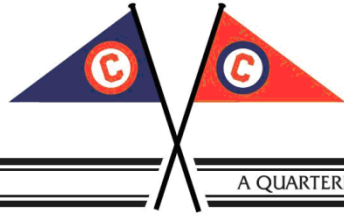


December, 2014



Classic Yachting

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



Cover photo of Gardner diesel engine in 1926 *OLMAHA*, owned by Garth & Doreen McBride.
Photo taken by Dave Sharrock, owner of 1926 *SPARTAN III*. All are CAN Fleet members.

From the Commodore

by Shawn Ball, CYA Commodore



I can't believe time is passing so quickly. Nearly a year ago I became CYA Commodore and told you that I wanted to move the Classic Yacht Association forward to becoming a modern, international organization in this digital world. I believe the efforts of the Board of Directors along with the dedicated work of many fleet

members are achieving this goal.

Although all of it can't be done in one year, we have a good start. For the first time we have online membership renewals. This will save the Roster Editor hours of tedious work printing and mailing the renewal notices. We are also looking at new ways to print the Roster from data that is already stored in a relational database (a term I had never heard of a year ago .. who said you can't teach old dogs new tricks). And, having a new member application process online is in sight.

We are making progress in pursuit of the USA federal tax-exempt 501(c)(3) status and have discovered several CYA documents that need to be amended, modified, corrected, or condensed. A committee has done a great deal of research in these areas. We are in the process of bringing the paperwork into compliance with the California State

requirements and making sure all information is consistent across all documents. Once that process is complete, we will look further into applying for the 501(c)(3) status.

The committee has spent hundreds of hours researching, making suggestions to the Board and gaining approval of the Board to make the necessary corrections in order to file the appropriate documents with the State of California and eventually with the USA IRS. All of this takes time and will not happen in 2014, but we are hopeful that by early 2015 we will have all the necessary paper work completed and ready to file.

I am (and you too should be) proud of your Board of Directors and committee members for the outstanding work they have done on our behalf. Everyone has donated hours of valuable time to these projects. I look forward to continuing to serve the Board in the years to come.

Thank you for your support of the Board and of me as your Commodore. I am truly enjoying every minute of the job, and yes it is a job, but one that I would do over again.

I look forward to seeing you this January at the annual CYA Change of Watch in Tacoma, WA, USA.

Shawn Ball
CYA Commodore



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
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Shawn Ball, NC Commodore
Randall Olafson, CAN Vice Commodore
Ken Meyer, PNW Rear Commodore
Ann Hay, PNW Newsletter Editor
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SoCal Fleet Report – the Isthmus

by Rick Olson, SC Fleet Commodore

"The last time I was in Alaska I thought I saw an eye doctor on an Alaskan island, but she turned out to be an optical Aleutian".

All of our summer events in the Southern California Fleet were lovely and participation seems to be on an upswing. As I write this report in November, it is 79 degrees out, clear, and mild. This is a nice break from our very hot August and September. A series of tropical hurricanes off the coast of Mexico spun us up some big surf and unusual humidity. The surf was as big and as mean as I ever remember seeing it. It even knocked out several sections of our Long Beach breakwater that has been standing since the early 1900s. From the marina in downtown Long Beach you could clearly see the surf breaking over the breakwater that is over a half mile away.



Now that the storms are gone, we are back to our perfect fall boating weather. Four of our yachts, *Gracie*, *Mindful*, *Athena*, and *Four Kings* spent a recent weekend fishing and playing at Catalina Island's Isthmus. The Isthmus is a narrowing of the island which has Cat Harbor on the outside (the west side, facing the Pacific Ocean) and Isthmus Cove on the inside (the east side, facing California), the two harbors separated by a thin low strip of land approximately a quarter mile wide. Being smaller and quainter than Avalon (also on Catalina Island), the Isthmus has a wonderful relaxing atmosphere for a kicked back weekend. It is also the home of the USC Marine Science Center. The village there is known as Two Harbors. It has a pier, fuel dock, general store, a couple of restaurants, and an outdoor bar. Diving facilities, campground, and the Banning House Lodge bed and breakfast round out the appointments.

The Banning House is a fine old hotel and is rated 4 and 5 stars by all of the major trip planning websites. It has an interesting heritage. Phineas Banning is known as the father of the Los Angeles harbor. At age 21 he worked his way on shipboard to Los Angeles in 1850 coming from Wilmington, Delaware, to the then exotic destination of southern California and the wild west gold rush. Banning's first job was driving a stagecoach from the village of San Pedro, 20 miles to the south, up to the booming pueblo of Los Angeles (population under 2000).

Organized, energetic, and entrepreneurial, it wasn't long before he was buying his own wagons and coaches. He was just what the area needed. His business and routes expanded until his was the biggest stage line in the southwest USA as far as Salt Lake City, Utah, and Fort Yuma, Arizona. Banning was soon a rich man and began buying up land and building on it. He built docks at Banning Landing in the new city of Wilmington. He basically built the city of Wilmington, California, and named it after his hometown in Delaware.

At the start of the Civil War he leased a large property to the US Army to build a west coast fort. The price was a dollar a year. Of course he got the contracts to supply lumber, build the fort, and supply the needs of the Army base. This made him one of the wealthiest men in California. Rich at the old age of 36. His insights and companies were very involved in the building of the Los Angeles harbor, the breakwater, and dredging the harbor for deep-water ships. He truly is the father of the Port of Los Angeles.



Among other things, he purchased the entire Catalina Island in 1892, owning it until 1919 when he sold it to William Wrigley, of the chewing gum and Chicago Cubs fame. In 1910 two of Banning's sons built a summer home on the Island. This 104-year-old home is now the Banning House Lodge at Two Harbors. **Way to go Phineas!**



And more from Rick – a little bit on the CYA Board of Director weekend and Change of Watch:

Elissa and I have been very lucky to have traveled to some exotic places. Nevertheless, I always look forward to and enjoy the CYA January Change of Watch weekends. They are just plain fun. They have become our annual winter vacations. All the activities are grand but getting to know other wood boat owners from other fleets is priceless.

Years ago I remember thinking that I really shouldn't be going to these because I'm only an affiliate or because I'm not an officer. That is SO not true. The more you get involved the more you will enjoy CYA. I want to point that out to all our members. Everyone is welcome. The more you get in touch with this organization, the more it will give back to you. I'm not just speaking to our Southern California Fleet people, I'm speaking to all of our members.

I was lucky that some of my southern California (SC Fleet or SoCal Fleet) members convinced us to go and we have been going ever since. This really is a good reason to knock the dust off your suitcase and get out of town. Our past CYA Commodore (1994) Jim Butz always tells our new members, "If you don't do anything else in CYA, go to the CYA Change of Watch."

The upcoming CYA Change of Watch is in Tacoma, WA, USA, this January. I know it will be entertaining, informative, and fun. The Board of Directors' meetings are held on Saturday and Sunday mornings and they are optional to attend for non Board members. I have always liked to sit in and observe the planning and direction of the

club. But if that's not your thing, then there is sight seeing and shopping and other ways to entertain yourselves.

There is always a full day of local tours on Friday and a Friday night welcome cocktail party and the Saturday night Change of Watch Banquet. Most of the fleets plan some kind of activity or tours for Saturday afternoon. Sometimes there is even an activity for Thursday night for those of us who are early arrivers. If not, then we gather with whomever is already there; we make up something fun to do on the fly. Elissa and I, if we can, like to stay an extra day on Sunday night and Monday after the weekend to see some extra parts of whatever city we are in. We have enjoyed some real bargains at great hotels because it is off-season on a Sunday and even Monday night.

It is also fun to travel with other folks from your own fleet, especially if it's your first time going. Ask around and find out who is going and when. Get on the same flight, rent a car as a group, take the train, plan to meet here or there. Traveling together can be a big part of a fun weekend.

We have so many memories of all we have seen on these weekends. Here is just a small taste of the kind of activities we do ... **attend a Change of Watch, you'll be glad you did.** [Editor's note: Photos below and on the next page were taken by a number of CYA members, tho mostly by Rick Olson, and are from annual CYA Board weekends from 2002 through 2014, each year hosted by a different CYA Fleet across Canada and the USA. As Rick mentions, they are fun weekends!]





PNW Fleet Report .. a ferry tale

by Ann Hay, PNW Fleet Director

This is a tale of just three wonderful days in the middle of a two-week cruise this past summer. My *Pied Piper* and Jim & Margie Paynton's *Maranee* often cruise together, for good reason. The Payntons and I are good friends, but that could be a minor reason in this situation. The *Pied Piper* was built by the Matthews Boat Company in late 1939 and was splashed in January 1940. *Maranee* was built by Chris-Craft and splashed in 1940 as well. *Maranee* is 42-feet; *Pied Piper* is 40-feet. *Pied Piper* was built on the southern shores of Lake Erie in Port Clinton in the mid-west of the USA .. *Maranee* was built just a few miles north across Lake Erie in Algonac. That's not amazing, but we think the next part is. Both boats were members of, and moored at, the Port Clinton Yacht Club on the south shore of Lake Erie during two decades in the mid-1900s. Surely the owners of both boats knew each other and the two boats cruised together on Lake Erie back in the 1950s and 1960s into both US and Canadian waters. After that, for a few decades with different owners, each boat had adventures and each was moved at different times to the pacific northwest, being moored in different marinas at different times with owners who didn't know each other. Thirteen years ago, I purchased *Pied Piper* and moved her to Stimson Marina in Seattle, turns out just down the dock from *Maranee*. I met the Payntons and joined CYA. Jim researched and discovered the history of these two boats .. now cruising together once again, from Lake Erie to the Salish Sea. Full circle!

Actually we suspect that not only were the previous owners friends at the Port Clinton Yacht Club on Lake Erie, but the two boats were friends as well. Jim Paynton and I swear that sometimes we come to our boats to find the fuel tank levels are down a bit and the dock lines tied a bit differently. We swear these two old girls have been off together during the night, or on days when we're not there, having a romp and chasing tugs. What stories these two boats could tell! They've been friends and have cruised together for decades!

But I digress. This story is about a wonderful cruise to south Puget Sound .. to the southern Salish Sea .. and it's about a sad ferry tale that needs a happy ending.



Every other year, *Maranee* spends 2-3 weeks cruising south Puget Sound, and the *Pied Piper* joins her. 2014 was our year to head south. We each started in Tacoma or Gig Harbor, meeting out on the water right outside Gig Harbor

on a glorious sunny calm summer morning. We headed south through the Tacoma "Narrows" at slack current and arrived at Longbranch Marina as planned for one quick overnight moorage. However, reports of an approaching storm kept us from leaving the next day. But the storm never appeared – just a normal pacific northwest soft rain for a day or so. Yet the storm threat kept us in place to witness wild deer on the beach, kept us kayaking, reading, and relaxing, with stunning views of Mt. Rainier. Eventually, we slowly motored on to our next destination .. Oro Bay on Anderson Island.

I don't know about the Payntons, but I hadn't anchored in Oro Bay for over 20 years. When we arrived on this trip, the bay seemed smaller than ever to me, but the depth sounder and my paper charts gave me assurance and I eventually dropped the hook with plenty of room. Jim & Margie told me later that, while I was not at the helm, engine at idle in neutral, and I was



preparing and then setting my anchor, tho there was no current, *Pied Piper* kept meandering over towards *Maranee*. Those girls!



It was a sweet night and a lovely, sunny three days on the hook. There are only two houses on shore; one small country road runs along one side of the bay with almost no traffic. A few other boats anchored closer to the head or the mouth of the bay, but eventually they left and by Sunday evening we were the only boats there. We put dinghys in the water and rowed every day. We read, took photos, napped, explored the small river inlet that feeds the bay, we ate well, visited every day with each other (ok, yes we also emailed each other, boat to boat), and slept contentedly every night.

And yet, I kept looking at the south shore of this very protected bay to see an old ferry boat on shore there. What's up with that? I researched online to find some interesting history.

The *Ocean City*, original builder unknown, was launched on the east coast of the US in October 1923. From a blog on the internet: "She came up the James to Surry from Norfolk, VA around 1957/58 when the Hampton Roads Bridge Tunnel opened and displaced the Ferry Service. I do not know when she first came to Hampton Roads, although there is a story of her being run all over Hampton Roads one night by a drunk captain and mate blowing the whistle and playing chicken with other vessels until she ran into dock in Newport News and got hung up in the pilings and was boarded by police who arrested the Captain and mate. She made trips between Hampton and Norfolk as well as Norfolk and Newport News."



The vessel was originally a steam vessel, but was converted to diesel around 1952. This from the same blog tho a different author: "She had a 1600 HP Fairbanks-Morse engine in her and was very powerful. She was owned by the Virginia Department of Highways and she ran between Jamestown and Scotland Wharf in Surry County from 1957/58 until she was sold to the guys that took her around to Oro Bay in 1984/85. She could carry 48 cars."

More here about the two brothers who brought her to the PNW: "I'm told some brothers purchased her on a verbal contract intending to put her into service to Anderson

Island. They brought her around from Baltimore to the Puget Sound (Northwest Coast) via the Panama canal. I remember seeing her moored at nearby Ketron Island about 30 years ago as she waited to go into service. Word has it the contract fell through when the contract was taken back by Pierce County who took over the service, leaving the brothers out in the cold with an expensive unused boat. I'm told she has been in Oro bay a long time now. I've noticed some travel trailers parked on her deck and she tips when the tide goes out."

For those of us who played Monopoly in our youth, the *Ocean City* was owned by the Reading Railroad at one time. Passengers from railcars would leave the train, board ferries to transit rivers, and then board another railcar heading to various seaport destinations. There's another post to a blog by a fellow who believes his first ride as a boy on a ferry was the last trip of the *Ocean City* back east. He did extensive research to make certain she's the same vessel .. it was this ferry boat from his boyhood. This 1923 vessel sits on the mud, yet floats when the tide comes in, and appears in relatively sound condition. She'd love a new owner and a new purpose in life!!



USA Fleet Report – *VAGABOND* Hits the Water Again

by Ruth Gillespie, USA Fleet Member
(David Gillespie, Past CYA Commodore)



After the restoration was complete on our former boat, *Cygnus II*, and since she would soon be safely sold to new CYA members, David and I were looking for a new boat project. The new project had to be an early wooden boat, unusual in design and not be much altered from original. In 2005 after much searching, *Vagabond*, a 1910 Consolidated 40' launch, was discovered in Ithaca, New York. She was a sad sight, the super-structure held together with 2x4s, the interior gutted and stored in boxes in a barn where *Vagabond* had sat for the previous 50 years. A true barn find.

We were living in New York but had made the decision to move to northeast Florida where we could boat year round on the St. Johns River.

Vagabond seemed a perfect fit! During the winter she was trucked to our New York back yard, a frame built around her, and she was covered with tarps.



I spent hours researching the launch in the Mystic Seaport Library, but found only a mention in *The Rudder* where "she attracted the crowd in droves" at the New York Boat Show in January of 1910. The Consolidated plans and records were destroyed in a fire at their yard at Morris Heights on the Harlem River in 1916. So with three truckloads of hardware and interior pieces the work began.



From 2005 to 2007 work progressed on identifying pieces and doing significant hull replacement work with most of the ribs decayed and used as templates. Doors, locker fronts, and drawers were brought into our cellar, stripped and re-varnished; brass fittings were cleaned and polished.

In the meantime our Florida home on land was nearing completion. We were still enjoying *Cygnus II* as our southern home on the water, but the sale of that boat and the big move was soon upon us. David found a warehouse in Florida perfect for *Vagabond* so she began the trip south on her trailer (not on the ICW waterway).



Before all the pieces went in their proper places, David had to figure out the power. The last engine was a 1923 gas Lathrop which sat proudly in the middle of the galley. Unable to find a good diesel engine which would fit in the space, David thought an electric motor might do the trick. After much searching



and struggling to understand the mechanics of an electric power plant, David admitted defeat and sought help from Huckins Yacht Corp where we had become friends with the owner, Cindy Purcell. With the help of their marine engineer, a system was developed using an Elco 35 KW electric motor, combined with an Elcon special charger to charge all eight Odyssey AGM batteries which provide the 96 volts necessary to power the motor. To make sure we didn't end up dead in the water, an 8 KW Kohler generator can provide 25 amps to the batteries -- enough power to make 4 knots back to port if needed.



The re-launch and sea trial was finally upon us in May 2013. Cindy Purcell took *Vagabond* up and down the Ortega River without problems and we were able to calculate speed and battery life. We decided to add a bow thruster as her long hull and single screw made her very difficult to maneuver in tight spaces. Her electric motor will carry her along for 5-6 hours at 6 knots and considerably longer if the generator is running. She is uncannily quiet which takes some getting used to.

We sold *Cygnus II* and, although we miss her and the long cruises up and down the ICW, we weren't getting any younger. *Vagabond* is the perfect day boat with galley, head, main saloon, and bunks for the occasional overnight. David got a boat project and I got my river launch!



Canadian Fleet Report

by Randall Olafson, CYA Vice Commodore and CAN Fleet Director

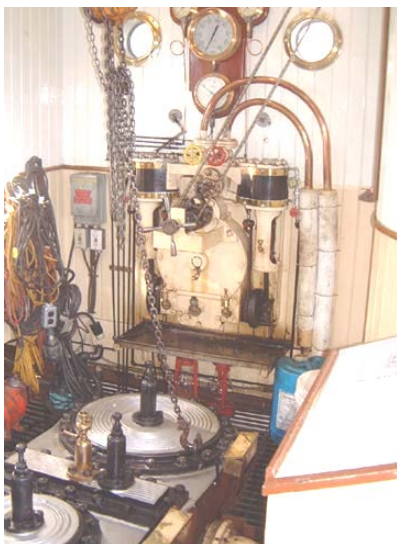
This past summer was fantastic to all of us in Canada. Many of our members took full advantage of the weather and travelled to points far and wide. As the summer wound down, the last shows in British Columbia were the Vancouver Wooden Boat Festival at Granville Island, put on by the Vancouver Wooden Boat Society, and the Victoria Classic Boat Festival that ran smoothly under the watchful eyes of the Festival Chair, Hessel Oerlemans, and Co-Chair, John West.

I was pleasantly surprised when I arrived at the docks at the Vancouver show to be presented with a boat show T-shirt which had a picture of my *Double Eagle's* bow .. so my girl is now a poster girl on every man's chest, LOL! At our Canadian Fleet's 2014 AGM we passed a motion to make the Vancouver show a CYA sanctioned event.



Celebrating our Maritime Heritage
Granville Island
VANCOUVER

The Vancouver show was down in attendance this year and I think we should try to get more information out to CYA members so they can remember to register for this show. It is a great time right in the heart of the city with all sorts of attractions on and around Granville Island. Over the years, many PNW Fleet members have attended this Canadian show as well. This year our CYA Past Commodore Larry Benson and *Thelonius* won "Boat of the Show" for 30 feet and over. Although he had a great time, Larry also spent a fair amount of time in the bilge solving a riddle with some mischievous plumbing ...



Granville Island is also the home of the *SS Master* steam tug (upper engine room cylinder heads pictured to the left) and it is a treat to see her as she is being restored under the steady hand of the "S.S. Master Society", who have been her exclusive owners and care givers since 1971. Many hundreds of hours are put in each year by volunteer crew members of the SS Master Society to preserve this important piece of British Columbia's maritime past. The current President of the Society is David Bradford. The *Master* is also an Honorary Member of CYA. The *Master* will turn 100 years old in 2022 and we are excited to see her complete restoration finished for her centennial celebration.



The Victoria Show was also a lot of fun but some boats could not get there due to the weather in the Strait of Juan de Fuca that made the 31 nautical mile run from Point Wilson to the Ogden Point Breakwater a very unpleasant journey. CYA has long been one of the major participants in the Victoria Classic Boat Show. Many of the usual vessels were in attendance to support the show. This year we had the pleasure of *Double Eagle* being selected for the "Hospitality Award." *Faun* (a 36' Blanchard standardized raised deck hunting cruiser built in 1926), from the PNW Fleet, was the oldest boat in the show.



This year it was my pleasure to pick up all the dignitaries and guests aboard the 1921 sailing vessel *Oriole* before she went racing with the sail fleet. The *Double Eagle* (pictured left) and her crew made the approach to the anchored *Oriole*. The approach was a little interesting as the current and wind had picked up. The guests were collected and returned to the inner harbour in good nick and the rest of the weekend went off without a hitch.

The up and coming CYA Board Change of Watch in Tacoma, USA, is fast approaching. My fellow CAN Fleet members are looking forward to hosting everyone in January 2016 for that CYA Board Change of Watch weekend. As it now stands we have 396 days left to prepare for the US invasion.



NEW CYA members – welcome!

New Affiliate Members:

Jim Kroeger
Southern Bay
21' 1994 Beckmann
SC Fleet
Pasadena, CA

Marti Burchell
NC Fleet (no vessel)
Alameda, CA
John DiLillo, sponsor

New Classic members:

Gary and Sherise Ethridge
JADED LADY
42' 1955 Chris-Craft
PNW Fleet
Kenmore, WA
John Shrader, sponsor

Matthew Thompson
JUBILEE
30' 1930 Richardson
PNW Fleet
Everett, WA
Ken Meyer, sponsor

Jerry and Karen O'Neill
REVERIE
42' 1952 Chris-Craft
PNW Fleet
Seattle, WA
Joel Van Ornum, sponsor

Associate Reinstatement:

John and Ellen Murphey
Sturdy Gal
43' 1971 Vic Franck Boat Co.
PNW Fleet
Bellevue, WA



2015 January CYA Board of Director Meetings and Change of Watch Banquet

The international CYA Board of Directors' weekend will be held in **Tacoma, Washington, USA**, over the weekend of **January 16-18, 2015**. Hosted by the Pacific Northwest Fleet this year, the weekend will be informative, productive, and full of fun for all CYA members who wish to attend. Other fleets host the event in other years .. come visit us this year!

A recent mailing to all CYA members in all five CYA Fleets included details and a registration form. If you would like to attend, please register with Ann Hay in CYA ASAP so we can make room for everyone who wishes to attend. Hotel reservations need to be made by **December 24**.

Included are tours of the LeMay car museum, Chihuly Glass exhibits and Glass Museum, the extraordinary Washington State History Museum, and the Puget Sound Navy Museum, with a bus trip to see the infamous Tacoma Narrows Bridge "galloping gerty". Space is limited. Preference will be given to CYA Board Members, but ALL are welcome .. sign up and come!

The completely remodeled central downtown Tacoma Courtyard Marriot (with indoor swimming pool, free wifi, and many other amenities) will be your home for the four-day weekend.

If you did not receive the mailed notice/registration or you have questions, please contact Ann Hay (CYA Board Member from PNW Fleet) at annhay22@gmail.com.

CYA membership renewals and 2015 dues are due!

As mentioned in CYA Commodore Shawn Ball's article in this newsletter, membership renewal and payment of dues can now be completed online .. either by credit card or PayPal .. or can still be handled by paper renewal with a check.

But dues are due! Whichever method you choose to use to renew your membership in CYA, please do so as soon as you can if you have not done so already. Honorary and Life Members and new members joining CYA after 9/1/2014 do not need to pay for 2015, but the rest of us do.

Check your email and check your mailbox. If you have registered an email address with CYA, please check it for notice of dues/membership renewal. If you have a **new** email address .. or if you have **deleted** an email address .. or would simply like to change your email address with CYA .. please contact CYA Roster Editor and Board Member Janice Palmer at janice.johnsonpalmer@gmail.com and let her know of your changes. Please keep your contact information up-to-date.

If you have not received either an email notice or a mailed notice, please contact CYA Board member Janice Palmer at janice.johnsonpalmer@gmail.com.

* * * * *



Nan, 50' 1934, Ed Monk Sr designed and built,
currently located in Germany, and owned by CYA member Georg Papp