

Classic Yachting

September, 2012

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



Classic Yacht Association

Participation makes it the most fun!!

By Christine Rohde, CYA Commodore



For a number of years, I have wanted to attend the CYA PNW Fleet's Bell Street Rendezvous in Seattle. With more than 50 beautiful old CYA wooden boats in one place, and their caretakers and owners a part of CYA, I imagined it to be THE epitome of a great get together to share boating and friendships. I was so incredibly correct, and the four days I spent visiting and talking and listening were incredible!! We are planning to have a group from Southern California visit next year! To see the subtle differences boat to boat, and hear the stories of each vessel's life, and how each reached this weekend, was terrific. A huge thank you to the PNW Fleet for making me so welcome! It was such a privilege to share your event. Participating makes CYA membership so much fun!

And to that end, until this summer, it's been a couple of years since I've taken *Sparkle* to events outside of Marina del Rey. This past weekend (8/25/12), *Sparkle* had a beautiful trip down the coast to Los Angeles/Long Beach Harbor tandem with sister Chris-Craft *Mindful* to join our CYA yachts at Marina Pacifica. It was warm, calm, and sunny, and *Sparkle* loved the exercise and the dolphin. Especially fun was both Chris-Crafts flying across the 7 miles of inner harbor at almost 18 knots! We entertained lots of people on our boats over the weekend. On Sunday morning *Sparkle* headed back up the coast by way of Long Beach, the *RMS Queen Mary*, and the *USS Iowa* – and the fuel dock!! These old boats love to be out on the water!



Sparkle

Again, this reminds me that CYA is what we put into it, and what a great time we have at each of our events. Those of you who have not joined the fun for awhile, please attend your fleet's next event – your participation, and the expanded friendships make it all the better.

For other updates – we are in process of creating a new interactive web site, with thanks always to Rick Etsell for helping us to continually move forward and incorporate more social media that includes all member yachts. The new photo album is also moving forward with my personal hopes that each of our classics will be represented.

Mark your calendars for the January 2013 Change of Watch weekend in Long Beach, CA, where we will be transported back to the 1930s on the *Queen Mary*, and experience so much more. A teaser – save the date – should have already arrived in your mailbox! Truly, each international CYA Change of Watch (CoW) is memorable and a time for old and new friends to gather – an event not to be missed. See you in January!!

Commodore Christine



USA Fleet Report

Our Summer Vacation

by Ted Crosby, CYA Vice Commodore

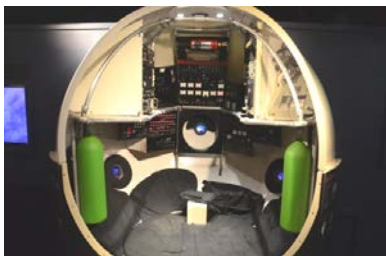


Rebecca and I look at Bec's two week summer vacation plans as you would a moveable feast. The first week is traditionally spent on Block Island, a small island off the Rhode Island coast. Our whole family gets together at a rented house that fits up to 15 including grandkids. Spending most of our time at the beach, I watch the water carefully and size the seas dreaming about crossing the two large sounds open to the Atlantic. The second week is on our own, often on *Nisca* our 40-foot 1924 William Hand Jr classic cruiser. In the past, we've been met by some formidable sea conditions namely green water over the deck or 100 mile an hour winds but usually only 4-5 foot seas. Bec's recent bout of vertigo had me thinking. All sorts of what-ifs, hows and whens, and a half dozen when-not-to's (spellcheck is going nuts). Nonetheless, we managed to set out this year with hopes of reaching several destinations on the week's agenda which included the Seven Sounds, Long Island, Fisher's Island, Block Island, Rhode Island, Buzzard's Bay, Vineyard, and Nantucket Sounds.

This year's first stop was tentatively Fisher's Island, 14 miles to the east where the international CYA Change Of Watch tour went looking for seals and lighthouses back on that Sunday afternoon this past January. The tide and weather were with us (I'll take 2 knots of favorable current any day) and we decided to continue 14 more miles to a new destination in Rhode Island called Point Judith Pond. Usually we only visit Point Judith to take the car ferry to Block Island but friends told us about the Pond as a great anchorage. We prefer anchoring when possible in order to avoid costs and party boats. This anchorage had all of the desirables .. depth, room for scope, enough wind to keep the bugs away, and a sunset. Only a few boats transiting the area made us aware we were in the middle of Rhode Island's busiest fishing port, Galilee, also home to Camp Fuller, a large YMCA summer sailing camp. So we've now added this 5 star stop to our transit to Cape Cod, I mean the 'Capen Islands'. Before cell phones, we all listened intently to NOAA Weather radio to get the day's marine news and weather. The announcer, a live body back then, always referred to 'the Capen Islands' in his broadcast so I was sent to look for them on the chart. It was a good joke! I soon learned that Cape Cod's forecast was lumped in with Nantucket, Marthas Vineyard, and the Elizabeth Islands thus making the forecast for Cape Cod easier to include all the destinations and thus the 'Capen Islands'.

We then set off for Buzzard's Bay and the Elizabeth Islands and Cuttyhunk, on the western end of the chain, in particular. Ports are pretty close to one another, close enough to visit two in a day, lunch in one and an overnight at the other. Cuttyhunk is a great overnight anchorage, or mooring if you prefer. Why pay for the sunset and raw bar (oysters, clams, mussels, and shrimp alongside your boat) when it all comes to you for free if you luck out and can anchor. The transit from Point Judith takes about 4 hours in 2-3 foot seas, something Bec weathered well. I don't think her vertigo was ever challenged and the night went smoothly with no ill effects. Vertigo is more a virus, we found, and although it takes months to recuperate from, hers showed little or no signs of returning or at least remained lurking in the background. Cuttyhunk has fresh groceries, fresh fish, and long walks with ice cream at the end, but I risk sounding too much like an ad. You can stay on-island or in a slip if you call ahead. Note the sunset photo above!

It takes 45 minutes to get from Cuttyhunk to Woods Hole on a fair tide. We left hoping to be on time for our appointment with the daily tour of Woods Hole Oceanographic Institution, WHOI, and dinner with the President, Susan Avery, and her husband Jim. When traveling to South Georgia Island with Newt Merrill, Woods Hole's Chairman (Classic Yachting, June 2012) I met both Susan and Jim. Actually three Woods Hole staff were aboard that trip, the 'Susans' (Avery and Humphris of *ALVIN* fame) and Jim. The tour let us see the old *ALVIN* sphere face to face as well as the new titanium and slightly larger sphere under construction. Susan Humphris was entertaining the US Navy while we were on tour but remarked that the project was well under way and proceeding smoothly. *ALVIN* was the submersible used to find the *Titanic*.



Room only for 3! But enough to see the *Titanic*



Jim Avery took us on a tour of the research ship *Knorr* just as the *Atlantis*, *ALVIN*'s mother ship, returned from a tour at sea. Altogether too much at once! The view of *Atlantis* from the bridge of the *Knorr* was well worth the trip.



For those who watch whales on the west coast, it's interesting to note that Woods Hole has developed programs for whale protection. "There's an App for that" is true for whales too!

Check out the NOAA app for east coast whales: www.noaanews.noaa.gov/stories2012/20120404_whale_app.html.



Woods Hole is easily the oceanographic capital of the east coast but their research takes in the entire globe. We heard three lectures on Ocean Acidification: reef bleaching, PH chemistry in ocean water, and the ever present global warming debate and economics .. not warm and fuzzy subjects. Woods Hole in the recent past has participated in establishing the environmental impact and amount of oil spilled in the Gulf's 'Deepwater Horizon' oil spill off Louisiana, www.whoi.edu/oilinocean/page.do?pid=53416, finding the lost Air France Flight 447, <https://www.whoi.edu/main/news-releases/2011?tid=3622&cid=96189>, and soon the return of *ALVIN* to deep sea diving, www.whoi.edu/alvin/. It's interesting to note that General Mills, a cereal company, built the original *ALVIN* (only in America).

Soon after the tour, we were underway aboard *Nisca* again enroute to Crosbyville, further out on the Cape (Cod) next to Hyannis, now known as Osterville. Our fore bearer Simon, 1650, originally from Cambridge, MA, had three sons. One son, our direct ancestor, parted company for Hampden, Maine, founding a wood products and shipbuilding business while another son moved to Cape Cod where the Crosby Catboat was developed eventually becoming Crosby Yachts and the Crosby Yacht Yard, home to the Wiano Jr., Wiano Sr., and lately the Crosby Striper. There's a great museum of the Crosby boats and workshops at the Osterville Historic Society a few minutes' walk from the waterfront. We spent some time aboard *Nisca* with Malcolm and Ted Crosby who have continued the boat building heritage started by their great-grandfather C. Worthington and great uncle Horace S. Crosby in the 1850s.



With sour weather moving in, Bec and I braved Nantucket Sound, shallow and strewn with reefs and traffic, for the short crossing to Oak Bluffs on Martha's Vineyard. We were in luck, for such a late arrival, to find a mooring. Anchoring is not offered. The storm managed to dump a huge amount of rain on the drought stricken area and moved on by morning. We rented bikes for the day and made tracks for lunch in Vineyard Haven. I recommend biking the Vineyard. There are bike routes to everywhere and few hills. We had a brief look at the shops in town after lunch and decided to bike home before the rains once again set in. We took in The Dark Knight Rises movie while it poured outside and then headed out to dinner ashore and back to the boat for the night. The next day we set out to explore the local area to find what Oak Bluffs is all about.

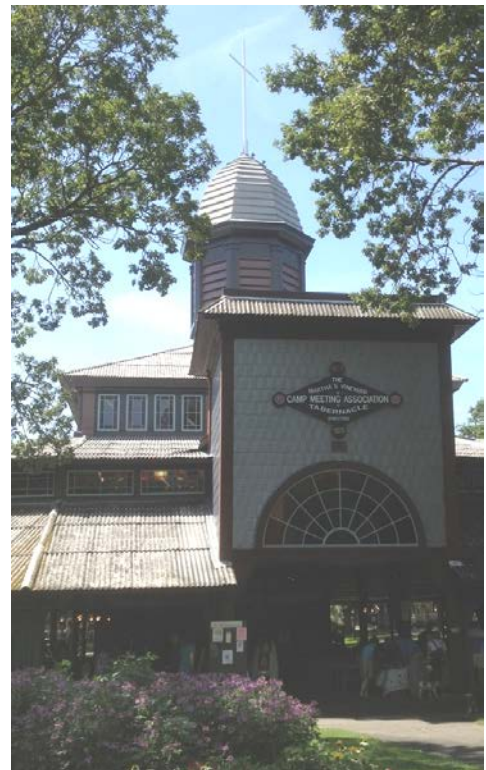


Starting notoriety as a Methodist campground, Oak Bluffs has since existed as a religious community with very small, one room wide by two story, houses. The community grew around a central campground started as the Martha's Vineyard Campground Meeting Association. At its center is the Tabernacle, built in 1879, famous for spiritual meetings as well as for concerts drawing such famed artists as Branford Marsalis and Natalie Cole. Surrounding the Tabernacle are small houses each different in some way from its neighbor. Take time, if you're visiting Martha's Vineyard, to take in Oak Bluffs and bring your walking shoes.



As time was running short and the weather was proving a test of our courage we decided to head home with planned stops in Padanarum, MA, near New Bedford, leaving the decision of where to stay for the final night to be decided.

Buzzard's Bay can be nasty at times but proved friendly in 15-20 knots of wind as we crossed. If you pay mind to the moon's cycle and the direction of the wind and tide, you can make the crossings easily under power. However, if you don't, it can be an opposing condition with an Atlantic sea swell that sets everything catywampus. Arriving in Padanarum, this first visit of ours was very pleasant. We were greeted by the New Bedford Yacht Club and given a mooring. Ashore we enjoyed the Yacht Club, finding out that *Nisca's* designer, William Hand Jr., was a past Commodore of the Club in 1926. Padanarum is home to two well known classes of sailboat, the Beetle Cat and Concordia Yachts. The Concordia yawl is still a prized class sailboat. Bec and I own a restored Beetle Cat rebuilt at The International Yacht Restoration School (Classic Yachting, March 2012). In walking around town, we spotted a very handsome classic yacht tied up to a boathouse just up the river from the Yacht Club. Inquiry proved it to



be a New Bedford Yacht Club member's boat but, more surprisingly, *Ariel II*, a 1931 46-foot Herreshoff design, is owned by Ben and Deborah Burns, CYA members #1116! I called Ben and he said he would pursue getting his materials ready for publication in the upcoming CYA photo album. I also called Walter and Janet Schulz in New Bedford and talked with Janet urging her to include their information and photo in the album. I have to admit I still have to put our article together.

Our weather window opened allowing us to head for home on a predictable schedule as Bec was due to be back at her post in two days. Being weathered in in such friendly places as Buzzard's Bay or Vineyard Sound can be welcome and lots of fun but we will have to save something for next year. Once again we overnighted at Point Judith Pond arriving on time at home and in calm seas. We logged about 350 miles on *Nisca* this vacation without a hitch.



Southern California Fleet Report

Sobre las Olas

by Sean Connolly and Jeff Ganter, SC Fleet Members

What began with two naïve inexperienced boaters in July of 2003, subsequently developed into a major component of Jeff's and my life. We loved the notion of spending a lot of time on a vintage yacht with a rich history. But boy, once we found her, we realized her recent past had left her in dismal condition! Most members of the South California Fleet of CYA (and some from other fleets in CYA) have seen the boat since we moved her from Wilmington to Marina del Rey. Since 2007, our lives have sped up to a point where we have now completed major projects, but the celebration parties seem few and far between...

We all know what it takes to restore a vintage boat. Okay, a vintage WOOD boat – a very big distinction, as we all know. We're proud to say *Sobre las Olas* is now looking great. We have completed several major projects:

- √ Master Cabin .. complete redesign and rebuild
- √ Lounge .. redesigned and rebuilt and refurnished (with colorful chairs)
- √ Dining Salon .. refinished and refurnished (including mirrored cabinet, chairs, and table)
- √ Galley .. refinished and refurnished (walls were varnished just last week)
- √ Both engines .. all of the basic maintenance and a number of extras
- √ Generator .. all of the basic maintenance and extras too
- √ Top Deck Lounge .. (ok just the cushions needed to be replaced here)
- √ Fresh coat of topside paint and varnish
- √ Fresh coat of bottom paint and plank replacement (boy did we learn our lesson – haul out every two years!)



Earlier this summer, *Sobre* was towed and used her own power (with only the starboard engine, however) to run from Long Beach to Gambol for haul out. We thought we would have both engines running but we ran into a bit of a snafoo. The towing was just a safety measure as she ran beautifully even just on one engine .. we did 8 knots!

Our next projects are to replace and repair the air controls, really work on the engine room and get that area as stylish as the elegant rooms, get a new fresh water system installed, and of course the general maintenance which never ends. I also have a bit of a bug to replace the front of the lounge with the three portholes that was done by Arthur deFever in 1946.



Most recently *Sobre las Olas* again entered the entertainment industry, being the site of filming portions of the upcoming Elizabeth Taylor/Richard Burton movie.

Some people ask if we ever look back in regret. I do admit to two times but they were brief moments compared to the years of fascination, joy, entertainment, and an amazing lifestyle that we have been able to experience.

Sobre (as we affectionately call her) is one of the last grand dames left and we love her!

Have a great Yachting Season!

Sean and Jeff

Sobre las Olas, 105-foot 1929 Wilmington Boat Works
Wilmington, California

[Editor's note: The waltz "Sobre las Olas" (or "Over the Waves") is the best known work of Mexican composer Juventino Rosas (1868-1894). It remains one of the most famous Latin American pieces worldwide. It is a popular classic waltz (and a beautiful classic boat) and the music has also found its way into New Orleans Jazz and Tejano music and is popular with country and old-time fiddlers across North/Central America.]



Canada Fleet Report

The Adventures of Adelante

by Mike O'Brien, CAN Fleet Director
and Shirley Howdle, CAN Fleet Member

One hundred years ago, in 1912, a yacht was built in a style that would later become the precursor to the Lake Union dreamboat. She was one of many built by the Grandy Boat Company at Burton on Vashon Island in Washington State, but her early history is lost to the vagaries of time. Now called *Adelante*, she has a brass plaque near her helm that states she was built by the Grandy Boat Company and was repowered with a 6-72 Marine Motor distributed by the Froboese Company of Seattle in 1929.

The first documentation of *Adelante* comes from the USCG Documentation Center showing her registration in 1942 under the name of *Zimy II* as a 34.3' Gas screw vessel of 14 tons. Like many of her compatriots, she performed patrol service from the Ballard locks during WW II. At the end of the war, she came into the hands of the US Public Roads Administration and was converted from pleasure use to a freight boat.

Adelante disappears from both official and unofficial records for an extended period but resurfaces in the recollection of Doug Cameron of Edmonton, Alberta, as a US Army Tug. Cameron says she was used by bridge crews on the Tagish Lakes system in Alaska in the construction of the Alaska Highway.

Adelante re-entered pleasure boat service as *Turtle* and plied the waters of Teslin Lake on the BC/Yukon border.



Adelante haul out in Teslin 1964

Cameron knew *Turtle* personally from about 1956 and she was owned by his father from 1962 to 1967.

Adelante's history records her trip from Whitehorse, Yukon Territory, to Skagway, Alaska, by train (White Pass & Yukon) and then by freighter to Vancouver, BC, and on rail again to Vernon, BC, where she almost met her demise.

The story is that a workman was stripping paint off *Adelante's* transom with a torch when the flame met a fuel filler opening with predictable results! A new transom followed.

By 1981, *Adelante* had made her way to Peachland, BC, and had fallen upon hard times. She was sitting derelict in a field where Sarama Lardein found her and undertook a major restoration. Sarama had acquired *Adelante* in trade for a truck. In addition to the boat, the \$2500 truck brought \$1500 in cash! One can only imagine the sad state *Adelante* must have been in when this trade took place.

To add romance to the picture, Sarama had met Lyonoor Lardein while he was travelling in Argentina. Upon his return to Peachland, he wrote to her and asked her to join him in the restoration of the boat. Seven years and \$40,000 later *Adelante* was re-launched. What a testimony to the power of love!



Adelante on "the hard" 1981

When she was refloated on May 14, 1988, in Lake Okanagan, *Adelante* had a stainless steel 40 imperial gallon holding tank for use on this large inland lake; the tank was a recycled beer keg!

Adelante returned to the salt water environment in the 90's at Mosquito Creek, Vancouver, BC. She was used as a live-aboard there and up the coast at Gibsons, BC, by several folks and finally came into her present owner's hands in 2008.

Dr. Shirley Howdle had an extensive refit done at Granville Island, Vancouver, BC (home of the annual Vancouver Wooden Boat Festival): complete re-wiring, upgraded refrigeration, new propane stove, galley refit, new heating system, new sewage system, new lighting, and on and on!

Adelante now serves as Shirley's home at Pier 32, False Creek, BC, and adds a distinct touch of beauty to her environment.

Happy 100th Birthday *Adelante*!!



Adelante as she is now – sitting pretty!



Taylor-Grandy boatyard circa 1912



Taylor-Grandy boatyard crew
 Charlie Taylor is in the back row, far left
 Lewis Grandy is in the front row, third from the left, holding one of his sons



PNW Fleet Report

by Margie Paynton, PNW Fleet Director and CYA Historian



This summer has afforded us (Jim and me) the opportunity for some great cruising in our Pacific Northwest waters. Over a three week period, we connected with 19 CYA member vessels and their crews! On our journey, I was able to make some observations that apply to all CYA members, regardless of fleet. Perhaps you can relate to these observations:

We all have the 'disease.' So aptly named by CYA Life Member Monty Holmes (PNW #354), this 'disease' that we call classic boating is a step beyond normal boating. Folks in our Association are wrapped up in the uniqueness and by-gone era that our boats represent. We are just as much 'preservationists' and 'caretakers' as we are boat owners; we don't want to be the ones to interfere with the continuity of this legacy we call classic boating, and so we take every opportunity to do it right: maintenance, upgrades, brightwork, and repairs. As such, we have an instant bond with others who have this disease, whether they are long-time friends or new acquaintances.



We all have a story to tell. It is not necessary to be at a boat show to attract attention on a dock or have complete strangers strike up a conversation. Even though we tell others how tired we are of telling the story of our vessels, in truth, I think we are proud of not only the specifics of our boat's story, but the longevity of the history. Many of us have contacted, or been contacted by

previous owners, their family members and friends, or, best of all, someone who worked on the building of our boats. Some have been fortunate enough to receive items which once were a part of the boat's furnishings, like dishes, glassware, silverware, or monogrammed linens. Pictures from a previous time are great, but a personal story of a relationship with an owner or trip on the boat is priceless.



We are helpers and problem-solvers. Due to the age of our boats, we *occasionally* encounter problems. Our CYA members are therefore a constant resource for diagnosing and troubleshooting a variety of issues: dead batteries, powerless generators, overheating engines, clogged fuel filters, and on and on. If you don't have what you need to make a repair, chances are heavily in your favor that someone you are cruising with does. We share parts, labor, advice, and food along the way!

In all these things, it doesn't matter whether your burgee is mainly red, blue, or white. We are all a part of the Classic Yacht Association, and with that commonality have formed lifelong friendships across the United States, Canada, into Europe, and around the world.

P.S. Our three week cruise included the inaugural voyage of a new wooden boat enthusiast – our 3½ month old granddaughter, Eliza (photo above). May she have the privilege and joy of knowing many new friends in CYA.



Over the weekend of **January 18-21, 2013**, the **2013 CYA Board of Director Meetings and Change of Watch Banquet** will be held in sunny southern California. 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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NEW CYA members – welcome!

New Classic members:

Robert and Pat Irving
MIRACLE
30' 1928 Vic Franck
PNW Fleet
Port Orchard, WA
Dorin Robinson, Sponsor



David and Ruth Gillespie
VAGABOND
40' 1910 Consolidated
USA Fleet
Palatka, FL
Margie Paynton, Sponsor



New Affiliate members:

Joe Bevacqua
NC Fleet
Isleton, CA
Stewart Kiehl, sponsor

Duane and Arlene Hines
MANDARIN
42' 1923 Seacraft
NC Fleet
Sausalito, CA
John DiLillo, sponsor



The August 31, 2012, "Blue Moon" – photo by CYA member Terry Miesse.
Terry Miesse and Kay Calkins own the 33-foot 1954 Chris-Craft *Grace*

