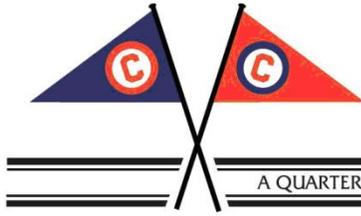


September, 2015



Classic Yachting

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



Commodore's Report

By Randall Olafson, CYA Commodore

It seems like it was only yesterday (actually 2004) when I first began looking for a new boat and found the *Double Eagle* in San Diego, California. I now look back a decade later and reflect on how much enjoyment the boat has brought me and the privilege of serving as CYA Commodore for the 2015 year. These thoughts, coupled with the spectacular year for boating we have enjoyed here in the Pacific Northwest, make for a most pleasurable experience.

For me, it has been an exciting year meeting up with many of the members from the Pacific Northwest and others of like minds while spending a significant amount of time in the Puget Sound area. The kickoff in June was the PNW Fleet's Bell Street Rendezvous that ran through the weekend without a hitch. We all enjoyed the congeniality of each other's company while enjoying the occasional libation and stories of the sea told to a very attentive crowd. All in all it was a very well organized weekend with many activities and the general public was enthusiastic as usual.

Following Bell Street the *Double Eagle* toured the lakes of Seattle and wound up at the Center for Wooden Boats for the July 4 festival that a number of CYA boats attended. PNW member John Shrader hosted a number of his friends as well as my crew for the fireworks on a blistering 90° day. For the balance of July we meandered our way back to Vancouver stopping at La Connor for the Antique Car and Boat Show that was held on August 1. This was another enjoyable festival. CYA Vice Commodore Ken Meyer made his way up from Seattle to enjoy the event as well.

After the annual CYA Board meeting in Tacoma this past January, new Board Members became acquainted with some of the challenges that this year brings with it. As the concept of teleconferencing was adopted by the Board in early 2014 by then CYA Commodore Shawn Ball, we held our first 2015 Board teleconference meeting at the end of March. As we now head into fall, the Board is reviewing the minutes from that meeting; the next meeting will take place in a few weeks.

The topic of discussion for this meeting will continue along on the status of the 501(c)(3) USA IRS tax exempt application and some amendments that may be made to the CYA By-

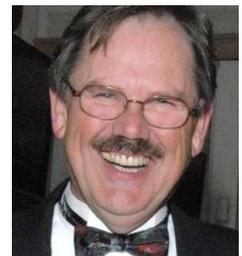
Laws (including duties of the Secretary, some of the Articles of Incorporation, and the inclusion of some new duties as a result of our recent website upgrades). There has also been discussion concerning the CYA burgee and its three different background colors. I am deeply grateful for all the work Scott Andrews has put in on the development of the website and the tremendous amount of work that Janice Palmer has done in regards to administering the membership database (not an easy or quick task).



I look forward to the up-and-coming frosty nights for some relief from the heat of the summer. The next annual CYA Board of Directors Meeting and Change of Watch banquet will be held in Vancouver, British Columbia, Canada, this coming January. There will be some restrictions on the number of people we can accommodate. We have a very good arrangement with the Granville Island Hotel which is one of the boutique hotels in Vancouver located right on the water at 1253 Johnston Street, Vancouver. Their phone number is 604-683-7373. When you call, ask for the rate for the Classic Yacht Association and you will be very pleased. We hope to see many of you there for this annual event that is always well attended and a great way to keep in touch with fellow members.

Enjoy the water, we are extremely fortunate.

Randall Olafson
Canadian Fleet Member
2015 CYA Commodore



Northern California Fleet Report – School Days

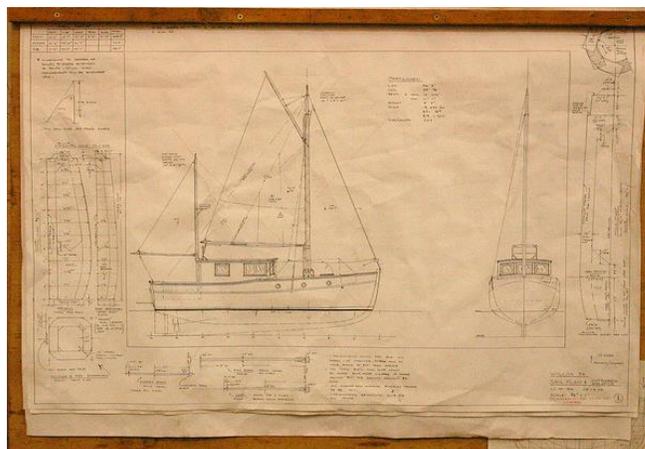
By Doug Ball, NC Fleet Member



Why would a retired airline pilot leave a beautiful home and a loving wife for a year in order to learn how to build a wooden boat, you ask? Well, I asked that question of myself many times leading up to my decision to attend a year's instruction at the Northwest School of Wooden Boatbuilding (NWSWB) in Port Hadlock, Washington, USA. Perhaps it is the answer to the old question, "What will I be when I grow up?" Who knows? Maybe the question doesn't need to be asked. In any event, I made the decision to go to school for a year and it turned out to be one of the most delightful and fulfilling years of my life.

As is true of so many of life's events, attitude and perception make our experiences what they are to us. My take on this whole endeavor was that I would come away a competent boatbuilder able to create works of art from scratch or undo mistakes of mere "amateurs." It didn't take me long to realize that the skill of wooden boat building is gained over a period of a lifetime. Yes, I graduated with an AOS (Associate of Occupational Studies) degree but I am very well aware that my skills are only at an apprentice level. While I was at school and for many years prior, my wife and I were the proud owners of *Sea Gal*, a 1954 forty-seven foot Stephens motor yacht on which we lavished countless hours of loving attention. I figured the end result of those hours working on the boat and attending school would have qualified me to call myself a "boatbuilder", and a pretty good one. Wrong. After a few weeks at the school, the pecking order of skill level among the students began to resolve itself. I was not at the top. In fact, I was very much in the middle. But maybe average is OK if you are learning about something and motivated.

The Northwest School of Wooden Boatbuilding offers three courses during the school year: small craft construction, large craft construction, and contemporary boatbuilding (cold molding, epoxy construction, and strip planking). I chose large craft construction, probably because I owned a "large craft" and had some experience in working on boats that size. Our day started with an hour and a half lecture. Discussions included nomenclature, construction methods, materials, wood types and suitability, joinery methods, and proper tool use, among many other subjects. During the first quarter, all of us attended the same class. We were introduced to basic woodworking, joinery (joining two pieces of wood together by hand with an "airtight" fit – not as easy as it sounds), basic tool making (bevels, a tool box, and a mallet, among others) and lofting. Lofting had always seemed to me to be a far away ethereal skill that only yacht designers were privy to. Actually, it is the art of transferring a designer's boat "lines" from a relatively small drawing to a full scale drawing on the floor (in the "loft") in preparation for making the parts for the boat from those drawings on the floor. It is pretty straightforward.



Those of us who chose the large craft class were afforded the opportunity to build a thirty-six foot motor sailer of the traditional plank on frame construction. We knew full well that we would build about half the boat and then the following year's class would finish it. Our first task was to fabricate a keel. We were unable to locate a suitable piece large enough for it so we laminated layers of mahogany and built it according to the designer's specification. We had drawn the boat full size on the shop floor (lofted it) and from that created the forms, floor timbers, frames, deck cross beams, and all the other pieces that make up the boat. Over a period of six months, we created a craft on the shop floor that actually began to look like a boat!

For the most part all work was done by hand although we did have a table saw, band saw, and planer. I didn't realize prior to starting school how important sharp hand tools were. If my hand plane or chisel was not razor sharp, I learned not to start the job until it was. We steam bent the oak frames around the forms with a

team of six or eight people. It took a few times to figure out the coordination among the team members but once we had it down we could install about six frames a day.



The last three months of the course had us fabricating and installing the interior. We built cabinetry, raised panel doors, cabin soles, engine beds, the mast step (remember, it is a motor sailer) and its partner (the support for the mast where it penetrates the deck), and all the many interior components.

The owners of the boat we were building, a delightful couple from Portland, Oregon, intend to cruise Alaskan waters and East Coast waters. I took their plans for offshore cruising seriously in my efforts in my workmanship. I think everyone did.

I came away from my year at boat school a hugely contented individual. My only regret is that I am not a better woodworker. I hope



that will come with time. What's in my future? I think I have gained the skills required to restore classic wooden runabouts, perhaps build one from the keel up! I sure intend on trying!



[Editor's notes: The vessel that Doug helped build (photo left) was completed the following year, was launched and christened *Ama Natura*, and is homeported in south Puget Sound, Washington, USA. She spends her summers roaming the saltwaters of the Salish Sea.

The Director of the Northwest School of Wooden Boatbuilding is CYA's own Betsy Davis, owner of the CYA vessel *GloryBe* a 1914 Taylor-Grandy. The NWSWB's website is www.nwswb.edu.]



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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Randall Olafson, CAN Commodore
 Ken Meyer, PNW..... Vice Commodore
 Rick Olson, SC Rear Commodore
 Ann Hay, PNW Newsletter Editor
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Cover photo by Ann Hay of 1940 42' Chris-Craft *Maranee*
 owned by Jim & Margie Paynton
 cruising the PNW San Juan Islands.



Canadian Fleet Report – Kiwi Hospitality

By Mike O'Brien, CAN Fleet Member and CYA Past Commodore



On a cruise ship somewhere in the sunny South Pacific in mid-February:

“Well, I don’t know about that...won’t I miss the rain and drizzle and ...the snow!?! Ok, Peggy, let’s do it, but I need to send an email before we go. I hear that there is a Classic Yacht Association in Kiwi land.”

So I look them up on the net and send a quick, “hello, we are heading your way” off to Rod Marler, the Chairman. Ten minutes later, I receive an answer: “We would be delighted to show you our Yachts when you are here. Our Club Captain of Launches (that’s Kiwi for motorboats) will contact you.”

So begins my relationship with one of the most hospitable, knowledgeable, and downright interesting wooden boat owners on the globe. Captain Alan Houghton emailed me shortly after Rod’s message and asked for pertinent info on our arrival date and location and the amount of time we would have available.

We got off the cruise ship in Auckland, New Zealand, at 0830. Alan arrived at 0831 with a “people mover” to accommodate Peggy and me as well as Peggy’s sister Gail and husband Ken. With a running commentary on the local sights and points of interest, Alan chauffeured us to the first of six classic yachts (excuse me: launches) he had arranged for us to see.

Peter Boardman’s *Lady Margaret* (photo right) was first on our list. This breathtaking 1940 Bridge Deck cruiser set the standard for the balance of our tour.

Then it was off to see the newly restored *Ngaio* (photo below). WOW what a job Ian Kohler and Lancia Hicks have done on this lovely 1921 “dreamboat” style launch. This 38 footer is built of that lovely New Zealand Kauri wood with each plank running the full length of the boat. Ian and Lancia have added fuel to the fire of debate on restoration methods by encasing *Ngaio* in fibreglass and epoxy, while retaining not only the beautiful lines but also returning her to her original dark blue colour. Her designer and builder was Arch Logan whose name is revered in New Zealand much as Herreshoff is on the East Coast of the U.S.



Next we were off to see Dick and Colleen Fisher on the 1960 woody, *Akarana*. As you can see from the photo below, I fell in love with her 813B Gardner diesel in the huge walk around engine room! She is a converted 65 foot Pilot Boat built to go anywhere in the daunting Southern Ocean.



Akarana



And then, on the other side of Auckland there was *Linda* (photo below). At 47 feet, from 1927, she presents an imposing sight, very unlike most of our Canadian and Pacific Northwest yachts. With her low wheelhouse at the very aft of the boat and her high freeboard she presents a tough and seaworthy appearance. Boatbuilder and educator Robert Brooke did a four year restoration on *Linda*, completed in 1995, after she was largely destroyed by fire. Her appearance today totally belies her near demise.



For a change of pace, Alan then escorted us to the “modern” classic from 1965, *Trinidad* (photo right). At 52 feet, Trinidad also carries considerable panache having been built by another of the Kiwi icons, Salthouse. She has just completed a complete re-coating of her brightwork using a product called Awlwood MA (Uroxsys). From the gleaming appearance of this vessel, some research on this product would be worthwhile.

Last, and maybe the best for last, it was on to Alan and Robyn’s own boat the beautiful 1927, 29’6” *Raindance* (photo top of next page). In many ways *Raindance*





reminds me of the Canfleet award winner *Alondra* in her adherence to the original construct of the boat. Stepping aboard *Raindance* is like being transported back in time. And yet her simplicity of line and fittings is in total harmony with her purpose and feels as functional today as in 1927.

Well, after the whirlwind tour and the awesome hospitality, Peggy and I relaxed on the harbour ferry back to the luxury of our cruise ship, wishing that we had more time to experience classic cruising in the land of the Kiwi.

Thank you Alan!! (See Alan's blog at waitematawoodys.com)

Mike O'Brien
Euphemia II
 Life Member CYA #319

Classic Yacht Association: classicyacht.org.nz/ (New Zealand's CYA!)
 The CYA's 2015 register of boats: classicyacht.org.nz/vessel-register/
 New Zealand classic boats: www.nzclassicboats.com/
 Classic boats New Zealand: www.classicboats.co.nz/
 Classic launches and game fishing boats New Zealand: www.classicboatsnewzealand.com/



Southern California Fleet Report – a not-so-humble history

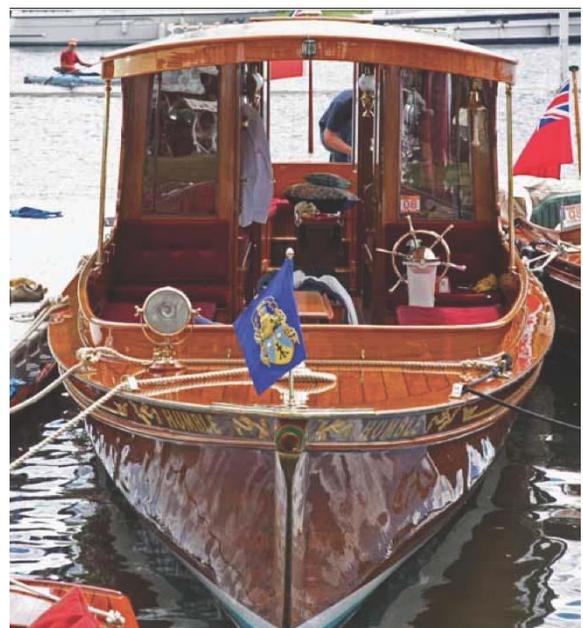
The southern California 2014 Balboa Yacht Club Wooden Boat Festival "Best in Show" award went to the 1902 CYA vessel *Humble* from England. *Humble* is owned by Victoria Fash and is one of the newest members of CYA. The article below is reprinted with permission from the BYC website.

Boat name: HUMBLE
 Make: UNKNOWN, KENSINGTON ENGLAND
 Length: 52'
 Owner: VICTORIA FASH
 Year built: 1902
 Model: VICTORIAN ENGLISH GENTLEMEN'S LAUNCH



In her day, *Humble* was considered the most beautiful yacht on the Thames River.

She hosted many distinguished guests, including English and European Royalty. In fact, she was so popular that the Prince of Wales commandeered her for a grand European tour in the early



1900s. Celebrating over 100 years of history, **Humble** is an English “Victorian Gentleman’s Launch”. Built in Kensington, England, circa 1902, **Humble** is believed to be the largest surviving electric boat of her era. Her 52-foot hull is built of mahogany on an oak frame. She is powered electrically, by a Nelco 3KW electric motor, with a bank of 24 batteries.

Humble did her patriotic duty for Great Britain. During World War II, she served as a “fire boat” at the London docks, where her job was to put out warehouse fires caused by the many bombs falling on London. Named “Abel 1”, she was fitted with a diesel engine and steam driven pump, to produce high jets of water – – which put out the Blitz fires and saved lives.

In 1950, she became a popular feature in the Windsor section of the Thames. The Golding brothers of Windsor converted her to carry passengers. They renamed her **Humble** in 1960, after their grandmother, who was known as “Humble by nature, Humble by name”.

Humble has undergone many restorations in the last 100 years. Yet her beautiful features, including a lovely raked bow, and the very graceful counterstern, remain constant. The saloon was added in 1981 designed after a boat in the English National Maritime Museum. One of the most famous boat builders on the Thames River, Peter Freebody, did this major restoration. Later, in 1989, his student, Rupert Latham, re-converted her to run under electric propulsion.



By year 2002, she had become a floating wreck. Derelict, prevented from sinking only by the straps of a crane, she was in a bad state of disrepair. However, her beautiful lines convinced a new owner to restore her to her former glory. Mark Stanley, of Stanley and Thomas, one of the top two boat builders currently working on the Thames, did a full restoration, including extensive hull and keel work.

Subsequently she was lovingly maintained by the best boat builder on the river, Colin Henwood for many years, who replaced several rotten planks in her hull, added a number of improvements in her powering, and three times sanded her down to wood and redid her entire stunning varnishing work.

Her owner repatriated to America in 2012, and simply did not have the heart to part with this treasure of a boat. So **Humble** made the journey across the Atlantic, and is now in Newport Beach to grace our harbor with her beautiful presence. She is a piece of living history.



Pacific Northwest Fleet Report – Old Motors in Old Boats

By Andy Blair, PNW Fleet Member and CYA Past Commodore

There is nothing quite like an old motor in one of our old boats. *Glavya*, a 1937 Hans McKinnon 39' bridge deck, is powered by a 1924 Scripps motor that was rebuilt in 1957 and is still running. The nice thing about an old motor is that old guys like me can recognize what we are looking at, unlike popping the hood on your car that is less than 20 years old.



Our Scripps motor is an E6 model, 573 cubic inch, a beast at 100 hp and 1600 rpm, she turns 950 rpm to give *Glavya's* blistering pace of 6.5 knots. The motor has 3 banks of 2 cylinders, each with a separate head and dual ignition – one set of plugs driven by a distributor, the other by a magneto. The distributor and the magneto have separate spark advances on the dash and the motor will run independently on either. William Scripps (photo left) advertised that the motor was very reliable and was used to cross the Atlantic to prove it. The motor has a Zenith updraft carburetor and the gasoline is gravity fed. The motor does not run on diesel, but that is another story. This Scripps has seldom failed to perform as advertised.



The distributor and the magneto have separate spark advances on the dash and the motor will run independently on either. William Scripps (photo left) advertised that the motor was very reliable and was used to cross the Atlantic to prove it. The motor has a Zenith updraft carburetor and the gasoline is gravity fed. The motor does not run on diesel, but that is another story. This Scripps has seldom failed to perform as advertised.

If for some reason the motor hasn't been started in a while, on occasion one or more of the valves will stick in the up position. This has happened to us three times and every time the valves that stick are exhaust valves. The motor has 6 priming cups, one over each cylinder and they are right over the exhaust valves. The motor has 3 inspection plates on each side of the motor – left side to access the crank and right side to access the valves. By removing the inspection plates to find the stuck valves then removing the priming cup over the stuck valve, the valves can be tapped down, then popped up

by turning the motor over, then tapped down again. This normally frees the valve in 2-3 cycles. Fun.

The occasional fuel filter gets clogged, but even with a clogged fuel filter, the motor will run at idle speed. Before I got the magneto running one year the motor would suddenly die. If you pushed the starter motor, it would start right up and run for 20-30 minutes. It drove me crazy, until I replaced the coil. We were at a rendezvous shortly after that and a pilot who flew small planes had a look at the magneto and built a new spring for the points for me. It is still running and the boat hasn't stalled since (except for the diesel incident, but that is another story).



Glavya has been in the Blair extended family for 44 years – Rob MacCay (Joelle's father) acquired *Glavya* (nee *Agnes RI*) in 1971 and Joelle & Andy became her caretakers in 1991 following Rob's passing. We cruised her every summer until 2003 when we purchased a cabin on Cortes Island and have not used her much since. The theory is that we will someday retire and cruise out of Cortes in the summer. It could happen.

Bob Birdseye recently helped me with an exhaust raw water pump problem that I was having. Bob loves to work on old boats and all he charges is that you write an article for the CYA newsletter. Just saying.



[Editor's note: The builder, McKinnon, was of Scottish descent, as are the owners of *Glavya*, MacCay/Blair. *Glavya* is also the name of a liqueur produced in Scotland, made from a blend of aged Scotch whiskies, spices, Mediterranean tangerines, cinnamon, almonds, and honey. The word "glavya" is an anglicized spelling of "Glè mhath", which means "very good" in Gaelic.]



USA Fleet Report

40th Anniversary, Antique & Classic Boat Rendezvous

by Ted Crosby, USA Fleet Member and CYA Past Commodore

The sole USA Fleet event this summer was a fun group of almost all the oldest boats in the waters surrounding Mystic Seaport, Connecticut. The honorary boat for the July, 2015, 40th anniversary of the Antique & Classic Boat Rendezvous in Mystic, *Gramp*, came from Dering Harbor on Shelter Island, New York.

Built in 1915, *Gramp*, 25', designed by William H. Hand Jr., the same designer as our boat *Nisca*, is now a member of Mystic Seaport's new Centennial Society. *Nisca* has nine more years to go, hopefully, to be inducted into the same echelon of recognition as *Gramp*. Who knows, maybe someday this writer will achieve the same distinction? Don't I wish!



Another surprise contestant, *Admiral*, came from just a few miles further away on Long Island, New York. *Admiral* was presented a "Best in Show" award.

The USA Fleet has extended an invitation to each of these vessels and their owners to join CYA.

The usual crowds, hardly daunted by a Sunday downpour, appeared along the Mystic River to view our parade. *Nisca* was joined by *Aphrodite*, both CYA members, in the huge parade.



Owners with more than one boat are quite numerous in the CYA. It may be more difficult to find a member with only one boat! Always a challenge, the USA Fleet almost yearly adds a few new boats to the CYA Roster and this year's featured addition is Herb and Sherry Clark's *Victoria*, 55', built in 1971 by Joseph L. Conboy and Assoc., Urbanna, Virginia. She is powered by a 185 hp Caterpillar 333 that sips 3 gph while underway at 9 knots.



Originally *El Mareen*, she was owned and kept in Florida by Austin Winter of Marco Island. Built of Honduran mahogany she is well appointed with a wheelhouse, galley, and three staterooms. The second owners named her *Truant*. She was owned by the famous Broadway actor John Michael King (*My Fair Lady*).

Sometime in 1992 the vessel was bought by William and Vicky Winterer. *Victoria* came to Essex, Connecticut, from Stuart, Florida. Bill Winterer, at the time, was the famed owner and innkeeper of the Griswold Inn and kept the boat at the Essex Yacht Club until Herb and Sherry Clark recently took ownership of the vessel.

Herb and Sherry Clark, CYA #793, have been members of the USA Fleet since 1995 and, along with their "new" boat *Victoria*, they also register *Valentine*, a 1929 50' Elco flat-top, with CYA. Now there's two-boat dedication!



2016 January CYA Board of Directors' 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. Contact CAN Fleet Director Randall Olafson, randall.olafson@gmail.com, with questions.

Please make sure your email address and all other contact information are 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 on 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 members – welcome back!

Classic Reinstatement:

Elizabeth (Betsy) Gunther
Gretchen Allison
SEA-DOG
55' 1932 Stephens Brothers
PNW Fleet

An updated New Member Application is now available on the CYA website at <http://cya.wildapricot.org/Resources/Documents/CYA-App-Form.pdf>. This current New Member Application reflects a change in dues for the Southern California Fleet effective September 1, 2015. SC Fleet members especially should download this new application and replace the old version on their vessels.

CYA – where ‘C’ stands for ‘Community’ by Margie Paynton, PNW Fleet Member and CYA Historian

It was a loosely structured plan: a group of boats traveling north into the US San Juans and the Canadian BC Gulf Islands at about the same time for roughly the same length of time – about three weeks. There would be six vessels, even though we never had all six together in one place at the same time; there were five at the most, and two at the least, with comings and goings in between. But this group of CYA boaters created a web of community during their travels that doubled in size, again, not all at the same time. Let me explain:



Ann Hay and Roger/Janice Palmer left together, followed by Jan/Kathi Skillingstead, Joel/Diane Van Ornum and Jim/Margie Paynton. They were followed by Bob Grenier/Wendie Berge. As we departed the locks in Seattle, we were hailed on the VHF by Life Member Monty Holmes, who wished us safe travels. Heading north, we were soon hailed by Rick Etsell, who was captaining *Malibu* south. In the meantime, the two boats that headed to Port Townsend met new members Joe/Susan Euro. And that was just day one!

Over the course of three weeks, we (meaning some or all of us) met up with Chip/Kristin Kochel, who provided ground transportation, Mike/Nere Oswald via radio, Garth/Doreen McBride on the dock at Van Isle Marina, and we heard Steve Moen via radio twice without making connection. At Thetis

Island, we met George Homenko/Candace Gable from the NC Fleet traveling with friends on a wooden Grand Banks and we waved at Loren/Erin Nordby as they cruised by. In Ganges, Salt Spring Island, we encountered a pack of CYA members: Randy Olafson, Peter Brachvogel, and Bob/Susan Shaw. In Friday Harbor, we were greeted by Pat/Robert Irving. At the end of our journey, we had radio contact with Ken Meyer.

What? No boat names? The omission of boat names is intentional, because some folks we encountered were not on their own boats, or any boat. Instead, we became a community of people linked by CYA. Moreover, the conversations were not just about our boats, but about the gorgeous weather we were having, our families, books being read, and the occasional problem solving of boat system ‘anomalies’. And, as it should be, there was no discussion of CYA issues; those were left to later times.



This cruise went from Seattle as far north as Telegraph Harbor in Canada, but the geographical area of members went much farther – all the way to northern California. Good friends, all because of the Classic Yacht Association. But just to prove that we did cruise, here are a couple of pictures as proof!

[Editor's note: As well, the McBrides named above live in Germany. CYA is truly an international community of people.]

