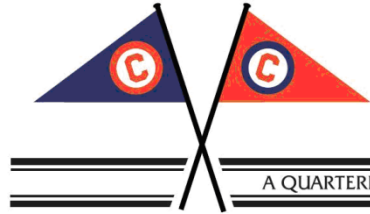


September, 2013



Classic Yachting

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



Canadian Fleet Report

by Randall Olafson, CAN Fleet Director and CYA Rear Commodore

I think all weather records were broken this year. We did not get one drop of rain for over a month. We can all look back on the summer of 2013 as one of the best in the past decade for boating weather.

After the boat and car show hosted by the Burrard Yacht Club, an enthusiastic group of boats and crew headed by Michael and Peggy O'Brien, *Euphemia II*, headed off to Princess Louisa Inlet and then on to points further north. A few duties back at the office held Josephine and me off for a few weeks before heading out on the water.

This year while cruising around we saw a spectacular number of unique vessels and one of them that keeps catching my eye from year to year is the *Lazee Gal*. *Lazee Gal* was built in the early 50s for a local Vancouver family. As I saw her slide past us under full sun, it reminded me of how gracious boating used to be. We also ran into a number of fellow CYA members while at anchor and while underway including *Adelante*, *Olympus*, *Belle*, and *Merva*.



While summer is drawing to a close, we are now making preparations for the most popular wooden boat festival here in Vancouver – the Vancouver Wooden Boat Festival held on Granville Island each year. At the show there is an impressive array of boats in all shapes and sizes of both power and sail. You can find activities for children and ample food and nautical themed vendors throughout the show. Josephine and I are looking forward to seeing some of our fellow CYA members there.



As we steamed north this year on *Double Eagle*, I recalled the last time I stopped in at an interesting anchorage that most people heading north just bypass as they make their way towards Desolation Sound. It is a Marine Park on the top end of Cortes Island. The inlet called Von Donop Inlet has a long narrow sheltered entrance that opens to a wonderful and tranquil lagoon.

The last time we were there, in early May, only three boats were there and we three were all traveling together. If you have the time to stop in,

it is well worth the slight deviation from the trip or perhaps on your way back down plan for a night or two. This inlet has been popular with first nations' people for thousands of years. More recently the early native boats have been replaced by motor yachts that travel through the western route of Discovery Channel, where Ripple Rock made passage sometimes treacherous, or through the eastern approach through the Yuculta Rapids.



With September now upon us, the Victoria Classic Boat Festival will bring to a close another year of cruising and the Canadian Fleet AGM will take place.

I hope all of you have enjoyed a safe and pleasant summer and I look forward to seeing all of you at the 2014 CYA Change of Watch in San Francisco.



Northern California Fleet Report – the Unsung Worker by Shawn Ball, NC Fleet Director and CYA Vice Commodore

This year started off like any other with our first fleet bridge meeting in January at which time we set the schedule of NC events for the year. Our plate seemed full as always and it was at that time I realized that the club is only as good as the people who are willing to put the time in to make it work.

It all started with Opening Day on the Bay, followed by Opening Day on the Delta, and jumped into full swing with various cruises to hot spots around the Delta. Not to mention the land events and oh yes, our fundraiser for the children of the Children's Hospital & Research Center Oakland (Cruisin' for Kids) to be held on October 19, 2013.

Without people like Cheryl and Steve Kadzielawa (affectionately known as StevieK, photo right), George Homenko, Jack Hanna, Mel and Gig Owen and their son Greg, Patrick Welch, Les Cochren, and various other persons, our fleet events would not take place.



What makes this organization work are its people ... hard working people who are willing to give of their time to put an event together. Having sponsored events for the NC Fleet I can tell you it isn't easy.

Our Commodores and Bridge officers always get the praise for directing the group in the path that it should go and rightly so they should, but we need to remember that the persons doing the actual planning and foot work to make an event happen successfully are the ones who deserve most of the credit.



Kudos to those who are willing to put the effort into our organization. Our hats are off to you. Keep up the good job and know that you have the full support of your fleet bridge, the CYA Board, and all members.

As summer rapidly comes to a close, I realize how important it is to let the people who hold the club up and keep it functioning properly know they are much appreciated.

Thank you to all who believe in our mission!



PNW Fleet Report – Boating, a Life's Journey by Bob Birdseye, PNW Fleet Director



My father, Story Birdseye's introduction to boating started in 1930 when the Scouting Board of Seattle asked him to be the leader of a new Sea Scout troop. How hard could that be? Lake Union Shipyard was generous with their donation of the SSS *Dauntless*, a 24-foot lifeboat, to the scouts and my dad, who had never done any boating. The next six years were full of harrowing self-taught experiences, including his first trip with a boatload of young scouts boating from Seattle to Tacoma where his in-laws had a cabin on the beach. They left late in the afternoon thinking there would be lights all along the shore to show the way. Finally spotting a fire on the beach that my mom had set to help them find the cabin, they anchored in the dark and the exhausted crew rowed ashore.

And later, a log entry on Sept 18, 1938, tells of a young scout, Don Sandall, "falling in" and being "fished out" in Agate Pass. At an Edmonds Rendezvous a couple years ago an elderly gentleman was telling my wife Karen a story of falling off one of my dad's boats as a kid. Karen asked his name, and then located the 1938 entry in the boat's logbook, with Don's name. Needless to say, both were blown away! He asked for a copy of the log page and comes back every year to visit. Eventually father's Sea Scout troop disbanded and he ended up with the boat and more importantly, a wealth of knowledge and experience. Our family of five cruised the waters of Puget Sound from 1936 to 1943 on the *Dauntless*.

Boating had become a big part of the Birdseye family. In 1943 our next boat was the *Great Yarmouth*, a 1906 42-foot whaler escort, with more room for our growing family. I remember going from Lake Washington, through the Government Locks, and into Puget Sound during the war. It was quite a process with all the

inspections required and reminds me of our air travel today.

Around the time I was 10, my dad encouraged me and my twin sisters, who were a year older than I was, to each get a boat of our own. I picked a 10-foot skiff with a 2hp Johnson, Betty chose a Geary "Flattie" sailboat and Barbara a nice canoe. Along with ownership came the responsibility for care and maintenance of our boats. How little did I know then, it was the start of my life's passion for boats and boating?!

The *Comrade*, "fellow traveler", the boat we have today, was built in Lake Union for Herbert William Davis Jr. of Seattle in 1930. Naval architect and marine engineer H.C. Hansen drew the 38-foot hull design especially for Davis with consistent headroom throughout the vessel for the tall man who had it built because he was looking for a wife, and was told, if he had a boat, it was kind of a magnet for the girls. Apparently the scheme worked as he found a wife within the year. Davis and his wife sold the boat and lived happily ever after on land.

The second owner, Carl Bolin, a telephone engineer who purchased the *Comrade* in 1931, was involved in predicted log racing and developed some marine equipment that is still functioning on the boat today, one being the Bolin auto pilot and the other a 110 volt neon light system. '*COMRADE WINS YACHT RACE*', were the headlines of the July 28, 1935, Nanaimo Daily Herald. Bolin took the overall prize in the 150-mile race. He was granted honorary membership in the Nanaimo Yacht Club and presented the keys to the city by Mayor J. Barsby. We're still in contact with his two daughters who have given us the awards, plaques, and keys to the city that their father received during his racing days.



My dad purchased the *Comrade* for \$5200 in June of 1950. The afternoon we took ownership we checked out the systems and practiced maneuvering and docking, then headed by boat for home to Beaux Arts Village on Lake Washington. It was just dusk and with no mooring dock available, dad suggested I drop him off at the swim dock, take the boat out to anchor overnight, and pick him up at 8:00 in the morning. I was just 15 years old and a little anxious, but let him off, motored about a hundred feet away and anchored. For the next couple of hours I checked out and played with all the equipment then went to my bunk and fell asleep. When I

heard 8 bells chime on the marine clock I thought I'd overslept, immediately pulled the anchor and got over to the dock to pick up dad. He wasn't there! I looked at the clock and realized it was 4 o'clock in the morning!

In the early 50's our family would normally be out boating every weekend and at least two weeks in Canada's Desolation Sound each year. One of our trips was to the head of Princess Louisa Inlet where I met and played chess with James MacDonald (Mac), the summer resident that built a cabin on the 292 acres around Chatterbox Falls he bought from the Canadian Government in 1927. Mac protected the land from developers and in 1953 ended up giving it to the boating public of the Pacific Northwest that eventually turned it over to British Columbia to maintain as a marine park. In those days there were very few boats out cruising but that changed as boating became more popular and boats were faster so our family just started going further north. In those days, more money was spent on ice than fuel!

From the time I was 17, my parents encouraged me to use the boat anytime they weren't using it, so on summer evenings I would take my friends through the Locks to Miller Spit, across the Sound, for evening bonfires. Every summer, with a couple of buddies, we'd plan a trip to the San Juan Islands.

Over the years we've had our share of breakdowns and groundings but our family looked at these as "adventures" rather than problems. No Vessel Assist in those days!

We decorated *Comrade* each year for Seattle's annual Opening Day Parade the first weekend in May. Starting in January we would decide how we wanted to decorate and along with neighbors and friends, we spent many hours building props and making costumes. It was always amazing what we came up with and how we made it work. In the 60's the *Comrade* was a Covered Wagon, Sternwheeler, Spouting Whale, a Malamute Saloon, a Viking Ship with fire spouting creature, and a Launching Pad for a Space Ship. We

won many 1st and 2nd place trophies over the years.

After my dad retired, he and mom moved to San Jose, California. They would come up to Seattle and spend four months each summer cruising South Sound and Canadian waters. Later on, when they were unable to handle the boat on their own, Karen and I would take the boat to Friday Harbor in the San Juan Islands and moor *Comrade* on E dock next to the Meydenbauer Bay Yacht Club outstation. Father was one of the first Commodores and original members of MBYC. My parents would drive up from San Jose, live aboard the *Comrade* in the harbor, and visit with all their friends. Dad was also one of the original members of our CYA PNW Fleet.



In 1984 when my dad's health started to fail, Karen and I took over the stewardship of the *Comrade*. The boat has never been modified except for engine replacement and



in 1995 we replaced 23 planks and refitted the hull. *Comrade* is now powered by a Westerbeke 54hp engine and cruises at 7 knots, burning 1.25 gallons an hour.

While we don't spend as much time on the boat as my folks did, we do cruise in the summers and enjoy several CYA rendezvous a year including heading up the

Edmonds Waterfront Festival on the first weekend in June. *Comrade* is now kept safely in a boathouse at the Port of Everett Marina, close to our home in Snohomish, and close enough to put into motion the many lessons my dad taught me on the care, maintenance, and love of a great wood boat.



Lucile & Story Birdseye



Karen & Bob Birdseye



USA Fleet Report

By Ruth Gillespie, USA Fleet Member

A short shout-out from the USA Fleet: WoodenBoat Magazine has published an excellent, extensive article by CYA member David Gillespie about the Elco electric power in the Gillespies' 1910 Consolidated 40' launch .. "Repowering VAGABOND". Check out this link at the magazine: <http://www.woodenboat.com/current-issue-woodenboat-magazine>. Another article about the repower is found at: <http://www.huckinsyacht.com/huckins-repowers-an-antique-consolidated-launch/>.



Happy autumn to all CYA members from the Gillespies and *Vagabond*.

[Editor's note: For those who do not subscribe to WoodenBoat Magazine, there was also a very nice article two issues ago about the history and care of CYA NC Fleet boat *Makoto*. As well, WoodenBoat Magazine's annual 2013 MotorBoats magazine, which should still be on the shelves of marine and book stores everywhere, has articles about *Holiday* and *Miracle*, both CYA PNW Fleet boats. There's hardly an issue of these magazines that does not include CYA boats.]



Southern California Fleet Report

By Gerard Buck, SC Fleet Member
Introduction by Rick Olson, SC Fleet Member

Introduction by Rick Olson:

When Gerard Buck joined the CYA in 1995 with his neat 1937 classic sports fisher, the first thing I remember thinking was "he's French!" Unlike the east coast or Canada, in southern California we just don't run into that many French accents. It didn't take long for Southern California Fleet members to be charmed not only by his accent and his boat, but by his wit, his likeable nature, and his real interest in classic boats and cars. This was especially true for Pam Hebert, who while standing on the bridge of *Enchantress*, was heard to say, "Oh my! Who IS that CUTE guy? Gerard is the REAL DEAL!" Truth-be-told, Gerard has restored many boats and cars and even does his own upholstery. His varied careers ended up in the culinary arts as the manager of one of the finest, most exclusive, private clubs in the South West. Gerard will be our Southern California Fleet Director and Fleet Commodore for 2014.



The story of *Hel-Port II* and the CYA

By Gerard Buck

The mid 1980's found me very bored. I needed to find something new to take on. Upon looking at the LA Times "For Sale" pages I came across a commercial 40-foot fishing boat built in 1947. I called and met with Steve Bellows who headed the marine donation program for the West Coast Law School. I bought the boat and we became good friends. Needless to say I was not bored anymore!



In 1989 I got another call from Steve who asked me to meet him and another fellow at the Marina City Club to show us another classic boat. My curiosity got the best of me and off I went running. *Hel-Port II* sat at the dock looking in great need of love and attention. After the introductions Steve said, "This classic boat needs to be saved! and you two are the ones to do it; you (the other fellow) because you have what it takes financially, or Gerard, you who would see through over time." We both inspected this once beauty and after a couple of hours (the other fellow) said to me - Gerard she is yours!!

I then purchased *Hel-Port II*, a Nicholas Porter design sport fisher built by Fellows & Stewart in 1937 for W. Durkee, Vice President of Shell Oil. I moved her to a small boat yard in Venice, California, for a six-months going over, which turned into a 4 and one-half year project. Earlier on I had heard of the Classic Yacht Association and liked their mission statement (dedicated to the preservation of classic vintage yachts). In great need of advice and encouragement I sent my application along with a few pictures showing her as she was - proud waiting for a rebirth. I received a fairly quick reply. Thanks but no thanks! Try again when you are done!



At that moment I became resolute and went to work with purpose replacing 40% of the planks below the waterline and all but one bronze keel bolt, new bronze screws below the water line, along with a new Mahogany transom, cabin top canvas replaced with West Marine system, sistering ribs, and on and on it went 'til the day came to take her back to her element - the Pacific Ocean in Marina del Rey.



In 1995, on a fine weekend while I was sitting on the aft deck enjoying a libation, a tall man in his dinghy came by and asked me what year and make was this beautiful boat. I answered his questions with pride and a smile. He asked if I was a CYA member. I then laughed, and invited him aboard and said I have a story to tell you. His name was Lars and he was the Marina del Rey

Port Captain. (Lars Senning owned a Stephens named *Bounty* which was purchased by Jim Sweeney and now lives in Northern California as *Elizabeth*). He asked me to join the CYA and assured me I will not be rejected this time around. I was accepted and a new chapter in my life started. I was welcome by all, but a special thanks to Scottie Dobson who made sure I was meeting everyone and involved in the festivities.



Years went by, friendship grew, and in the year 2000 I met my future bride Pamela Hebert at the Old Fashioned Day in the Park event. Unknown to me, the Club already had us married. After an 11 year relationship we decided to tie the knot (wanted to be sure) but that is another story. Thank you Pam for your patience, understanding, and saying yes!

Thank you CYA for being such a positive part in my life for all this time.



Special Report – 60 Years of Double-ended Ferries How Do Their Propellers Still Work?

March 19, 2010 From: Ann Hay, PNW Fleet Commodore, Classic Yacht Association

To: Washington State Department of Transportation (WSDOT), Washington State Ferries

Hello, a number of us have been wondering what happens on a double-ended WSDOT ferry (some wood hull ferries in service since 1953) with the props on the forward end of the ferry. Are they held in place and don't turn? Are they used to "pull" the boat and thereby enhance the effort of the props on the other end? Do they "feather"? Etc. Thanks much!

March 23, 2010 From: Captain George A. Capacci, Washington State Ferries

To: Linda LaCombe, Washington State Ferries staff

Not a simple answer to an apparently simple question. Let me put something together. George

April 5, 2010 From: Linda LaCombe

To: Ann Hay

Ann .. Our Regional Port Captain put this explanation together for you and included a couple photos - I think it does a great job of explaining the process! I think it is fine to use both the photographs and Captain Capacci's name in your newsletter. Feel free to share my contact information if people have questions about WSF. Thanks for your patience.

Linda LaCombe, Customer Service and Information Manager

Washington State Ferries, 206-515-3635, lacombl@wsdot.wa.gov

From Captain George A. Capacci

All current Washington State Ferries are double ended vessels meaning there is a single propeller at either end. The condition of the "forward" propeller during transit depends on the specific propulsion plant and the type of propeller on the class of vessel.

WSF propellers come in two configurations - Fixed Pitch Propellers (FPP) or Controllable Pitch Propellers (CPP).

FPP - Jumbo Mark II, Jumbo, Super, and Evergreen State class ferries with Fixed Pitch Propellers operate in the transit mode with the forward propeller turning in the direction of the water flow to minimize resistance to the vessel's progress. The propulsion plant (AC/AC, AC/DC or DC/DC) applies power via electric drive motors to both propellers with roughly a 90%/10% ratio meaning 90% of the propulsive power goes to the stern or pushing propeller. Roughly 10% of the propulsive power is applied to the forward propeller so the forward propeller is "pulling" very slightly, but essentially the forward propeller is not resisting the progress of the vessel by turning with the water flow.

CPP - Rhododendron and Issaquah class ferries with Controllable Pitch Propellers operate in the transit mode with the forward propeller shaft locked and the blades of the propeller "feathered" or turned to be parallel to the flow of water to minimize resistance to the progress of the vessel. The propulsion plant is geared reduction drive directly off the diesel engines. During

maneuvering, both shafts turn at a constant speed and the CPP are adjusted to apply the propulsive power the Master seeks to direct the motion of the vessel.

I've attached pictures of an FPP (Spokane) and a CPP (Chelan) to point out the differences.

Hope that helps.

George

Capt George A. Capacci
North Region Port Captain
Washington State Ferries



M/V *Kitsap* near Rich Passage, Puget Sound
(an Issaquah class ferry with CPP system)

M/V *Chelan* with CPP configuration with **11-foot 6-inch diameter** propeller.



M/V *Spokane* with FPP configuration with **13-foot diameter** propeller.



For more detailed information, check out <http://www.ebdg.com/wp-content/uploads/2011/01/JWW-50-Years-of-Double-Ended-Ferry-Design-Web.pdf>. John Waterhouse (*Waterhawk II*) is a CYA member.



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



Classic Yachting

Official Newsletter of the
Classic Yacht Association

www.classicyacht.org

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(Printed by [Urban Press](#), Seattle, WA)

Cover photo by Thomas Brayton
1911 *Rhinegold*, built by Vancouver Shipyards
British Columbia, Canada

The **2014 CYA Board of Director Meetings and Change of Watch Banquet** will be held in Northern 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 emailbox for more information. Put the weekend on your calendar!

NEW CYA members – welcome!

New Classic members:

Donald Jensen and Kathleen Victor
VAGABOND
45' 1929 Lake Union Drydock
PNW Fleet
Edmonds, WA
Dorin Robinson, sponsor

Tony and Krista Granieri
XANTIPPE
43' 1925 Stephens Brothers
NC Fleet
Oakland, CA
Stuart Kiehl, sponsor



New Vintage Members:

Craig and Elizabeth Sjostrom
IRRESISTIBLE
45' 1954 Chris-Craft
PNW Fleet
La Conner, WA
Jessica Freeman, sponsor



Craig and Celia Clark
CAROLINE
36' 1954 Chris-Craft
PNW Fleet
Bainbridge Island, WA
David Huchthausen, sponsor



Dan and Tami Bartlett
HOLIDAY
36' 1946 Edison Technical
PNW Fleet
Marysville, WA
Robert Birdseye, sponsor



Lee and Lisa Hoffman
LISA DIANNE
27' 1947 Elco
PNW Fleet
Bremerton, WA
Dorin Robinson, sponsor



Classic Member Second Vessel:

Rick and Elissa Olson
ONO
48' 1929 Dawn Boat Co.
SC Fleet
Long Beach, CA
Christine Rohde, sponsor



Vintage Reinstatement:

John and Barbara Waterhouse
WATERHAWK II
43' 1947 Jensen Motorboat Co.
PNW Fleet
Seattle, WA



Affiliate Reinstatement:

Peter Brachvogel and Stella Carosso
STELLA MARIS
33' 1947 Owens
PNW Fleet
Bainbridge Island, WA

New Affiliate members:

Gord and Cheryl Wintrup
MY FAIR LADY II
35' 1963 Hugh Libby
CAN Fleet
North Vancouver, BC
Mike O'Brien, sponsor

Keith Connell and Karen Swank
CALYPSO
32' 1962 Chris-Craft
NC Fleet
Oakley, CA
Robert Bernhard, sponsor

Richard Lightner and Alicia Cuevas
GTANA AL MAR
52' 9" 1973 Nordlund
NC Fleet
Oakland, CA
Les Cochren, sponsor

