

Classic Yachting

June, 2015

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



PNW Fleet and CAN Fleet Report – Let Boating Begin!

by Ken Meyer, PNW Fleet Director and CYA Vice Commodore

Spring brings tasks and celebrations. When all of the painting, varnishing, changing of the zincs, and mechanical systems maintenance is complete, it is time for festivities. This is the case for most boating organizations and ours included. I would like to focus on two instances of participation by our CYA members.

Opening Day in Seattle dates back to the late 1800s and has been hosted in recent years by the Seattle Yacht Club. In 1978 Sally Laura of the SYC invited some classics to join the parade. Those 10 or so boats became the founders of the PNW Fleet of the CYA. Today, the event is more than a week long and a year in planning that involves more than 300 people serving on many individual Seattle Yacht Club committees. The CYA boats participating are given priority dock space for their stay at the SYC docks and a short term membership card allowing them to use the bar, restaurant, and other club facilities. We join more than 300 other visiting yacht club boats in festivities at the dock and in the parade and review of boats.

The Commodore of the PNW fleet is invited to and attends the flag raising ceremonies on Saturday morning (always the first Saturday in May). This year our PNW Fleet Commodore, Bob Wheeler, was one of the 40 Commodores and representatives of local yacht clubs standing in dress blues and whites during the raising of the flags of each boating organization and the flags of the USA and Canada. Each Commodore (Bob in the photo below) steps forward and salutes the raising of their club's burgee. The military band plays and all listen to short speeches by dignitaries and hosts. Music is



provided by the US Navy Band. This is a proud tradition for the boating community. After the flag raising ceremony, the members take to their boats and the Commodores are welcomed onto the VIP boat for the parade review. From flag raising until noon, a rowing regatta of 70 crews challenge each other in the Montlake Cut. After the crews row back to the University of Washington docks, the boat parade begins with a report from a cannon.



This is no ordinary parade as all the boats are numbered and entered for judging and awarded a plaque for superiority. This year the awards went to CYA members almost exclusively. Classic over 40 feet: 1st *Django*, Cliff Robb & Jody West (CAN Fleet); 2nd *Astelle*, Douglas Weeks & Nina Altman (PNW Fleet); and 3rd *Freya*, Mike & Neri Oswald (PNW Fleet). In the Classics under 40 feet, the awards were: 1st *Barnacle*, Marc Raichle (PNW Fleet); 2nd *Thelonius*, Larry Benson & Tina Stotz (PNW Fleet); and 3rd *Cheng Tse*, NW Steam Society. Winning 1st in Classic Sail was CYA member 72' 1920 *Red Jacket*, Terry & Renee Paine (PNW Fleet). More than 200 boats parade past the officials. More than 400 boats are stern-tied to the log boom which is the parade route and regatta race course.

After parading through the gauntlet, the parading boats enjoy a several hour cruise and picnic lunch on their own out on Lake Washington before returning to the dock for more partying and dancing. Back at the SYC docks, Bob & Jytte Wheeler hosted a cocktail hour appetizer party on their boat *Carousel* (soon to be renamed to her original name) for all the CYA members. It is an incredible event and worth seeing and participating in.



Canadian Opening Day. For the last ten years or so, PNW Fleet Past Commodore Diane Lander has taken her boat *Olympus* on a four day excursion to Victoria in Canada to attend the Royal Victoria Opening Day ceremonies that occur the last weekend in April. Although the two-day event has all the festive trappings and traditions that go along with such events (the band, the flag raising, speeches, honors that go to individuals, formal dinners, dancing, and barbecuing), there is a special reason for

Diane's participation. From noon until 4pm, the *Olympus* is host to all the seniors of the Royal Victoria Yacht Club who have given up their own boat but still are members. There are about 30 who arrive dressed in white pants, blue jackets, ties and scarves. Most have been long term members, sometimes more than 60 or 70 years. Some need assistance to ascend to the boat deck and are aided by the ordinary seamen from the Canadian training ship *Oriole*. Some need to be physically lifted and placed in chairs on the deck, but others proudly and nimbly climb the steps on their ninety year old legs. They all know each other. As a member of the *Olympus* crew, I now know a good majority of them. The aft deck is ablaze with red and white, the Canadian colors, from tulip bouquets to napkins and seat cushions to the colors of scarves. Each guest is served a plate of tea sandwiches, crudités, and the beverage of choice which is, of course, champagne. All look forward to this event where a few memorable hours are spent out on the water, once again, with a chance to salute the Commodore and receive the blessing of the club priest. Alas, all too soon the afternoon passes and the following day the *Olympus* is headed back to Seattle.

Sometimes, now, when I am out on my own boat, I think of boating and its purpose, the traditions, and what it is all about. It is only then that I can hope that, when the time comes, my ninety year old legs will still nimbly ascend the steps to the deck of a fine old wooden boat.



DJANGO



ASTELLE



FREYA



BARNACLE



THELONIUS



RED JACKET



OLYMPUS



Northern California Fleet Report – *Elizabeth's* bountiful history

by James Sweeney, NC Fleet Director and CYA Past Commodore



Pictured left is the 43-foot 1929 Stephens Brothers raised deck tri-cabin cruiser, *Elizabeth*.

Elizabeth was built by the Stephens Brothers of Stockton, California, USA, as hull #575 and delivered to her first owner in December of 1929. Due to the stock market crash in October of that year and the ensuing Great Depression, the yacht went through a series of different owners and names during the early 1930s, being repossessed by Stephens Brothers, re-engined/upgraded, and shown at the San Francisco Boat Show before each subsequent sale. This history is well documented by the Stephens Brothers business records in Stockton's Haggin Museum.

K.K. Bechtel, first Vice Commodore of the fledgling Marin Yacht Club, owned the vessel in 1934 and named her *Elizabeth*. She acquired the name *Bounty* in 1935 while in the Oakland Yacht Club.

Immediately after the attack on Pearl Harbor, *Bounty* was conscripted into the U.S. Navy and assigned to the Captain of the Port of San Francisco. She served in this capacity for the duration of World War II.

After the war, *Bounty* passed through another series of owners and home ports from San Francisco to San Diego, Marina del Rey, and San Pedro, all in California. In 1947 the original Scripps F-6 gasoline engines were replaced by a powerful pair of rebuilt 1942 Chrysler Royal gasoline straight 8's.

Jim & Bernadette Sweeney purchased the "tired" old classic in San Pedro in 2000, brought her to San Rafael, California, and commenced a "keel-up" reconstruction including re-fastening the entire hull, completely rebuilding and refinishing the teak deck and superstructure, providing a "navy" stockless anchor, and renewing all worn internal and underwater machinery and electrical systems. A pair of robust 265 horsepower General Motors Mercruiser V-8 engines replaced the mighty Chrysler Royals when replacements could not be found for their corroded intake manifolds.



As previously mentioned, the Haggin museum has an excellent file of Stephens Brothers records dealing with the first few years of hull #575. These have been delightfully supplemented by gifts of compact discs graciously furnished by family members of hull #575's previous owners. The discs record photographs and 8mm home movies taken aboard during the mid-1930s and 1950s. It is a real treat to see your own classic yacht performing underway with a full complement of happy passengers and crew in recreational attire of the times.

In 2010, the two of us, Jim & Bernadette, decided to restore the yacht's name to *Elizabeth* (after that earlier

name and after the name of our daughter). The change was made and new U.S. Coast Guard documentation was received in 2011. The dinghy had been whimsically named *Mutiny* (when the boat was named *Bounty*). The dinghy has now been re-named to *Snooks* (Jim's nickname for daughter Elizabeth).

During February and March of 2015 *Elizabeth* received a new teak transom and nine meticulously applied coats of effulgent white paint on her topsides. This completed her restoration to "bristol" condition.

This grand old Stephens vessel served as flagship of the international Classic Yacht Association during Jim's term as CYA Commodore in 2009. Jim & Bernadette are also active members of the Corinthian Yacht Club of San Francisco, the Antique and Classic Boat Society, Friends of the Presidential Yacht USS *Potomac*, National Liberty Ship Memorial (SS *Jeremiah O'Brien*), and the Tahoe Maritime Museum.




Elizabeth regularly participates in cruises and yacht shows to the delight of her owners and myriad boating enthusiasts on northern California waters. She is truly 86 years young.

In email from Jim Sweeney: This vintage photograph (left) is from the Southern California Fleet's 1995 calendar. It depicts *Bounty* on a fishing expedition anchored offshore of what is probably Catalina Island. *Bounty* was owned by Lars Senning in 1995 but this photo appears to be from a much earlier time. Lars sold *Bounty* to the Sweeneys in 2000.

More yet: The links to 8mm home movies taken in 1935 when Frank Jackson of the Oakland Yacht Club owned the vessel and changed the name from *Elizabeth* to *Bounty* are: <http://www.youtube.com/watch?eatur=endscreen&v=zmzQCe8nwUI&NR=1> and here https://www.youtube.com/watch?v=LMG30_BK0F4. Besides depicting *Bounty* in action, the flick gives a nice depiction of the San Francisco Bay and waterfront activity shortly before the Bay Bridge was completed. (Note: No traffic on the bridge.)



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



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Official Newsletter of the
Classic Yacht Association
www.classicyacht.org

Randall Olafson, CAN Commodore
Ken Meyer, PNW..... Vice Commodore
Rick Olson, SC Rear Commodore
Ann Hay, PNW Newsletter Editor
(Printed by Trade Printery, Seattle, WA)

Cover detail photo of 1928 43' Hoffar-Beeching
Yonder, owned by Peter & Meredith Wagner
Photo by Ann Hay

Port Townsend – Restoration of a CYA Boat – *Riptide*

Phase 1, Spring 2015

by Jack Becker, CYA member

Retired Navy Captain and wooden boat aficionado Pete Leenhouts had been ruminating about *Riptide* for almost two years. Despite the fact that his wife, Helen, was quite happy with their current 26' utility tug, Pete closed the deal on *Riptide* in April of 2015. Now the fun (?) was to begin.



Built in 1927 by Schertzer Boat and Machine in Seattle, 47' LOA with Port Orford cedar planking over oak frames, *Riptide* is a good example of the bridgedeck designs popular at that time in Puget Sound. Blanchard, Grandy, and Lake Union Dry Dock were some of the other local builders cranking out similar boats, designed by such notable designers as Leigh Coolidge and Ted Geary. Many of these boats were sold to California customers, but some, including *Riptide*, have always stayed in the Pacific Northwest.



Captain Leenhouts is no stranger to boat work plans, and his plan for Phase 1 of *Riptide*'s restoration was ambitious. It was to include replacing the transom and whatever other structural framing repairs were deemed necessary; replacing all through hulls and installing new bilge pumps; performing all necessary maintenance and repairs to ensure the mechanical reliability of the engine, drive train, fuel system, and steering system; repairing or replacing the fresh water and waste water systems; replacing the forward portholes, and installing a modern propane system for the galley. And still have time for summer cruising. Ambitious.

On the morning of April 6, 2015, Pete and his crew of two brought the boat up from Port Madison to Port

Townsend, Washington. The Shipwrights Co-op in the Port Townsend Boat Haven was chosen for Phase 1, and they wasted no time getting into the meat of the project.

The transom was removed, along with several aft topside planks on both sides in order to investigate the frames. Thirty three new frames were eventually deemed necessary, along with much new topside planking, mostly aft of midships. Some rot was also found in the sheer clamp and in the aft cabin sill, which required removal of the side decks. Meanwhile, up on the foredeck the anchor windlass was checked out and found to need replacement. Coupled with problems found in the forward deck edge, it was decided to replace the entire foredeck as well. New portholes in the forward cabin necessitated new planking in that area also.



Moving to the engine room, the engine was unbolted and lifted to allow for a thorough cleaning underneath. Unfortunately, due to corrosion from years of stagnant bilge water, the oil pan had corroded through and essentially fell off when the engine was lifted, adding to the oily bilge water to be cleaned out. This led to a discussion of engine repair versus engine replacement,

which, as of this date, has not been decided. Related to the engine was the 1¾" diameter propeller shaft, which was pulled for inspection and found to be severely corroded, needing replacement. The good news is that the bottom appears to be fair and sound, and reefing and recaulking the seams is the bulk of the bottom work.

Several items on Pete's list have not yet been addressed, but it's been only six weeks since the project started. Pete hasn't given up on his summer cruising plans just yet....

[Editor's note: Jack & Elizabeth Becker live in Port Townsend, WA, where they moor their 42' 1928 Lake Union Dry Dock boat, *Emmeline*, a CYA vessel (photo below).

Jack, the author of the article above, is a boatbuilder and draftsman in Port Townsend and known for his radio-controlled airplane expertise as well. Elizabeth Becker is a photographer and writer and is owner of Seaport Photography, seaportphotography.com/.]



2016 January CYA Board of Director Meetings and Change of Watch Banquet

The international CYA Board of Directors' weekend will be held in **Vancouver, British Columbia, Canada**, over the weekend of **January 15-17, 2016**. All CYA members are encouraged to attend and join in the tours, festivities, and meetings. Hosted by the Canadian Fleet this year, the weekend will be informative, productive, and full of fun. All five CYA fleets take turns hosting this annual weekend .. come visit Canada this year! Watch this newsletter, your mailbox, and your email for more information.

Please make sure your email address is current with CYA so you receive notices from your local Fleet about local events and notices regarding all-CYA events such as the Board of Director weekend. Please check your account online on the CYA website, classicyacht.org, by logging in using the button in the upper right hand corner of that webpage. If you have questions about logging in or questions about your account, please contact CYA Roster Editor Janice Palmer at janice.johnsonpalmer@gmail.com.

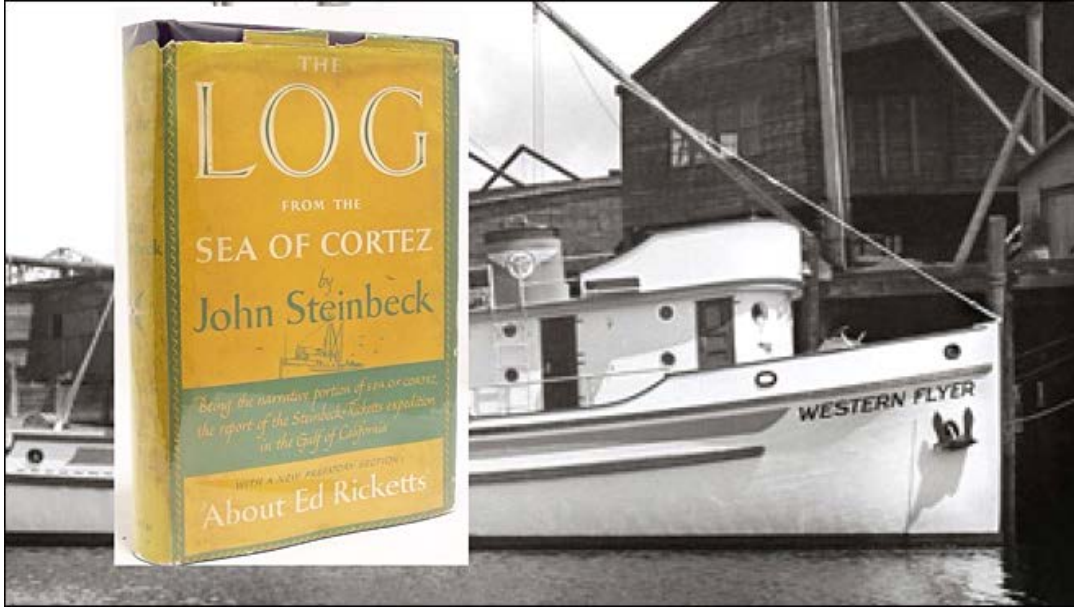
CYA Vessels of the Midwest, Atlantic/Gulf Coasts, and Europe

The photos here are of 20 fine vessels in the CYA USA Fleet – boats in the Midwest and on the Atlantic Coast of Canada and the USA, the Gulf Coast of the USA, and in Europe. There are more boats than this in the USA Fleet. There just wasn't room to show all of them on one page. Can you CYA members in other fleets name these boats? Which two are the oldest (1910) and which one is the youngest? These handsome CYA vessels and their owners all have stories to tell!



Special Report – Of Mice and Men and Old Wood Boats

Editor's note: This is a short story of an old wood boat – not a CYA boat, no, but a great old 72' wood boat that will be restored in an historic town that has its own hundreds of years of wood boat history. The seaport of Port Townsend, WA, USA, was named in 1792, and is still a thriving community. Many of its original Victorian buildings are in excellent repair and in full use. It remains one of the best shipyards in the world for wood boat building, repair, and restoration.



From Seattle's KOMO News, by Jeff Burnside .. February 24, 2015

PORT TOWNSEND, Wash. -- Famous authors can make their boats famous too: Hemingway, Darwin, Cousteau, even Humphrey Bogart. Famous boats often fall into disrepair before a resurrection.

Such is the case in Port Townsend, where they are

getting started on a \$2 million restoration of "The Western Flyer" on which John Steinbeck wrote "The Log of the Sea of Cortez."

"There she is. You can see she's a little caved in there," said Peter Quinn, Steinbeck fan and owner of Port Townsend's Imprint Bookstore.

There she is, indeed, sitting in the Port of Port Townsend's public boat yard hoisted onto dry land struts. Weathered, aged and nearly a lost hope. She has certainly lost her dignity, covered in mud and barnacles. But, after a year or so underwater in the La Connor Channel, it was hauled to Port Townsend largely because the port has an extremely large crane.

So, the story of "The Western Flyer" is not over. In fact, it faces a magnificent new chapter.

"The Log of the Sea of Cortez" was a 1951 Steinbeck non-fiction book chronicling the sea and nature during a 6,000-mile voyage with scientist friend Doc Ricketts. Steinbeck rented the sardine fishing boat and had it sailed to Mexico. The boat was built in Tacoma in 1937.

Steinbeck also wrote "Cannery Row," "Of Mice and Men," "The Grapes of Wrath" and more.

Quinn, given to spiritual refrains, says "the universe lined things up and brought the boat to



Port Townsend," the perfect place because it is a well-known literary town and renowned for its wooden boat craftsmen. Quinn says the town is thrilled that California businessman John Gregg, the new owner, ended the scuffle for ownership.

"The good news is that Mr. Gregg appears to want to keep her whole," he said, "and put her back together again here in Port Townsend where we have some of the best shipwrights in the world."



Work on "The Western Flyer" is just getting started, fixing the ladder Steinbeck climbed, the door he used, even the stem where Steinbeck may have manned the wheel.

Interior photos show why restoration could cost \$2 million: it is a mess but structurally intact.

Still, Steinbeck fans are here gawking.

"Interestingly, people have come from other countries say 'We're here to see Steinbeck's boat'," said Quinn.

"The first place I wanted to stop was right here with this vessel," said Dan Jacobs, visiting from Bainbridge island with his wife.

Port Townsend officials are thrilled. "We'll find people down here obviously Steinbeck fans, putting their hands on the hull channeling Steinbeck," chuckled Larry Crockett, Executive Director of the Port of Port Townsend. "Yea, it's a wonderful story. It really is."

Quinn reads from "The Log from the Sea of Cortez": "The sight steering is a compromise of perfection which allows your boat to exist at all..."

He said Steinbeck and the boat are intertwined, and always will be.

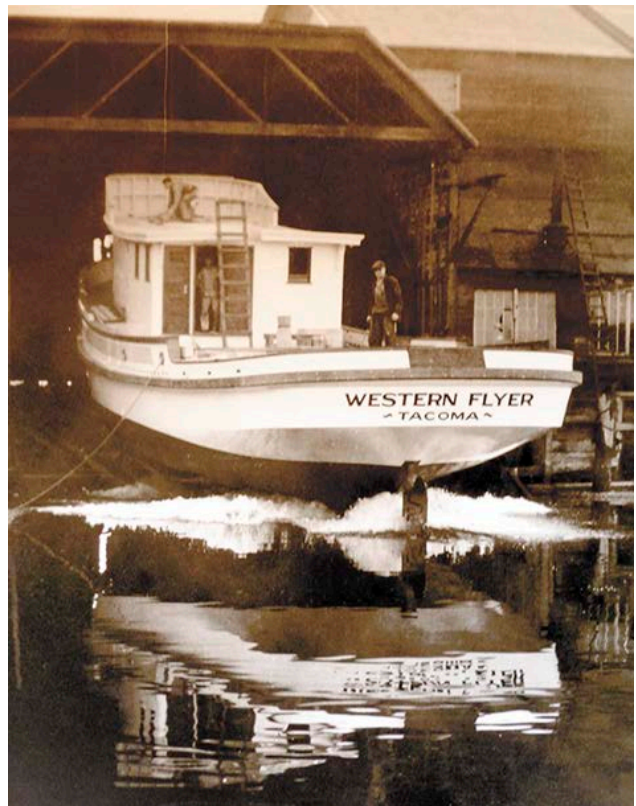
"Western Flyer's all clear now," Quinn quotes before closing the book.

It'll take about two years to complete the restoration. Maybe more, given the shape of things. And the folks around Port Townsend fully expect to see an ever increasing Steinbeck tourism boom during the restoration until it sets sail for Monterey [California, USA].

[NOAA article about the sinking here:

<http://response.restoration.noaa.gov/about/media/western-flyer-sunken-piece-literary-history-raised-depths.html>. And

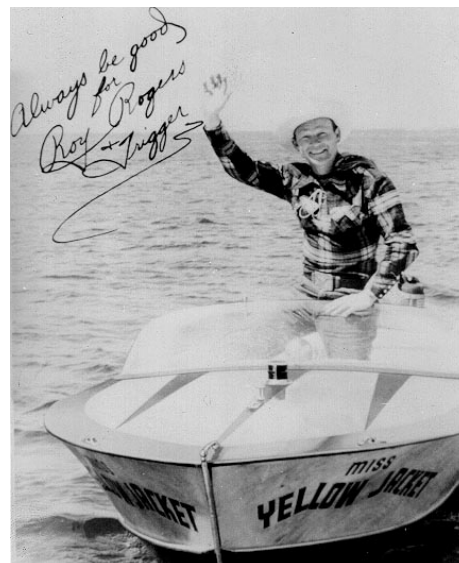
more about the boat and the builder here: <http://www.seattleweekly.com/home/957486-129/a-new-life-for-the-boat.>]



History Is Pretty Dry Without a Boat

We all know the importance of maintaining our old wood boats. As well, we know the critical importance of sharing the history of our boats and the history of wood boating in general with others. Partly that's what keeps interest in these fine old craft alive. Frankly, that's what educates the public and creates, hopefully, knowledgeable people who will buy our boats in the future and care for them as we do. Sharing our boats and their history also helps the many museums, wooden boat publications, and other organizations that entertain and encourage us and that work to keep the history of wood boats alive and flourishing.

Here's a short list of such museums and publications. Spend some time here and wander through this list and the websites. Better yet, go visit some of these museums and subscribe to the publications. Even better yet, get a group of your CYA comrades together (or, come to think of it, gather any raft of boaters or gaggle of kids) and enjoy a group discount and possibly a behind-the-scenes tour at some of these museums. These museums are fascinating and they support us. No better reasons than these to go support them in turn, and have a good time to boot. Happy trails!



The Pier Museum, Toronto, Ontario. Harbourfront museum with interactive exhibits of early wooden boats, tools, art, photographs, and spectacular ship models. Location is at Queens Quay and York Street. 416-338-7437.

The Canoe Museum, Peterborough, Ontario. Features the largest collection of old kayaks and canoes in the world. www.canoemuseum.ca/#home-section. This website www.canoemuseum.ca/our-collection/ showcases a few photos from their collection.

Maritime Museum of the Atlantic, Halifax, Nova Scotia. Canada's largest and oldest maritime museum, including a full-size "Theodore Tugboat" for the kid in all of us. maritimemuseum.novascotia.ca/

Cowichan Bay Maritime Center, Vancouver Island, British Columbia. www.classicboats.org/ Historic exhibits and a current boat-building shop. 2015 will be the 30th anniversary of their wooden boat festival.

A more comprehensive list of maritime museums in Canada is here www.maritimemuseums.net/canada.html.

Door County Maritime Museum, Sturgeon Bay, Wisconsin. www.dcomm.org/ And the Door County Classic & Wooden Boat Festival. www.dcomm.org/events-activities/special/classic-and-wooden-boat-festival/

Columbia River Maritime Museum, Astoria, Oregon. (www.crrmm.org) The Director is CYA Member Sam Johnson. A number of PNW Fleet members have visited and report this to be the best maritime museum in the world.

Mystic Seaport, Mystic, Connecticut. www.mysticseaport.org/ Historic exhibits and a working shipyard where the recently restored whaling ship *Charles W. Morgan* is berthed.

Hydroplane and Raceboat Museum, Seattle, Washington. The world's only public museum dedicated solely to power boat racing. thunderboats.ning.com/.

Tahoe Maritime Museum, Homewood, California. www.tahoemaritimemuseum.org/ Lake Tahoe has been a vacationer's paradise for over 100 years. As early as 1881, people on the lake began to wonder who had the fastest boat or the most beautiful boat. This museum showcases those people and those boats.

National Museum of the Great Lakes, Toledo, Ohio. www.inlandseas.org/. One of the newest maritime museums around, from the *Edmund Fitzgerald* to recreational power and sail, the museum educates and entertains.

Flying Boat & Maritime Museum, Foynes, County Limerick, Ireland. The only dedicated flying boat museum in the world. www.flyingboatmuseum.com/.

Australian National Maritime Museum, Sydney, New South Wales, Australia. Housing a spectacular fleet of historic vessels, small and large, power and sail. The oldest vessel is the 33' *Akarana*, built in 1888. www.anmm.gov.au/.

Classic Yacht Magazine. www.classicyachtmag.com/ An online magazine dedicated to all manner of fine old boats and their colorful owners.

WoodenBoat Magazine. For over 30 years, this publication has targeted owners, designers, and builders of fine old wood boats. www.woodenboat.com/.

Classic Boat Magazine. Published in Great Britain, in print or online. www.classicboat.co.uk/ Celebrating the world's most beautiful boats.

CORRECTION: The engine in the photograph on the cover of the December edition of the CYA Newsletter was incorrectly identified as being the engine on board *Olmaha*. That Gardner diesel engine pictured on that cover is on board *Wanderer*, 1926 60' Vancouver Shipyards vessel, owned by CAN Fleet members Wolfgang & Hedda Duntz.

NEW CYA members – welcome!

New Vintage members:

Joe and Susan Euro
ST. BRENDAN
40' 1947 Matthews
PNW Fleet
Port Hadlock, WA
Jim Paynton, sponsor



John Shrader (second vessel)
GRAYWIN
48' 1947 George Sutton
PNW Fleet
Seattle, WA
John Shrader, sponsor



Bryan Wiseman and Thom Wiseman
DONELLA
44' 1958 Stephens Brothers
NC Fleet
San Francisco, CA
Rusty Arias, sponsor



New Affiliate member:

Jason and Marissa Smith
Coquette
50' 1974 Stephens Brothers
PNW Fleet
Seattle, WA
Christina Kale, sponsor

