



PNW Fleet Report -- *Suellen*

by John & Jane Lebens, PNW Fleet Members

Most of you know what it's like when you buy an old wooden boat - one thing leads to another...

Here is the short story of our happy adventure as first-time wooden boat owners. Like many of us, Jane and I began by walking docks and attending boat shows. For a while we thought a Grand Banks or similar boat would fit our needs. But a funny thing happened one day on a dock on the Columbia River in Portland. We spotted a late 1940s troller nicely converted to a cruising yacht. At that moment we fell in love with the wooden boat aesthetic and never really looked back.

Eventually *Suellen* appeared on a computer search and was located at a nearby marina. She is an Ed Monk Sr. design from about 1938. She had been boathouse kept. As we looked her over, she appeared to be in good condition. The price was OK. Of course there would be a few items needing attention. The survey showed her to be sound of hull, house, and engine, but recommended a few dozen "small" fixes. We were encouraged when we overheard our normally taciturn surveyor, Alison Mazon, say the hull was marvelous.

Like many a new owner, we dove into our new project with gusto. The first winter, we completed all the items recommended in the survey. You know all about "minor" fixes on a woodie. That minor 110 volt wiring issue mentioned in the survey? To really fix it, we pulled out all the old 110 system and replaced it with new. The apparently simple installation of a pair of 12 volt switches? We replaced the 12 volt system as well. One thing led to another and she is now ABYC compliant with new wiring, fuses, batteries, alternator, starter, etc. That original copper plumbing was nice, but it was it beat up, so we decided to re-



plumb her. Of course we kept the porcelain sink from 1944, and we located a faucet that was a dead ringer for the original. The engine needed a new exhaust riser, and dual Racor filters seemed like a good idea. The hull got a fine fresh coat of paint, and the list went on.

In our spare time we started sleuthing prior owners. We were especially interested in the original owner and builder. The Coast Guard documentation listed him as Louis A. Hascall, Master Carpenter. Searching the web and cold calling everyone named "Hascall" in the Seattle area, we finally hit gold when Patrick, the great grandson of the builder, picked up the phone. He vividly remembered visiting his great grandfather's shop as a kid. He recalled Grandpa Lou was a kind man. He insisted we call his Auntie Sue. Suellen (herself) was delighted to hear the news that her namesake vessel was still being cared for. She had recently been looking at old photos and wondered what had become of grandpa's boat. She promised to send photos of the christening and launch from the Spring of 1951.



Louis A. Hascall launching *Suellen* in 1951

We learned from Suellen that Grandpa Lou built boats for a living and that *Suellen* was one of two that he built for himself. He laid the keel just before World War II, then progress slowed during the war. Louis was employed at the Puget Sound Naval Shipyard during the war and afterwards at Blanchard Boat Company on Lake Union in Seattle.

With a few more clues in hand, we contacted the Puget Sound Maritime Historical Society to see what more we could learn. We hit another jackpot with John Kelly, volunteer Ship Plans Curator. John is about 90 years old and sharp as a tack. He told us he knew where *Suellen* was built and invited us to come up and see. It turns out that John grew up about three blocks from the Hascall residence. As an adult, he used the same marina on the Duwamish River that Hascall used. With the current resident's permission he took us to the former Hascall home. There we could clearly see from original photos that it was the backyard where she was built. An older neighbor across the street recalled the vessel. Later, John showed us a photo of himself in 1939 at

the Edison Technical Institute learning to build boats. He was peering out from the frames of *Suellen's* sistership, *Lady Grace* – a current CYA member.

Call us crazy, but we decided to take *Suellen* up to Puget Sound for the summer of 2009. We cruised about 100 miles down the Columbia River to Astoria, over the Columbia River bar, 170 miles up the coast to Neah Bay, then into Port Angeles. We rested! Then we crossed the Strait of Juan de Fuca, through Cattle Pass and in to Friday Harbor. There we spent an idyllic summer, hung out with other wood boat owners, and lived the boating dream. Did I mention that I had never been in a small boat on the ocean? Did I mention this is a 60 year old boat with a 30 year old engine? Well we did learn a few things, were never in real danger, and all's well that ends well. And "The Bar" was like a lake.

That summer, Suellen (herself), her brother Robert and other family members, came to Friday Harbor to see their grandfather's masterpiece once again. It had been nearly 60 years since they last saw her. We had a marvelous rechristening ceremony and a cruise around the harbor with friends and relatives on board. There were tears of joy and remembrance when Father Anderson delivered a fine homily about how this vessel brings people closer together.

That summer, I began to notice the varnish on *Suellen's* fine mahogany house was looking tired and faded. I wondered what she would look like with a fresh finish. We were warned by Frank Bender, proud owner with his wife LaRue, of a classic motor sailor. He said "don't do it! Just keep varnish on and she'll be OK." I had no clue what I was getting into.

Fast forward through two and a half years of hard (and often satisfying) labor. I could write a treatise on the technical and spiritual aspects of refinishing mahogany. I now consider myself to be an authority on sandpaper and sanding devices, chemical stripping and stripping tools, wood conditioning and staining and the evils of epoxy sealer coats. And varnish! At least ten coats from bare wood, then two coats every year for the rest of your life. It was a huge and time consuming job. But the results gained from months of hard work are ample repayment.

Most CYA members who used to see *Suellen* were full of compliments. "What a fine vessel she is," they would say. But then: "who put on that bridge?" This fine vessel deserved to be a regular member of CYA, not an affiliate. Lew Barrett was a friend and the PNW Fleet Commodore so



I asked him to pull some strings and use his influence but he had no authority to do that. I pitched Margie Paynton, but she replied that she couldn't change the rules. I complained to fellow CYA members. They listened politely.

Finally, we decided to take off that offending 1970s bridge. Mike Keane and David Wisdom, men of action and CYA members, said "let's demo it!" We scheduled a couple of mornings to do the job but the bridge was off by noon the first day. Standing back, we immediately saw the wisdom of the choice. The original Monk proportions and fine lines were revealed. Hascall's masterfully made compound curves were on display once again. The ugly bridge was gone. Margie warmed. Ann Hay cooed. We got the blue burgee and we got the brass plaque.

We had noticed in the documentation that *Suellen*, then called *Kittiwake*, had spent the 1960s in Astoria. She was owned by a man named Rolf Klep, the founder of the Columbia River Maritime Museum. He's a local legend in Astoria. We learned that CYA member Sam Johnson, the current museum director, owns a classic wood vessel called *Winikin* and we are pretty sure it's Hascall's other boat, launched in 1933.

Richard and Nancy Carruthers owned *Suellen* after the Kleps. They are still in Astoria and have generously shared photos and stories. Klep told them Hascall set aside some of the best wood passing through the Blanchard Boat Company for use on *Suellen*. It could very well be. Most of her Alaska yellow cedar planks run the full length of the hull. The house is built of solid inch and a half clear Honduran mahogany. The transom is teak.

We set out on a fine course when we came to own *Suellen*. After three and a half years, this wooden vessel has led us through all sorts of adventures. We have been surrounded by many helpful and supportive wooden boat owners, especially Classic Yacht Association members. We appreciate the fine marine technicians who have kept us up to ABYC standards. We are in awe of the craftsmanship that went in to building this vessel and the care prior owners have lavished on it. We have a satisfying project that is repaying our efforts and investment. We learned a lot of Pacific NW maritime history ranging from vessel design and construction to maritime adventures.



Oh, and we've learned way too much about stripping finishes and sanding wood and varnishing!

We will see where the course leads us next.



Canadian Fleet Report .. the nurturing of an Eagle

by Randall Olafson, CAN Fleet Director



Owners : Randall & Josephine Olafson
Type : 1948 Custom Motor Yacht
Builder : M. M. Davis & Son, Solomon Island, Maryland
Names : **Jupiter, Double Eagle**
Engine : Detroit Diesel 6-110
Length : 60 feet
Speed : 8.5kts, max 11.5 kts
Fuel : Diesel 600 gals

While attending the CYA Board meetings this past January in Mystic, Connecticut, we were treated like royalty. Shannon McKenzie, of Mystic Seaport Museum, arranged a myriad of activities that were all outstanding. Just to be able to get a close up

look at the fantastic selection of yachts and maritime memorabilia they have was very special. I also had the opportunity to go to Solomon Island, Maryland, to see where our own yacht was actually built. Thus I cannot think of anything more appropriate than to give a little history of our "eastern" bred yacht *Double Eagle* now berthed quite happily in the west.

Where to begin .. Josephine and I sat down and retraced our steps that brought this all about. It was 2003 and we had enjoyed many years of sailing about on our 51' Beneteau Havelock and prior to that a 34' Chris-Craft that our children grew up on. Our brood of grandchildren was now growing quickly so we made a decision to return to wood to provide us the gracious yet

antiquated method of getting us around the coast that we missed with our sailboat. After a year and a half of searching for the right fit, I spotted **Double Eagle** in an add in the San Diego boat classifieds. I went to have a look and was hooked immediately. The dickering on the price, surveys, and back and forth travel from Vancouver took some time .. no surprise!

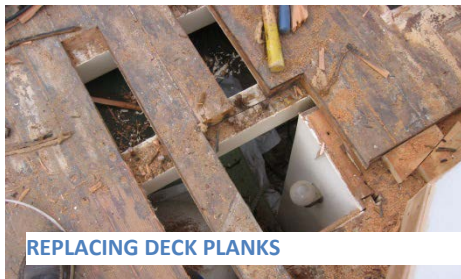
The vessel was exquisite and had been very well maintained, needing only a few mechanical upgrades. Just about everything was original or 'new' old parts or had been overhauled, including its air-actuated controls and its Detroit Diesel 6-110 engine. **Double Eagle** has now had her lines noticed locally by achieving recognition and awards in several of the boat shows and regattas we have attended. Her origin is something of curiosity as well. She was designed by J. Barnes Lusby and was the last of the custom yachts built by the M. M. Davis & Son yard on Solomon Island, Chesapeake Bay. She was commissioned by George Marshall Jones Jr. a prominent member of Massachusetts society and a direct descendant of John Alden of the Mayflower. Following completion, she was launched as **Jupiter** and she can be found listed in many New England maritime publications and in the book "Last Generation" a history of the Chesapeake Bay shipbuilding family Davis and Sons by Geoffrey Footner. Jones and his extended family cruised the yacht for nearly 30 years. After that it changed hands a few times, making its way down to Texas and through the Panama Canal and finally up to San Diego, California. It was there that we found her and brought her up to her new home port of Vancouver, British Columbia.

Constructed of Douglas fir planking and sawn white oak frames, **Double Eagle's** exterior has held up well, with only a few planks replaced over the years and few changes. The rub rail (gunnel moulding) seen on the right was replaced and strengthened to survive the vessel being lifted out of the water in slings (if the need arose). We were fortunate the last owner was very meticulous and had the bottom refastened and did some major engine work in the early 90's at quite a substantial cost.



NEW RUB RAIL

As seen here the teak decking from the mid-section of the main deck was removed to make way for some deck planking work that needed to be attended



REPLACING DECK PLANKS

to. Once replaced, they were then caulked with cotton, then oakum, and finally hot tar was poured into the seam. Once that was ground smooth, the new teak decking (milled from 3/4" thick teak) was installed right up to the bow. One of my friends who offered to help out hates the word "bunk" to this day. I think this was around the 900th he had put in.

We removed the 40" bronze 4 blade propeller and had a new cutlass bearing installed. The propeller was then balanced and tuned and replaced on the shaft. The result was a substantial improvement in performance and a complete loss of the previous vibration from the stern tube.



HEINO THE BUNKMEISTER

All went well for the next few years until the inconceivable happened while cruising in Desolation sound. Josephine felt a drip on the top of her head while sitting at the bar looking at the fireplace crackling away. The result of this persistent and single drip was evident requiring complete upper deck repair including custom planking and replacement of the port upper combing. The drip came from a small crack close to the funnel in a deck plank that the duck cloth had opened up on. While having the upper deck removed we then replaced any problems that were evident at the same time. There was not much work to do, but to remove all the decking and cloth to get to one little leak was exasperating to say the least.



FUNNEL BACK IN PLACE

Inside, we refinished the mahogany detailing that embellishes each stateroom. The boat offers an owner's stateroom, a guest stateroom, and additional crew quarters in the forepeak. The pantry and storage lockers are easily accessible and the layout for the crew was very comfortable as designed. There's plenty of room to entertain with seating in the main salon and aft lounge for sit down dinners of 10. As a lifelong boater and a member of several yacht clubs and associations we did find ourselves short of room at times!

My wife Josephine became an active boater almost the moment we met. Since having the privilege of acquiring her (I mean the boat) we have spent a substantial portion of our time cruising and commissioning our classic for those who wish to appreciate boating in a way few people ever get a chance to. I grew up on a Fairmile and my father would encourage me to appreciate the ride as opposed to the arrival. Like most things in life it took me years to appreciate that. We have now had many fresh and enjoyable memories doing just

that, stopping for a few days here and there to explore a cove or an island. Sometimes just steaming along gives me that sensation cultivated many years ago of being part of something rare like having your own cruise ship. We still have to pinch ourselves every once in a while because everywhere we go, as soon as we dock or drop anchor, we are inundated with dinghies and people heading in our direction for a look. Josephine thinks the actual attraction of the yacht is the charm it conjures up while looking at her and thinking of the voyages and stories that only *Double Eagle* can tell.



Crossing the Bar – Lee Palmer, USA Fleet



Lee Palmer, former USA Fleet Director, passed away January 2, 2012, in Wisconsin, after suffering a stroke in October 2011. He is survived by his wife, Maggie.

Lee was a USA Fleet Director for four years 2006-2009 and was an avid, active supporter of CYA and the USA Fleet. He attended all of the CYA Change of Watch weekends while he was USA Director. In 2010, renewals for the USA Fleet dropped below the level for maintaining two Directors, so Lee offered to step aside.

Lee Palmer joined CYA in 2002 with his wife Sharon. Sharon passed away a few years thereafter. Lee then met and married Maggie. Lee owned a number of boats and had a least two listed with CYA. One was the 35' 1936 Marblehead Boat Co., *Good Grief*, which Lee renamed *Retrospect*. The other, of course, was *Claribel*, pictured here .. a 30' 1947 Ketchum-built boat.

Lee was instrumental in getting his friend Todd Warner to join CYA in 2004. You may recall that the Warner collection of boats, boat engines, parts, etc, was auctioned off in 2011; a feature article on this auction appeared in *WoodenBoat* magazine.

Fair winds Lee. And our hearts and prayers and very best wishes go out to you, Maggie.



NC Fleet Report – *Acania*

by Bill Wells, NC Fleet Past Commodore



Dave Olson Jr. and Sr.

Dave Olson and his family invited a few hundred of their close friends and classic yacht enthusiasts to the third annual luncheon and open house for the work in progress restoration of his beautiful yacht *Acania*. The fun event was held at the Stone Boatyard in Alameda. Stone Boatyard was originally called Stone's Boatyard and dates to 1853. It was originally located in Tiburon about where Sam's Anchor Cafe is now. After a couple of moves it ended up at its current location 2517 Blanding Avenue on the Alameda waterfront.

When we arrived the barbecue was going full blast and the folks that were not aboard *Acania* were either enjoying food and drink or admiring Dave's 1934 Packard that once belonged to the Capone mob. The car is in beautiful condition and looks like she is right off the showroom floor. It is a perfect period dockside compliment to the 1930 *Acania*.



Acania is truly one of the most beautiful boats on the

West Coast. "Boat" is not a good description of her as she is definitely a small ship at 136 feet long with a beam of 23 feet and a draft of eight feet, nine inches. She is made of steel and displaces 300 tons. Dave greeted us as we came aboard and introduced us to his Dad who was celebrating his birthday. Dave is in the structural steel business so owning a steel yacht is right in line with his skills.

The boat was designed by John H. Wells for Arthur E. Wheeler a New York banker. She was built at Consolidated Shipbuilding in New York. This is the second *Acania* commissioned by Wheeler, this one launched in 1930. The first *Acania* was built in 1929. There are persistent rumors that she was actually built for Al Capone with Wheeler as a straw buyer. That Wheeler could or would on his own commission a second luxury yacht after the stock market crash of 1929 is remarkable. The yacht has a secret bar and several hidden and disguised storage areas as well as curious piping and storage tanks throughout.

Ross MacTaggart in his excellent book "The Golden Century Classic Motor Yachts 1830 – 1930" says, "The second *Acania* was quite similar (to the first) and just ten feet longer, while her interior was almost an exact match with the first *Acania*, even down to identical furnishings. It is unknown why Wheeler commissioned this near replica." This statement certainly implies there could be a mysterious unknown sponsor.

In 1935 Wheeler sold *Acania* to the Walgreen family who renamed her *Dixonia*. They cruised her extensively until she was seized for use by the Navy at the beginning of World War II. After the war she was returned to the Walgreen family and was sold shortly thereafter to Clifford Mooers a powerful Texas oil man and horse breeder who was a personal friend of the Texas governor. Mooers sold her in 1957 and from then until 1985 her owners and whereabouts are shrouded in mystery. At various times she was named *Southern Seas*, *Liberty*, *Americana*, and *Wild Catter* in addition to *Acania* and *Star Fjord*. In 1987 she returned to the United States and was used as a charter vessel for several years in the Caribbean.



Eventually, semi derelict in Miami, she was purchased in 1995 by Miles Davis. Miles recited several adventures including working with organized crime figures while completing the purchase. Miles immediately discovered that the motors had a foot or two of water in the crankcases. He had to have them rebuilt prior to leaving the yard in Miami. They made it through the Panama Canal and up the West Coast eventually arriving in San Francisco Bay. Miles renamed the vessel *Star Fjord*. Famous Delta area writer Hal Schell saw her at Bethel Island and contacted me to ask if I had any information on her. I told Hal what I knew and told him of the Al Capone connection. He mentioned it in his "Bay & Delta Yachtsman Magazine" column at the time.



Dave Olson purchased *Acania* from Miles and restored her original name. The yacht and her sister ship are well documented with photographs, some by marine photographer Morris Rosenfeld, available from Mystic Seaport Museum.

Dave is in the process of completely upgrading and restoring the boat. He is no stranger to this type of project. His last boat was the 1933 78-foot *Linmar*, built for Howard Marlin of the Marlin firearms family. He sold her a few years back and now she is a charter boat in the Pacific Northwest and is a CYA member.



Acania is being completely rewired and replumbed. Prior to Dave purchasing her she had to have a crewman in the engine room as commands were transmitted from the helm via telegraph. These are being upgraded so you can control the motors from the helm (!) but the original telegraphs are being kept for display. In the interior of the boat all of the modern upgrades are hidden so when you are aboard she still retains the period look of the roaring twenties. *Acania* has a unique canoe stern which adds to the beauty of the yacht and I am sure is an advantage in a following sea. Dave has enclosed the entire stern cockpit area with paneling and windows. It looks like the yacht was built that way and will be a distinct advantage in the sometimes chilly Bay area weather.

The day of the open house a who's who of Northern California yachting was in attendance. We talked to Dewey Hines who is an expert preserver and restorer, who owns several classic boats. Patrick Welch, Tom Clothier, Mont McMillan, Alan Almquist, and former owner Miles Davis were there. Mel and Gig Owen whose family boat *Pat Pending* was seized by the Navy and outfitted with a deck gun and depth charges for use as an anti-submarine net tender during World War II were there. Jim and Kathy Hackworth, classic boat owners whose insurance agency insures many classic yachts in CYA enjoyed the day with us.

This vessel is so big you can get lost on her. I had intended to do a stern to stem review but there are so many passageways and different levels I lost track of everything and just enjoyed the experience of being aboard. The joiner work in each cabin is stunning, you can picture the craftsmen building these beautiful pieces in their shop back when everything was handmade. The head and shower off of the owner's cabin is bigger than many home bathrooms today. The guest and crew cabins are all comfortable. As we made our way forward, curiosity made me climb down a ladder into the chain locker which is immaculate. The crew quarters is just astern of the chain locker and I can imagine the noise when the anchor was raised!

Everything Dave Olson is doing with *Acania* is first class and in keeping with her elegant heritage. Hopefully he will have this beautiful yacht rigged and outfitted in time for the America's Cup series coming in 2013. See more information and photos at *Acania's* website: <http://acania.net/index.html>.



Commodore's Report

by Christine Rohde, CYA Commodore

Dear CYA members,

Looks like an unusually beautiful summer is approaching, with many new members onboard to share our events. Welcome to each of you!!

Our "Thank You" financial contribution to Mystic Seaport has been designated specifically to support the annual Antique and Classic Boat Rendezvous in which many of our CYA members participate. Thank you again, Mystic Seaport, for a terrific Change of Watch weekend this past January!!

An agenda item at our Board of Directors' meeting in Mystic was to look for ways to create more uniformity in the different membership categories. It was agreed that we would employ a single triangular burgee insignia design for all CYA vessels, providing positive and uniform CYA identity. As such, the new Affiliate burgee, still with its unique white background, will be identical in shape and size to both the Classic (red background) and Vintage (blue background) burgees. The new Affiliate burgee is now available to all CYA Affiliate members from Margie Paynton for \$22.00.



Our exceptional 2012 Roster has been issued. Compiled and edited by Tom Freeman, with great assistance from Ann Hay, its new database will be easily updated in the future. The By-Laws updates from the Board meetings are included therein. Stay tuned for more updates on our website, photo album, and Change of Watch in Southern California in January, 2013.

Enjoy our history and heritage by sharing it with others.

My best,

Commodore Christine



USA Fleet Report

by Ted Crosby, USA Director

Unlike most New England winters spent near the fire or outside shoveling yards of snow, this past winter was different. I look back only because the usual October and November doldrums I've spent in the past, with a few ski trips or sojourns to work in Haiti, were increased by a new cruise-of-a-lifetime to my growing list of adventures.

A close friend, Newt Merrill, Chairman of Woods Hole Oceanographic Institution, called the first week of October to ask me to join 72 others and himself on a 17 day cruise to South Georgia Island aboard the M/V *Plancius*. Five others and myself had previously crewed Newt's sailboat on a return voyage from Bermuda to the US after he'd raced there in the bi-annual Newport to Bermuda Race, so cruising was

high on our respective lists. This trip, however, was to be a combined cruise sponsored by the New York Yacht Club (NYYC), The Woods Hole Oceanographic Institution (WHOI), and the Royal British Yacht Squadron (RBYS or RYS) from Cowes, England, leaving in two weeks from Montevideo, Uruguay. I had no idea where South Georgia Island (SGI) was much less how to get there. Someone mentioned penguins. Then I learned several other friends from Connecticut were signed on to the passenger list so I scrambled to provision (with some thoughts of rum) but, more importantly, warmer clothes and a camera. [Editor's note: Use GoogleEarth to find South Georgia Island .. it's 1,000 nautical miles east of the southern tip of Argentina and only 800 nautical miles north of the mainland of Antarctica.]

My veteran Canon had long since crashed so I started looking at Nikon only to find, for you camera buffs, a new D5100 with an even newer Sigma 18-250mm lens with auto focus and stabilizer. I was really in trouble. I'm only an amateur photographer and all I could take away from this adventure were the photographs and now my camera was way over my head. I just shot as many photos as I could and I have 680 (of 3000) photos online for you to view (see the link at the end of this article). Has anyone managed to fill a 16G memory card?

The adventure began at New York's Kennedy Airport on October 16 enroute non-stop to Montevideo, Uruguay. After arriving at the Cala Di Volpe Hotel on the waterfront, I realized I'd left my tablet computer on the airplane. This was an auspicious start as it took not only an hour to get back to the airport but I didn't speak the language. Two hours went by and still no one answered my phone call until almost all my roaming cell phone minutes were gone but, wait a minute, yes .. a call from the airline confirmed the item had been found and was ready for pickup. The hotel arranged for an off duty cab to take me for the normally \$150 two hour drive for only \$60 with tip.



All said and done, the cruise guests assembled and departure was set for noon the next day. We were greeted by the crew of the *Plancius*, a 293-foot ex Dutch Navy, Ice Class, and ex-research vessel. She'd been converted for cruising and was owned by Oceanwide Expeditions from Holland. The assembled group looked familiar in several respects to other

cruises I'd taken – looking to relax, chat a bit, eat, and play games – the usual. I look back on that thought with a chuckle. The 'fun' was just beginning.

For the next five days the transition from our Autumn into their Spring weather and from northern Atlantic Ocean to the Southern (Antarctic) Ocean progressed. Two lectures a day from the Woods Hole scientists, Susan Humphris, WHOI scientist in charge of the Deep Submergence Vehicle ALVIN, and Susan Avery, President of Woods Hole Oceanographic Institution was stimulating. We all enjoyed the cruising, the cocktails, and walking the deck, but the lectures provided the substance we would feast on in the coming week on South Georgia Island.

Five days cruising gave me time to familiarize myself with my camera. With seven clinics by cruise guides and an education from the Russian Captain and crew on navigation in the 'Roaring Forties', our high seas adventure was taking shape. I developed a knack for centering a bird in the center of the camera's viewing frame from the pitching deck. 15 foot seas, however, were beginning to take their toll on the passengers. We managed to survive and set foot on shore the first day at Salisbury Plain and Prion Island.



Environmentalists have succeeded in giving South Georgia Island a protected status thus making it one of the world's largest sanctuaries. The chain of possessions, including South Georgia Island, the Falklands, and Sandwich Islands, are held by the United Kingdom. The status/ownership of South Georgia Island, or Las Malvinas, is actively disputed today by Argentina. To do today what we did in November is no longer possible. Argentina has now closed its ports to any vessel that stops in any United Kingdom port including landings where there are no ports but remain under British possession. As an example, several months after our trip a woman on the Shackleton Walk on SGI fell to her death .. the voyage was cut short but had to motor to the Falklands, rather than to mainland Ushuaia, before receiving any outside assistance. All emergencies require local (on board) hospitalization until reaching the Falklands or the Antarctic continent most of which is unoccupied.

Although there are no single claims to the Antarctic Continent, it is maintained by a multi-national group

comprising the Antarctic Treaty claimed by United Kingdom, New Zealand, France, Norway, Australia, Chile, Argentina (official claims). Inhospitable as that may seem, there are stringent requirements for all vessels, including transiting ships, to conform to the Antarctic and Southern Ocean Coalition regulating everything from fishing to walking ashore. That includes photography .. you must remain 15 feet from all wild life.

I hadn't had time to research South Georgia Island so was left to exploring it unprepared. Jurassic Park came to mind the minute the snow covered peak appeared out of the fog. The online album cover gives you an idea of what was to come. Troels Jacobsen, having guided 16 tours in the past six years to South Georgia Island, was selected as the head guide. He knew how to predict weather at each landing site. Previous landings, from the many written accounts, have experienced the Antarctic's harshest welcomes from high seas in port to 100 mph straight line winds that flip Zodiacs and occupants into the 30 F water in a heartbeat. Troels was accompanied by a close knit group of his chosen expert guides ranging from a biologist with a PhD, a geologist/ glaciologist, bird and wildlife experts, a doctor/explorer and an Ernest Shackleton historian.

Our arrival was shrouded in fog, light seas, and thousands of birds ranging from Albatross to Gannets and Petrels. We photographers had all been practicing so this was more like first day 'on safari' than anything else. Prion Island was my first landing. The island is so fragile the naturalists had built a wooden walkway up the side of the beachhead to the nesting area amongst the Albatross. We spent about ½ hour watching and clicking away. In contrast, Salisbury Plain is, to say the least, smelly, soft underfoot, and crowded. I'd never been this close to wild animals. Landings had to be the higher risk part of the day as on some occasions the inhabitants, a Leopard Seal once, were swimming along with you or the beach was covered with Elephant Seals the size of VW's, tho they preferred to retreat if outnumbered. But 10 tourists proved no match for 100-150 VW's snorting and bellowing with your every move. Here's where the guides excel in making you feel at ease and the wildlife protected. Keeping 15 feet or more away from seals, penguins, and birds, allows one to watch every move yet remain at a safe distance should a 'beach master' Elephant Seal protecting his harem of 75-100 females from the younger satellite bulls choose to require room to maneuver. When the jousting begins, the bulls run over everything in their way including wives and young seals. The beach master defends his harem from thieving younger bulls including his sons.

Groups of penguins also wander the beachhead, mostly Gentoos, with some Chinstraps on their way to feed in the shallows. The majority of the penguins had matured and were in adult plumage. They are feathered animals rather than covered with fur. The young, however, are easily distinguished in their brown colored plumage. We walked more easily among the penguins than among seals.

Penguin rookeries are quite extensive and extend up to a mile onshore. Salisbury Plain, along with Saint Andrews Bay, is a huge rookery with up to 200,000 penguins, and hundreds of Elephant Seals. Population density seems not to be a problem as the food source supports not only fish eating penguins and Elephant Seals but also the penguin eating Leopard Seals. Bird populations eat krill and small fish. The only predators are Leopard Seals, Skuas, and more recently Orcas.



Morning tours sometimes started before breakfast followed by a lecture and then another tour ashore. The noon meal made the afternoon lecture rather blurry but was usually followed by the last tour of the day. Dinners were preceded by cocktails and debriefing in the forward lounge. We became quite seasoned to the ship's rolling when moving about the ship. Nights, however, were a challenge if your cabin was on A-deck due to rolling. C-deck was just right in 20' seas.



For sale .. needs minor detailing

Troels' droll wakeup call came over the PA system about 0630 with the day's schedule – usually "good morning, good morning, please, be dressed and on the boarding ladder in ½ hour for our first tour today" (of a calving glacier up close

by Zodiac or the beachhead too difficult to land on due to over-crowding Elephant seals). No one stayed back on board the ship. On our return, breakfast tasted better. I can't remember a cruise when food came second to a tour ashore. Troels had a pretty tight schedule to keep and the Captain followed orders so that the shore trips were always possible except in one instance the winds rose as we entered the bay at Jason Harbour. To make a diversion while the winds died we chased a pod of Orcas for an hour while they tore apart an Elephant Seal. The cameras all came on deck for that event.

South Georgia has been a wildlife sanctuary since 1965 when whaling 'fished out'. Only the Norwegian Brown Rat and Reindeer remain as invasive species. The rat has threatened the Pipit, Earth's southern-most songbird, to the point the South Georgia Heritage Trust has set out to eradicate the entire population of rats. Reindeer were introduced as a food source and draft animal but survived the human population and now roam free all over the island. The plan is to keep the herds small because they damage the fragile vegetation.

Antoine De la Roche, for Spain, is said to have been the first to see South Georgia Island in 1675 but left it unnamed. In 1756, the crew aboard a Spanish treasure ship, the *Leon*, saw the island and named it Isla San Pedro. James Cook is credited the first visit ashore in 1775. Thereafter, for many expeditions, it was the staging point for polar explorers.

Some wanted to buy it. Others used it to camp on prior to heading further south to the Antarctic continent. It was a convenient port of call for those transiting Africa's Cape of Good Hope or the Roaring Forties at the tip of South America. There were no indigenous people and the wildlife proved to be a good source of revenue. Sealing took on great proportions by 1900 but whaling got into stride in 1904

with numbers killed increasing to 21,000 by 1914. By 1929 the number was 40,000 until in 1937 the total topped out at 45,000. We saw very few whales.

What struck all of us was that the natural population rebound has been unabated since 1965. The numbers of whales have been slower to recover but the food source, mostly krill, has managed to keep up with the demand from seals, penguins, and sea birds all of which depend on the sea for sustenance. Although the rest of the globe has noted a climate change, the South Pole has only changed slightly. The Circumpolar Current, at Latitude 45-50 degrees south, circulates nutrients from all the oceans to the north. All the nutrients in the 'conveyor' current, the Gulf Stream for example, pass the Cape of Good Hope, South America, and Australia and mix with the Southern Ocean via the circumpolar current. Food shortages in other oceans, though, have begun to produce new populations of fish and marine mammals, such as Orca, looking for nourishment in the Southern Ocean.

The ice pack on the Antarctic Continent has showed some signs of disappearing due to warming. The disappearance of ice is pronounced in the Ross Ice Shelf and the Weddell Sea where Shackleton sought to land his continent crossing expedition. The ice and snow pack at the South Pole has remained almost untouched with snow depths measured at about 3-4km.

Here's the link to photos from the trip:

<http://tinyurl.com/8x8vln3>

Respectfully,
Ted Crosby
USA Fleet Director
CYA Vice Commodore



The **2013 CYA Board of Director Meetings and Change of Watch Banquet** will be held in sunny southern California over the weekend of **January 18-21, 2013**. Hosted by the Southern California Fleet, the weekend promises to be informative, productive, warm, and full of fun for all CYA members. Watch this space, your mailbox, and your email 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



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Classic Yacht Association

www.classicyacht.org

Christine Rohde, SC Commodore
Ted Crosby, USA Vice Commodore
Shawn Ball, NC Rear Commodore
Ann Hay, PNW Newsletter Editor

piedpiper1940@yahoo.com

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NEW CYA members – welcome!

New Classic members:

Les Cochren
FANTASEA
38' 8" 1925 Matthews
NC Fleet
Alameda, CA
Beverly Partridge, sponsor



Scott Hunt
SANTINA
53' 1937 Lake Union Dry Dock Co.
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Ann Hay, sponsor



Catherine Noonan
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40' 1911 Taylor & Grandy
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Seattle, WA
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New Vintage members:

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PNW Fleet
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Roger Palmer, sponsor



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48' 1957 Stephens Brothers
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Isleton, CA
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 PNW Fleet
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 Wolfeboro, NH
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New Affiliate members:

Michael Smith and Christy Wren-Smith
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 43' 1962 Stephens Brothers
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John Curry
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 Alameda, CA
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Reinstatements:

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RAMOS FIZZ
 32' 1962 Chris Craft
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BOLD VENTURE
 36' 1956 Youngquist
 PNW Fleet
 Port Orchard, WA

Wayne and Susan Mooers
SOME DAY
 22' 2004 Pacific Marine
 NC Fleet
 Lafayette, CA