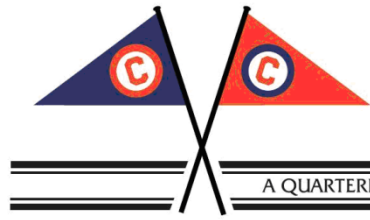


June, 2013



Classic Yachting

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



Southern California Fleet Report – off on a *Lark*

by Stephen Sheridan, SC Fleet Commodore

Forward by Rick Olson, SC Fleet Photographer

Forward by Rick Olson: Sometimes you really just "gotta want it". There is no better group of people to understand the passion for an old boat than the members of the Classic Yacht Association. Imagine, as you read Stephen Sheridan's comments below, what it was like to pursue this dream for 27 years. Most of this time he was on his own without the support of other CYA members' encouragement. He didn't have years of experience or a body of knowledge to draw upon, just instinct and determination.

I also want to add that Stephen has a young family and a successful career as a professional cinematographer, both of which rightly distract him from working on the boat. Several years ago, Stephen's boat project was set back but not halted when he took a video assignment in Iraq. UCLA Medical School sent him to video emergency room surgeries in the Iraq war zone. This way they could help prepare young ER doctors for the severely damaged victims that they could encounter in any catastrophic tragedy. While immersed in the war, Stephen was involved in a road "situation" while riding in an armored personnel carrier. He was airlifted home with a broken back. Fortunately he has recovered well and is back to classic yachting.



Lark by Stephen Sheridan .. 1932 38-foot Fellows and Stewart

The winter of 1986 was a time to remember. I discovered *Lark*, a 38-ft bridge deck cruiser "on the hard" in an old dry storage yard in Wilmington, California. I was an optimistic 26 year old with lots of do-it-yourself vision and not so much common sense. I climbed aboard the derelict old boat with graying teak, no engine, and light between the bottom planks. What a charm this old girl had. She has enchanted me ever since that cold wintery day. I bought her and, with whatever advice I could scrape up from the old salts hanging around the yard, I got started. I was on a shoestring budget and this was pre-internet, so I listened to their experiences and did what I thought would work. Three years later, I launched her without an engine. She tried to sink but we kept her on top of the water until she swelled up and stopped leaking.

When I bought the boat, I asked about the engine. The dealer pointed to a mound covered with a very weathered blue tarp and said, "There it is. It's a Palmer Diesel." "Does it run?"

I asked. "Of course it runs," he said. The engine was eventually set in with a crane. That Palmer Diesel did run but needed everything just short of a complete overhaul. So did the Gray Marine v-drive unit. These are pretty serious problems when you are out of money and don't really know how to do these things.

Over the years, *Lark*'s restoration progressed and waned based on my also crazy career path and financial situations. *Lark* has been my teacher, my therapist, and occasionally my home. Now she's paying my family and me back with rich life experiences.

Early on in my relationship with *Lark*, I drove my car to SC Fleet's "Old Fashioned Day in the Park" and viewed all the CYA yachts, hoping one day to join such a prestigious group. I remember in Cabrillo, gazing down at *Riptide* from the walk above and dreaming of the day I could get *Lark* at least close to that condition.

Then it happened! Peter Riess and Dennis Ballard from the *Riptide* approached me and with their coercing I joined CYA. I might say, tho, that it took multiple attempts.

Sadly *Lark* had gone through some ugly changes before my time. It has taken me many years to undo most of them. One project that was a tough job but an easy decision was to tear off the fly bridge and restore her original roof lines. As well as beautifying the boat, seeing her true shape completely renewed my enthusiasm.

Eventually, there I was attending my first CYA "Old Fashioned Day"



event cruising *Lark* down the Marina Del Rey main channel. Off in the distance there was *Sobre Las Olas* in all her 105' of glory, *Riptide*, *Madrigal*, *Gracie*, *Mindful*, *Sparkle*, *Enchantress*, and *Hel-Port II* all glistening in the July morning light. Although I'm still making improvements, *Lark* and I were ready; we fit right in.



There's nothing quite like seeing a group of classic yachts together at Cherry Cove or lined up bow to stern at the long dock at Marina Pacifica. I love seeing the looks on people's faces as they stare at this unusual and beautiful sight, especially the kids. That amazes me the most. The kids have a sense that these old yachts are special. They don't really know why, they just know.

The Classic Yacht Association is composed of many wonderful people and yachts. I am so proud to be the 2013 SC Fleet Commodore.



Seeing *Lark* on the cover of the last international CYA newsletter was astounding. It was very exciting for me and so rewarding, after all these years of work. It was so worth it. My wife June and I are happy that we are part of the CYA and look forward to meeting more of you as time goes on.



PNW Fleet Report – Just You and Your Boat by Ken Meyer, CYA Director

Like most of us, I have taken my boat from local dock to local dock or to the fuel dock by myself. No big deal. Then I was faced with a vacation time and no companion or crew to travel with me for multiple days and a further distance. Possible, yes. Probable, I thought so. Now this upcoming cruising season will be my third where I will be the captain and crew of the *Patamar*; and since I have now become retired, I have one of the best assets one can have ... unhurried time with fewer deadlines.

When I looked around the PNW Fleet, I saw that there were many who not only took their boats out alone but went great distances, with great confidence. I asked Nick Banks (Coordinator Victoria Classic Boat Festival), who had sailed more than 75,000 nautical miles in offshore boats, about the topic. He replied he thought it was self assurance to know that you can do it. So I thought I would explore what it was that gives us confidence and self assurance. I first turned to the book [Sailing Alone Around The World](#) by Joshua Slocum, his circumnavigation from April 1895 to June 1898. He was the first to sail single handed around the world. From him I wanted to try to glean some philosophy and tips.

He starts off with his equipment. The boat (*Spray*) he builds himself with great strength and for the duration, and he knows it well taking no short cuts in building. Then he takes a few short trips. Then, the resolve, knowing once he departs he will not be turning back. He provisions the boat with the available charts and a lantern. Unable to afford a ship's chronometer he takes a wind-up tin clock and a make shift stove from an iron drum. His food is dried, salted beef, biscuits, and what could be caught from the sea. Often he traded for bread and fresh milk. He kept things spare and methodical. Off-times he battled fatigue (too hungry to cook, too fatigued to sleep) and the feeling of acute loneliness never left him ("like an insect on a straw amongst the elements"). In fog he sang to himself. His memory worked with startling power and a feeling of awe crept over him.



During his circumnavigation he experienced storms, groundings, swamping of his dinghy, near drowning, encounters with dignitaries, workers, native chiefs, warriors, savages, pirates, but most often the curious. During his stays around the world he would lecture about his travels and was reimbursed with modest pay. He worried little about health and took little precaution for illness or injury. The stars were his constant companion for navigation. Once he lashed the rudder and set the sails leaving them untouched for 23 days (west from Australia through the Indian Ocean, 2700 miles). Let fail all else, his books were his constant friends. A bleak land is not the place to enjoy solitude.

He trusted his equipment and kept it well maintained throughout the long voyage and, having built the boat, he also knew well how to repair and improve it. He stood ready to use his intuition and did not always go by convention as it was his impression that it was the over-sure officers that "know it all like a book" who are the ones who wreck the most ships. So, after 3 years and 46,000 miles he casts the anchor in Boston and then on to Fairhaven where he began the journey. He weighs a pound more and his friends think he looks 10 years younger. His ship is in better condition, tight and without leaks. He tributes his success to years of schooling and diligent studying of "Neptune's Laws" and being prepared for every emergency, and the inclusion of a kit of carpenter's tools, and a tin clock. Although not discovering any new continents or seeking out new lands, he did try to obey nature's laws and returned believing "it was worth the while."

Now for some personal rules for my adventures as both captain and crew that somewhat are mirrored in Slocum's book. I view the whole process as one of learning and try whenever possible to ask questions of the shipwrights, painters, mechanics, surveyors, insurers, and other captains and boat owners. Many of their thoughts are here in these following paragraphs.



Mechanically, electrically, and structurally have the boat in as good condition as possible and un-neglected. Check all of your fluids frequently: oil, coolant, water tanks, and fuel. Dorin Robinson says "I try to do something good for the boat each day." Most problems are preventable. A good spring check-up shouldn't be just in the spring. Make time work for you and be patient. Anticipate what you might need to do next as to having fenders and lines out early prior to docking. Take the time to look over the charts, tides and currents, and do some tasks before taking the helm and getting underway, which may even mean making a sandwich for consumption later underway.



I feel most comfortable at the helm and usually never leave it during a passage, and yes, a bathroom break and steering the boat sometimes are incompatible. Autopilots are a helpful tool, but also need to be monitored. If ever there is the need to go out on deck, I take the boat out of gear and wait until it stops drifting to do the deck work, which becomes more hazardous in slippery conditions. Falling overboard alone places you in immediate peril, so wearing your PFD buys you that extra time and energy to try to get back on the boat. An easy access boarding ladder is a good idea especially if you are fatigued and cold. A drifting boat is not always easy to swim to, but with a boat in gear, it becomes impossible. Towing a dinghy or having one easy to deploy not only facilitates your fun on the water but is also a safety measure. It is more fun to be on the water than in the water.

Plan short routes and frequent stops during your day. Allow plenty of time for your passages. Make new friends along the way and let others know where you are headed. Many have good suggestions and "local knowledge" that will enhance your journey. Out of 6 weeks, the one day that I was traveling with a group was the day that I had engine trouble. Their aid saved me a great deal of time and effort in solving the problem. I think it was while being towed that I decided on re-powering the *Patamar*. (Thank you again, Chris).

For the solo sailor, clubs, festivals, and rendezvous are a great idea. For me the greatest anxiety is the pot luck on the dock, since I am no great cook. Yacht clubs pride themselves on friendship and lending

each other a hand, whether tying up at a dock or planning an outing. A musical instrument whether it be a harmonica, guitar, concertina, or music played by radio or CD can be a great relaxer and often a magnet for other musicians. Music can be fun and easy.

I have polled some of our PNW Fleet members who are known for solo cruising and I would like to share their thoughts with you here. Let me know if you have any thoughts of your own.

David Huchthausen: Be prepared or be sorry, it's extremely difficult to latch portals, secure the dinghy, or make yourself a sandwich when single handing in rough seas.

Mike Oswald: Solo cruising is enjoyable if you don't mind doing everything for yourself. It is good to be reasonably organized.

Ann Hay: Solo docking .. if you have twin screws, learn to pivot your boat and walk it sideways .. but with any boat, slow down, practice, and get the breast line tied down first.

David Ellis: Yelling at yourself can be very theraputic.

David Sekstrom: Become sagacious. Study your charts and have an alternative in case something changes.

Lew Barrett: If you are alone and drinking at the helm, you are an idiot.

Anonymous: You can cruise nude without shame.

Mark Lerdahl (shipwright): Prepare your boat with insight and you with ability.

Rick Etsell: Coordinate the tides and currents for the time of arrival at a pass or waypoint.

Bob Birdseye: Falling in would not be good.

Larry Benson: Never move out of the boat cabin when it is moving. No swimming, and enjoy the tranquility.

The last word is from Bill Harpster who has cruised the PNW and Alaskan waters for 30 years in *Joshua*. *Joshua* is a replica of Slocum's boat *Spray*. Bill sums it up with just two words: Forever vigilant.

As for Joshua Slocum, we know that after departing on his last voyage neither he nor any of the remnants of *Spray* were ever seen again. Could this be because he couldn't swim or that he beleived learning to swim was useless?

"...once harnessed to a plow their life would no longer be a poem." – Joshua Slocum



Northern California Fleet Report

Opening Day on the Bay and general state of boating in Northern California

by George Homenko, NC Fleet Vice Commodore and CYA Director

I consider myself an avid boater. When I am on the water, in any boat, all is good and the daily pressures are about as far away as they can be. Some of my CYA boating buddies know me as that the owner of *Catherine E*, a modern coastal cruiser and ask why is that guy in the "Classics". Others know me as that crazy old guy single trapping a Hobie 16 on Tomales Bay on a winter's day. I hope I have confirmed my credentials as a boat nut and now I would like to ask a question. What is happening to boating?

This last opening day on the bay we motored *Catherine E* down from the delta to the Bay to attend the CYA Opening Day festivities. Needing a place to spend the night we went to Ayala Cove on Angel Island. This cove is probably the most beautiful place in the bay area to anchor and the most popular. To my surprise we found it almost empty of fellow boaters. Weather was beautiful, sunny, and warm so where was everyone? I can remember, years ago, you could almost walk across this cove on an opening day because of all the boats moored. This year was nothing like that.



The Sunday of the parade produced more of the same results. Twenty years ago the parade would stretch on for miles and miles with hundreds of decorated boats. This year the number was less than a hundred even with the weather cooperating beautifully.

I have noticed this trend for some time now, even before the recession hit. Our favorite place to go on the delta is a lovely spot called Railroad Cut. I have been going there since I was a boy. Over the past ten years the number of fellow boaters enjoying this peaceful spot has dropped considerably.



The obvious things like fuel prices and the recession certainly have had a heavy toll on recreational boating. I also wonder if it is not other factors that are weighing on my beloved pastime. Is our recreational time and/or the ability to participate diminishing as the next generation of boaters moves up to fill our berths? I would like to hear from other fleets. Is this just an old Northern California boater ranting or is it real and more wide spread? I would like to hear from fellow members from other fleets and, if it is true, what can we do as boaters to reverse the trend?



Canada Fleet Report **by Randy Olafson, CYA Director and CYA Rear Commodore**

With the warm winds of summer rapidly approaching, most of our skippers are now busy touching up the last bit of varnish and applying the last lick of paint before venturing away from their home ports.

There are some events planned above the 49th parallel that are well attended by CYA vessels and others within the local areas.

An adventuresome cruise will be led by Michael & Peggy O'Brien to Princess Louisa Inlet with about seven of our member's boats accompanying them. The cruise to Princess Louisa Inlet commences right after the very popular Burrard Yacht Club Classic Boat Show which is on June 8 this year. This is a very popular show. The Burrard Yacht Club has also made dock space available at their Pender Harbour outstation – a perfect stopping off point for the Princess Louisa cruise participants. Some of the participants heading up to Princess Louisa include our CAN Fleet Commodore Garth McBride, CAN Fleet Vice Commodore Donnell McDonnell, and our CAN Fleet Past Commodore Robin Hutchinson, their spouses/partners/friends and boats.



Michael & Peggy intend to continue north after the Princess Louisa cruise. I believe our Commodore Garth is entertaining the idea of coming back down the outside (the Pacific ocean side) of Vancouver Island and visiting Barkley Sound prior to returning to home port.

Some of the shows and festivals that will be commencing shortly start with the Maple Bay Marina Wooden Boat Festival which runs from Friday 17 May to Sunday 19 May. For more information you can contact them directly at their website <http://maplebaymarina.com>.

In the month of June, the Burrard Yacht Club Classic Show runs June 7-8 and includes vintage/ antique cars and boats in their parking lot. For information regarding the show or how to arrange for Burrard Yacht Club outstation visits, please contact Dave Cook at davecook@island.net.



The Ladysmith Maritime Festival runs August 22 through August 24 and provides lots of interesting artifacts for both mariners and wooden boat enthusiasts. For information regarding this Festival please contact Mike O'Brien at pmjob@shaw.ca.

Probably one of the most popular wooden boat festivals in the Vancouver, BC, area is the Vancouver Wooden Boat Festival held on Granville Island. This year the festival runs August 22-24. The Festival has an array of boats in all shapes, sizes, of both power and sail. You can also find activities for the children, ample food, and nautical themed vendors throughout the show. For more information on the Vancouver show you should contact Russ & Dee Dee Chernoff at rmcfff@telus.net.

The premier show that tops the summer is, of course, the Victoria Classic Boat Festival. It is one of the best attended classic boat festivals in British Columbia. For more information on the show please contact John West or Mike O'Brien in CAN Fleet or David Huchthausen in PNW Fleet. For those vessels that wish to meet up on the way to the Victoria show there is a rendezvous planned at Thetis Island date and time TBA. For more information contact Dave Cook at davecook@island.net.



In closing (or opening as it may be) DOUBLE EAGLE attended the Opening Day ceremonies and Sail Past at the Royal Vancouver Yacht Club this last weekend and the event was blessed with perfect conditions with sun and fair winds. Both the sail boaters as well as the power boaters benefited from the combination and enjoyed the day. I thought that on this particular day the Commodore of the Royal Vancouver Yacht Club should be given a salute on behalf of the Classic Yacht Association of the United States of America,

Canada, Germany, Brazil, Australia, and so many other countries represented by CYA members.



Therefore, as the visiting Rear Commodore of the Classic Yacht Association, I assembled my crew in their finery and saluted RVYC Commodore Peretz. My crew received an honorable mention from the Opening Day Committee.

I hope all of you find the summer cruising pleasurable and take advantage of all the coast of British Columbia has to offer.



MARY BLANCHARD (1920 – 2013)

by Steve Wilen, CYA Past Commodore

It is with sadness that we note the passing on January 18, 2013 of Mary Blanchard, widow of the late Norm Blanchard. Sadness not only because Mary was a wonderful woman and good friend, but also because with her death that entire generation of Blanchards is now gone.

Mary was born in New York City in 1920, but raised in Seattle and California. A gifted artist, she graduated from Parsons School of Design in New York, and began work for *Woman's Day* magazine.

She married her first husband, "Barney" Barnard, shortly before World War II, and eventually moved to Seattle. She and Barney were avid boaters, owning a Blanchard Senior Knockabout. They became boating friends of Norm and Eunice Blanchard. After both of them had been widowed, Norm and Mary married in 1991.

Throughout her adult life, Mary continued to paint, and exhibited her work in numerous galleries and museums throughout the Pacific Northwest. After moving to Emerald Heights Retirement Center in Redmond some 20 years ago, she and Norm spent considerable time boating and traveling around the world. Following Norm's death in 2009, Mary continued to travel with arts groups, most recently on a painting trip to Italy.

Two recent memories of mine were the trip Mary and I made to Tacoma in June 2011 to scatter Norm's ashes from the CYA member schooner *Red Jacket* that had been built in 1920 by Norm's father. It was a foul day, and as Mary began to release the ashes overboard, a gust of wind blew some of them back on deck. Mary tried to scoop them up, but Renée Paine (Terry and Renée Paine have owned *Red Jacket* for many years) told Mary not to bother, that it seemed perfectly fitting that part of Norm remain onboard *Red Jacket*.

In June 2012, I took Mary to the PNW Fleet's Bell Street Classic Weekend. She had a great time, at age 91, clambering unassisted aboard the classics she wanted to see. As I recall, on *Sea-Dog* she even hoisted a glass of red wine with Les Gunther.

Mary will be missed, but as evidenced at her memorial service at Emerald Heights on February 16 there are many little Blanchards in the wings to take the place of that generation that has passed on.

[Editor's note: There is at least one Blanchard-built boat in every one of CYA's five fleets.]



Commodore's Report – From the Bridge of *Nisca*

By Ted Crosby, CYA Commodore



To all mothers and CYA members .. Happy Mother's Day! Having just celebrated the day with Becky's daughters and our five grandchildren I can't be happier extending Mother's Day greetings to all moms.

And from the boatyard – here's something about messin' about in boats ...

It's just the beginning of the boating season for those of us from New England so we're quite far behind those who either have a year round season or can boat for most of the year. We are slaving away and this year has not changed from others. But, somehow, we have had a stretch of 'southern' like weather. Cool nights and clear days for two weeks produce that much desired momentum to scrape, sand, varnish, and paint almost non-stop. Myself and one other wooden boat owner, Mike, find the boatyard this year has fewer wooden boats but still there are those I've worked alongside for the last couple of years. Mike has his father's restored '38 Baltzer to work on. He's ready to throw in the towel this year, he hates painting. Me, I can't wait to start on another coat. It seems I have 'the bug' but I've been painting the same planks for the past eighteen years and still haven't got it right. I also 'do varnish' and bottom paint and after two months my wife, Becky, still talks to me although in muffled tones – I think my hearing's going after the din of the sander, but not from the wind in the rigging, or from watching the ospreys fishing nearby, or the occasional chat with a passer-by. I miss boat work all year long and then I never want to see it again.



My point is there once were lots of us but now the dwindling wooden boat fleets may have begun to fade. I have to admit, though, the enthusiasm is still there in everyone, maybe not so much in Mike's case, tho I talk with him. I keep hearing 'this year the boat and the family will have time to go out' or 'the project has finally gone right and it is finished'. I liken wooden boats to bridges. When you get done painting at one end you are just in time to start back towards the other. The same goes for the varnish except this year when I, having what I call 'structural varnish' buildup, have to think hard about taking off some of what I've spent so long building up. It seems there's more strength in the build-up than in the bond that the first coat has to the surface (a little technical stuff). I've been hoping someone will save me from removing all my hard work but none have come forward with more than "well, Ted, the heat gun and a scraper work pretty well"! I'll let you know how I make out.

From reading the CYA website, <http://www.classicyacht.org>, there seem to be many other projects under way, many we need to know about. And there seems to be steam up for the Bell Street Rendezvous, June 14-15, in Seattle .. the Commodore's Cruise to Catalina, June 22-23, in Los Angeles .. the WoodenBoat Show in Mystic, June 28-30 .. the Lake Union Wooden Boat Festival, July 4-7, in Seattle .. followed by the Southern Salish Sea Cruise, July 19-28 .. and then the Antique and Classic Boat Rendezvous in Mystic, Connecticut, July 27-28. Good luck getting to all of them! But maybe the next newsletter will pull us through again and we will hear from those who managed to participate or just to go along aboard someone's boat with their camera and a notepad.

Remember this from the *Wind in the Willows*? Rat had been boating all his life and happened to spy Mole who'd never been on a boat. "Is it so nice as all that?" asked the Mole shyly, though he was quite prepared to believe it as he leant back in his seat and surveyed the cushions, the oars, the rowlocks, and all the fascinating fittings, and felt the boat sway lightly under him. "Nice? It's the ONLY thing," said the Water Rat solemnly, as he leant forward for his stroke. "Believe me, my young friend, there is NOTHING—absolutely nothing—half so much worth doing as simply messing about in boats. Simply messing," he went on dreamily: "messing—about—in—boats; messing—"

Have a great boating season. Hope to hear from you all in the next newsletter.



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



Classic Yachting

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(Printed by [Urban Press](#), Seattle, WA)
Cover photo: 1940 Chris-Craft and 1940 Matthews
moored together during a summer cruise
in the San Juan Islands, WA, USA

NEW CYA members – welcome!

New Classic members:

Elias Manousos
FIFER
105' 1939 Burrard Drydock
NC Fleet
Oakland, CA
Jim Hackworth, Sponsor



William (Bill) and Shannon Bailey
WESTWARD
86' 1924 Martinolich Shipyard
PNW Fleet
Friday Harbor, WA
Hugh Reilly, Sponsor



Jim and Maila Cadd
RINTA
50' 1938 Ed White, Lakewood Boat Co.
PNW Fleet
Longview, WA
Jessica Freeman, Sponsor



New Vintage member:

Phil and Karla Boshaw
AT LAST
55' 1957 Chris-Craft
PNW Fleet
Seattle, WA
Jessica Freeman, Sponsor



Classic reinstatement:

Glenn and Shawna Ader
JUBILEE
30' 1930 Richardson
PNW Fleet
Seattle, WA



Affiliate fleet transfer:

Chris and Julie James
KONA TRADER
47' 1960 Stephens Brothers
NC Fleet (formerly PNW Fleet)
Richmond, CA

New Affiliate members:

Michael Schultz and Steven Sanford
ITINERAS
50' 1964 Chris-Craft
PNW Fleet
Seattle, WA
Roger Morse, Sponsor

Randy and Renee Trudeau
MISS RENEE III
57' 1972 Chris-Craft
NC Fleet
Isleton, CA
Bill Wells, Sponsor



The **2014** **CYA Board of Director Meetings and Change of Watch Banquet** will be held in California over the weekend of **January 17-19, 2014**. Hosted by the Northern California Fleet in San Francisco, the weekend promises to be informative, productive, and full of fun for all CYA members. Watch this space, your mailbox, and your mailbox for more information. Put the weekend on your calendar!