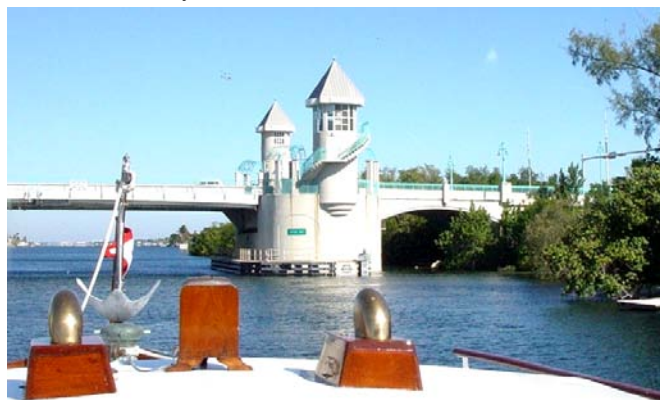
The 16th Annual Vintage Weekend at the Ocean Reef Club in Key Largo, Florida, was held over the weekend of December 2-5, 2010. This extraordinary show included 25 yachts ranging in age from 1930 to 1986 and in length from a 21' Riva to a 92' fantail Trumpy; 70 cars from a 1904 Olds to a 1979 Rolls Royce; and 36 airplanes from 1941 to 1979. The weekend included many events including a champagne reception for the presentation of Rybovich Legacy, a book commemorating the Rybovich boat yard's rich history.

The CYA was represented by *Cygnus II*, owners David & Ruth Gillespie. We began the cruise November 18, leaving from our dock on the Ortega River in Jacksonville. David was at the wheel with Ruth as navigator and Belle & Arky standing watch. As members of the Florida Yacht Club we enjoyed overnight dockage and great food at other clubs along the way – even a complete Thanksgiving dinner cooked and delivered by the dock master at the Royal Palm Yacht Club and Country Club in Boca Raton. How's that for "southern hospitality"! Although the intracoastal is locally referred to as "the ditch", I find it fascinating cruising along rivers, lakes, lagoons, and canals. We kept a constant eye on the charts as the chart plotter (the newest thing on the boat) failed after two days.



We extended our stay at Coconut Grove to spend a day at Villa Vizcaya Museum & Gardens. It is the former home of James Deering of farm machinery fame. The gardens are some of the most spectacular in the southeast. Our first attempt to get to Ocean Reef on the Atlantic side was thwarted by 25 knot winds and 6-foot seas. After getting slammed several times we turned and ran for cover. The following day we headed off down Biscayne Bay looking for a channel which our friends had told us about. Traversing the channel we went out into the ocean on calm seas with no wind – a different experience!

After one heavy rain squall on Friday, the weather cleared and presented us with the best weekend weather of the entire month. At Ocean Reef we renewed many friendships with owners, captains, and crews of classic yachts whom we met on our many cruises along the Atlantic coast. The weekend included a whole host of events including lectures, side trips, and evening events. Perhaps one of the nicest events was the dinner the Goldstein's (chairwoman of the organizing committee) hosted at their home for all the boaters. Saturday included tours of the boats as well as an antique car parade and event. Flyovers by the many antique planes as well as some world class aerobatics gave the entire day a sense of excitement. The evening banquet was a chance for us to follow up with new friends and acquaintances. Sunday morning dawned bright as we all assembled for the awards breakfast where we were thrilled to receive a special award for restoration and maintenance by owners. Casting off about 11am we all headed out to a bright but breezy day in the Keys.



I have always called this the "cruise of many bridges". We have three bridges on the Ortega River (where we have a shed), seven bridges on the St. Johns River, and 81 bridges on the ICW to Key Largo. Some of these are new with 65-foot of clearance for the sail boats, but most are 15-feet, 25-feet, and 30-feet. We run with our mast down, but with tides and wind it really keeps me alert with the bridge tables close at hand. Many bridges are "open on demand" but some are scheduled and can have you spending many minutes "backing and filling". Fort Lauderdale can be especially tough, but during the week is do-able. Often times we run in the ocean but the weather was miserable on this trip – 4-6 foot seas and 15-20 knot winds and I don't do windy! We did enjoy two overnights at the City of

Miami docks near the Port of Miami and watched the huge cruise ships docking and turning in the basin. It's secure, friendly, with lots to do and see.

The weather this year was unlike winter in Florida with cool temperatures and 15-20 knot winds most of the time. It was slow going as the Manatees were often in the channel seeking warmer water – especially around out-flows from power plants. Our run back from St. Augustine to Jacksonville was in 22 degree temperatures with 20 knot winds! A true "frost bite cruise". We tied up at our dock on December 14 after nearly a month of memorable cruising.



Ruth & David Gillespie's *CYGNUS II*. On the far side of them is *JONATHAN III*



CAN Fleet Report ***Rhinegold's Centenary***

By Mike O'Brien, member #319, and Wayne Hartrick, member #856



Her lovely canoe stern leaves barely a ripple on the water as she slides along at a graceful eight knots heading for her shed at the Royal Vancouver Yacht Club where she has been berthed for most of her one hundred years.

Colonel Colin Ferrie kept her there for the duration of his ownership of almost 60 years and her present owner, Wayne Hartrick, continues to have covered moorage at RVYC.

Rhinegold is a rare example of an almost unaltered and intact power boat built at a time when "gas powered launches" were a rarity. She was a social hit for her owner, Maxwell Theopolis Davies III, son of a wealthy English family who sent him to the logging outpost of Vancouver with his own cook and valet!

Originally powered by a 25HP Buffalo engine, **Rhinegold** now sports her fourth power plant, a modern, reliable, 50HP Isuzu diesel, in her thirty-five foot and six-inch long, eight-foot and six-inch wide Fir on Oak hull.

Peter Vassilopoulos in his seminal work on Classic Yachts, *Antiques Afloat*, tells the story of her name which is reported to be a misspelling of "Rheingold" from the Wagnerian opera. The tale revolves around the recovery of gold stolen from the fairies of the Rhine River. In any event, **Rhinegold** was her name in 1911 and she carries it with pride in 2011.

Also unchanged is the beautiful teak steering station in the cockpit at the far aft of the yacht. **Rhinegold's** interior is elegantly appointed with such rare items as a Pullman sink in her tiny but pristine head.



As **Rhinegold** begins her second century, Wayne continues the care and attention that will see her safely afloat for the foreseeable future. She is currently receiving new keel bolts and some planking as well as upgrades to her electrical and black water systems.

Wayne promises to have **Rhinegold** ready for the Canadian classic boat show season this summer and fall so that all of her admirers old and new can reacquaint themselves with her perfect proportions and lovely lines.

When you see **Rhinegold** on the water, stop and contemplate for a moment the skill of the builder, Vancouver Shipyard, and her dedicated owners, all of whom carry the credit for this important link with our maritime history.



Rhinegold with Theopolis and friends c1911



1911 - 2011



PNW Fleet Report

Lawana Celebrates Her 100th Year

By Keith & Nicki Johnson, PNW Fleet members

"I remember LAWANA going up the Black River to Lake Washington before the Locks were finished in 1917."

Not many boats can make that claim today. *Lawana*, currently docked at Stimson Marina in Ballard, Seattle, is widely recognized as the prototype to the Lake Union Dreamboat and is the "grandmother" of the Classic Yacht Association's Pacific Northwest fleet. She has seen a lot of local and world history in her time. To respect her age, we often fly a 46-star US ensign representing the number of states in existence when she was built.

Lawana was the vision of Otis Cutting, the co-founder of the Lake Union Drydock Company, who designed her in early 1910, long before the Lake Union Drydock Company existed (hence she is not a Lake Union Drydock Dreamboat tho was certainly a precursor). The plaque onboard is testament that *Lawana* was the first boat built by Charlie Taylor and Earl Grandy, Sr., in their Burton Boat Yard on Vashon Island in Puget Sound. *Lawana* was built with a fir keel, steam bent white oak frames, western red cedar planking, and Port Orford cedar transom. She was originally equipped with an eight horsepower Atlas gasoline engine and a stepped mast. Both the mast and the Atlas engine are long gone. Today, *Lawana* is powered by a 36 horsepower Perkins diesel engine cruising at a sedate seven knots burning less than a gallon of fuel per hour.



Taylor-Grandy crew c1912

Lawana was initially christened *Kingkole* and was modeled after the Cutting designed 34-foot *Klutchman* that was regarded at the time as "one of the most convenient cruiser launches on the Sound." Sadly on February 9, 1910, *Klutchman* was destroyed in a collision with the Alaskan Steamship Company steamer *Santa Anna*. Cutting lost little time ordering an improved launch. Evidence suggests that this improved version was *Kingkole* (later to be renamed *Lawana*).



Kingkole-Lawana c1913

While *Lawana*'s exact launch date eludes us, articles on board suggest her first cruise was made to North Bay on July 2, 1911, just 100 years ago come this July, 2011. She has been a fixture in the Pacific Northwest, cruising extensively in the area. Taking advantage of her expansive aft salon and accommodations, she has been used as a live-aboard by many of her past caretakers. When her second owners, the Albins of Mercer Island, bought her they changed the name to *Lawana* in 1917. We have been unable to pinpoint the meaning of "lawana." Some evidence suggests an old Hawaiian word for "rejoicing." Other evidence points toward an Algonquian-Wakashian expression meaning "laughing water."

Lawana's fourth owners, C.E. "Spud" and Lila Haasze, enjoyed a 20-year love affair with the boat that included raucous jam sessions on Lila's 64-key piano with their neighbors at the Queen City Yacht Club in Seattle. During the Second World War, *Lawana* served as a Coast Guard Auxiliary patrol boat in the Puget Sound.

For a period of time in the 1960's, *Lawana* languished and it has to be said that one of the main reasons this vessel is still here today to celebrate her 100th birthday is due to the efforts of Gene and Jean Spargo of Sequim. These owners began a love affair with the boat and gently restored her. It was



In the Hiram Chittenden Locks, Seattle, 1926

the Spargos who cruised *Lawana* far and wide – from Olympia to Cape Sutil, over the Nawilti Bar, across Queen Charlotte Strait through Nakwakto Rapids, into Seymour Inlet and the wilds of Southeast Alaska – nowhere was too far afield for these live-aboard adventurers.

CYA members Malcolm and Connie Munsey took over *Lawana* and continued her travels throughout the Pacific Northwest also as live-aboards. They were similarly smitten by the boat's charms and devoted themselves to her well-being.

Lawana is 40' long, has a beam 11'8", and draws 3'6". Forward of the salon is the galley and head, forward of that is a stateroom with double bunk and dinette. The V-berths in the forepeak have been converted to hanging storage, a workbench, and tankage. She carries 100 gallons of water, 100 gallons of fuel, and 35 gallons of stove oil. The galley range keeps the boat cozy burning a little under 2 gallons of stove oil in 24 hours in freezing weather.

Lawana has been fortunate to find caretakers through the years beguiled by her unique charm and character who hold a deep respect for her history and desire to preserve her. This accounts for the fact that she is still going strong in her 100th year. Without question, Otis Cutting would be both stunned and pleased that his sturdy little launch is entering her second century.

[Editor's notes: *Lawana* will attend the PNW Bell Street Rendezvous, July 17-19, Seattle, and the PNW 4th of July weekend at the Center for Wooden Boats on Lake Union, Seattle, coinciding exactly with *Lawana*'s first cruise one hundred years ago on July 2, 1911. All CYA members are more than welcome to attend. For more about *Lawana*, see the Nor'westing magazine article at <http://free.trader-epubs.ca/doc/Norwesting/NW/2011041401/#50> or contact Keith & Nicki Johnson as listed in your 2011 CYA Roster. The Johnsons seek the next owner/caretaker of *Lawana* and would be happy to talk with anyone interested.]



Gene & Jean Spargo Connie & Malcolm Munsey
Nicki & Keith Johnson



1911 – 2011



SC Fleet Report – *Moose Hunter*

by Rick Olson, SC Fleet member

Moose Hunter, what an odd name for a boat.

If you're anything like me, I still think I'm 40 something even though I'm two decades beyond that. Enthusiastically, I think about all the projects and adventures I want to do. Bucket List! Ha, I have two bucket lists, but somehow I don't seem to be keeping up with all of my dreams. I still get a lot done but it's harder now. The enthusiasm is good but the energy is not what it used to be. Oh well, it's hell getting older. Hmm, maybe I'll go take a little nap...

Sometimes you run across a story that just needs to be shared, so here goes:

Happily Don and Joyce Lang have recently re-joined the CYA Southern California Fleet after a short absence. Their neat little English launch was originally built in 1939. It was acquired from Delpha Dobson (Bruce Dobson's

mother) for the astounding price of "a ride in the boat when it is restored". Cliff Dobson (Bruce's father) had purchased it in rough condition from a marine junkyard in Wilmington, England, with no idea of how it got from England to California. Cliff Dobson passed away before he could get started on the restoration.

Don Lang took six years restoring the boat with help and a certain amount of prodding from quite a few SC Fleet members. Richard Gardner was very instrumental in the wood working project. Bruce Dobson was consulted many times as those years rolled by. Several times Bruce suggested that "matches" might be the best solution.

One day Bruce remarked, "Don, you remind me of my Uncle Curly". You see his Uncle Curly (true story) had always planned to go moose hunting. He hoarded moose hunting mail-order catalogues, devoured hunting articles, bought hunting equipment, but never went moose hunting. When he died, his garage was brimming with moose hunting gear: rifles, tents, sleeping bags, even electric warmer socks. It was generally conceded in the family that Uncle Curly's real zest was in dreaming of moose hunting, and that an actual moose hunting trip would have destroyed the fantasy. Bruce pleaded with Don not to be just another moose hunter and actually finish the boat.

Delpha Dobson did get her ride in the fully restored *Moose Hunter* at our Marina Del Rey summer event.

I think we all have a bit of moose hunter in us. I think I'll go get some projects done on my boat.



Special Report – Opening Day of Boating PNW Fleet wins coveted Wilson Seamanship Trophy



On May 7, 2011, the Pacific Northwest Fleet of the Classic Yacht Association entered the coveted Wilson Seamanship Trophy Competition. For only the second time in its history, the PNW Fleet put together an entry under the leadership of PNW Commodore Diane VanDerbeek, *Olympus*. The Wilson Seamanship competition is usually entered by only three yacht clubs – Seattle, Royal Victoria, and Royal Vancouver. Judged on a number of factors including a rather complicated maneuver which is required in the narrow Montlake Cut in Seattle, the PNW Fleet knew they could compete.

Required to have a minimum of seven (7) boats for the competition, the fleet garnered the largest impressive fleet of fourteen (14) beautiful classic vessels including *Olympus* (Diane VanDerbeek, and Captain Rick Etsell), *Big Dipper* (Gary & Cheryl Madson), *Patamar* (Ken Meyer), *Swietenia* (Mark & Ginger Garff), *Hi'ilani* (Chip & Kristin Kochel), *Theloni* (Larry Benson), *Carousel* (Bob & Jytte Wheeler), *Scandalon* (Joel & Diane Van Ornum), *Kona Trader* (Chris & Julie James), *Cle Illahee* (Dorin Robinson), *Euphemia II* (Mike & Peggy O'Brien), *Hesitation II* (Stan & Robin Nelson), *Marilus* (Russ & Svane Castner), and *Linmar* (Kuhrt Wieneke).



Big Dipper Patamar

Swietenia Hi'ilani

In addition to the vessels being required to maneuver with perfection, each vessel had to have a crew wearing matching attire, and standing at ease and attention as was appropriate. The CYA maneuver was designed by Past PNW Commodore Richard Etsell, Captain of the MV *Olympus*, with lots of input from the participants. Multiple practices were required of all boats during the month of April, and a potluck was held at the home of Stan and Robin Nelson during Opening Day week for crews to practice standing and saluting and to coordinate the complicated apparel requirements.

Other entries in the 2011 Wilson Seamanship Competition included vessel teams from Seattle Yacht Club, Royal Vancouver Yacht Club, and Meydenbauer Bay Yacht Club.

Not only did the PNW fleet compete – they WON. The prize is the Wilson Seamanship Cannon which is very large and adorned with the names of all of the yacht clubs who have won it since its inception in 1977. The cannon will be on display at PNW Fleet events this year until it must be returned to Seattle Yacht Club just prior to Opening Day 2012.



Hesitation II

Kona Trader

A video of our victory was put together by PNW member David Ellis and son Dorin Ellis. It can be seen at <http://www.youtube.com/watch?v=esFqoC3jFOs>. A second video was produced by Chad Etsell using his iphone. It can be viewed at <http://www.youtube.com/watch?v=1U6OHASdJuM&feature=youtu.be>. Chad is the son of *Olympus'* Captain Rick Etsell. The CYA webpage <http://classicyacht.org/content/cya-wins-seattle-yacht-clubs-wilson-seamanship-trophy> has yet more information and more links including links to the youtube videos mentioned here.

Special thanks to all of the PNW fleet members who participated in our impressive victory and also to Past International Commodore and Canadian Fleet Members Mike and Peggy O'Brien who brought the lovely *Euphemia II* down from British Columbia to participate in the Wilson Seamanship competition.

If you have never attended Seattle Yacht Club Opening Day of Boating, it is worth the trip to Seattle. Held on the first Saturday of May (next year it will be May 5, 2012) it is a huge boat parade with usually over 250 entries and at least 300 boats on the log boom observing. The PNW Fleet of the CYA is always in attendance with many boats and events.



For more information about Seattle's Opening Day, visit www.seattleyachtclub.com/openingday. This Special Report was written by Diane VanDerbeek, PNW Fleet Commodore

[**Note from CYA Commodore Larry Benson:** Congratulations to PNW Fleet Commodore Diane VanDerbeek and Captain Rick Etsell for making this happen. A stunning victory for those who participated, but an even grander victory for the CYA.]



Olympus



Patamar

Linmar

Euphemia II

Salish Canoes Lead Seattle's Opening Day Boat Parade

When Captain George Vancouver ventured in from the Pacific in 1792 to explore the inland seas of the Pacific Northwest, he named Puget Sound and Georgia Strait and he found a bustling culture in which the canoe was the principal mode of transportation. The salt water and the rivers flowing into it were the highways of the day, and the Coast Salish people were its master navigators.

Each canoe was carved from a single cedar log and ranged in size from small utilitarian river canoes to giant seagoing vessels holding dozens. With no roads yet cut through the dense forests, early settlers and townspeople of Puget Sound would have been lost without the local native people and their canoes to shuttle them around and transport their goods.

The old-style cedar canoes faded from use by the 1960's, but were reborn again as Tribal elders helped carve new canoes for the journey, which saw nine canoes arrive at Shilshole Bay from as near as the Muckleshoot Reservation and from as far as Bella Bella, British Columbia.

From that modest beginning sprang a cultural renaissance that continues to this day. Now in its 22nd year, the Tribal Canoe Journey brings Native peoples together from the far reaches of the Pacific Northwest, with canoes departing from their home waters in accordance with intricately planned schedules that bring them all together for a grand landing at a common destination on the same day. Canoes travel by water, camping each night, from far up the east and west coasts of Vancouver Island and Georgia Strait, and as far south as the Oregon Coast.

This year's Canoe Journey will feature a landing of Puget Sound canoes at Alki on July 20 as they pass by on their way to its grand conclusion at Swinomish – across the channel from LaConner – on Monday, July 25. The event, which is expected to draw up to 100 canoes and 10,000 spectators to welcome them, will be followed by a week of feasting, song, dance, and celebration hosted by the Swinomish Tribe.

The Muckleshoot Canoe Family is proud to be a part of what it means. Please join us welcoming the Muckleshoot Canoe Family as they lead the Seattle Opening Day boat parade with the Coast Salish Canoes.



Farewell to a Legend

By Jan & Shelley Nielsen, CAN Fleet member #1086

William (Bill) Garden was a 'global' naval architect and marine engineer. Over a period of six decades, he produced more than 650 designs, from commercial fishing and working boats to motor and sailing yachts. Thousands of his boats have been built around the world and his design work is featured in maritime museum collections throughout North America.



Bill beside a Spitfire, Victoria Airport, B.C., 1996

William Garden was born in Calgary, Alberta, in November 1918. His work celebrates the art of ship design, instantly recognizable as exceptionally seaworthy, sensibly built, and of distinct proportion and grace. Bill was made a Member of the Order of Canada in 2006 in recognition for being "an accomplished naval architect and marine engineer." He was a man of inspiration, a good friend, and a valued mentor. Sadly, Bill passed away on April 29, 2011, at the age of 92.

When you are sorrowful look again in your heart, and you shall see that in truth you are weeping for that which has been your delight. ~Kahlil Gibran

Why then should we grieve that a new child is born among the immortals? ~Benjamin Franklin

Adieu, Bill.



Bill on an afternoon sail around Toad's Landing, 2005

Some of Bill Garden's sailboat designs can be viewed at http://sailboatdata.com/view_designer.asp?designer_id=14.
A Mystic Seaport article can be read here <http://library.mysticseaport.org/manuscripts/Garden.cfm>.

NEW CYA members – welcome!!

New Affiliate members:

Robert Grue
FOUR KINGS
42' 1979 Chris Craft
Southern California Fleet
Marina del Rey, CA
Christine Rohde, sponsor

Jon, Patricia, and James Collins
WENDY LYN
32' 1970 American Marine
Southern California Fleet
Exeter, CA
Donald Kennedy, sponsor

Reinstatements:

Richard and Cathy Baker
PROTEUS
50' 1929 Elco
USA Fleet
Gene and Marie Orloff
OREL
14' 1939 Percy See Ltd
NC Fleet

Don and Joyce Lang
MOOSE HUNTER
63' 1943 Lowrie
SC Fleet
Lori Sinclair
RANGER
60' 1966 Stephens
NC Fleet

New Regular members:

John and Karen Fetting
MERRIMAC
45' 1929 Astoria Marine
Pacific Northwest Fleet
Portland Yacht Club, OR
Chuck Kellogg, sponsor



Robert and Susan Shaw
TSONA
45' 1950 Allen Shipyard
Canadian Fleet
Crescent Beach Marina, BC
Mike O'Brien, sponsor



Richard Cousins and Dawn Kostelnik
AUDREY ELEANOR
54' 1948 Otto Ranft
Canadian Fleet
Madeira Park, BC
Ted Aussem, sponsor



CYA Commodore Larry Benson writes: By now, everyone should have received your 2011 CYA Membership Roster. Cherry Ekoos has once again taken on this huge task, for which we owe her a "THANK YOU FOR A JOB WELL DONE"!



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

Classic Yachting
Official Newsletter of the
Classic Yacht Association
www.classicyacht.org
Larry Benson, PNW Commodore
Christine Rohde, SC Vice Commodore
Ted Crosby USA Rear Commodore
Ann Hay, PNW Newsletter Editor
piedpiper1940@yahoo.com
Printed by [Paragon Media](http://www.paragonmedia.com), Seattle, WA
Wilson Seamanship photos by Linda Evans,
<http://www.flickr.com/photos/lgevans/sets/>
Cover photo by Rick Olson, SC Fleet