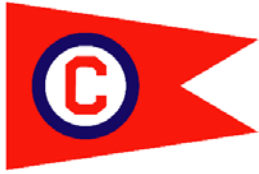


September, 2016



# Classic Yachting

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



# From the Commodore's Cabin

by Ken Meyer, CYA Commodore

It is said that opportunity knocks, and that for every door that closes another opens. It happened to me about a decade and a half ago. After owning my boat only a short four years or so, I was asked to serve on the PNW bridge. Certainly as a newcomer to boating, I was totally unqualified to serve on the bridge. Not only that, I disliked meetings, had never served on a board, was never a joiner, and was universally uncertain.

But I did like spending time on Friday nights at Stimson Marina in Ballard where usually there was at that time an impromptu gathering on *Shearwater* hosted by night watchman Jan Skillingstead and wife Kathi. It was there that I met other CYA members, ate cheese and drank wine, and learned of their boating adventures in places with names I had never heard before. Later in the year it was a complete surprise to me when Jan, the then PNW Fleet Commodore, asked if I would like to come onto the fleet bridge, an opportunity that I was completely unprepared to undertake. I thought for a few days for a good excuse, but none seemed good enough, so I reluctantly agreed. There was a knock at the door and "opportunity" opened.



Over the next four years, that opportunity provided a tremendous education. First was to timidly get my boat out through the Locks and into salt water. (The Saltys under their breath said "he will be the first commodore to have never had his boat in salt water.") It was a stepwise process, and somewhat arduous at first, but then, as life started to gel, I now think back fondly on the memories and the persons involved with great satisfaction. On becoming Rear Commodore there was the newsletter, then banquet organization, the initial cruises and rendezvous, bridge meetings and during my year as PNW Fleet Commodore, putting together the CYA Board meeting in Seattle in 2007 (with a great deal of help, I might add.) One of my fondest memories

was at the banquet when I announced that there would be a union of the captains of the *Patamar* and *Zella C*.

Seeing how this organization works and getting to know the people that make it work has been a great satisfaction. When I stepped up for PNW Director on the CYA Board I had no idea that I would end up as CYA Commodore. It just happened that I was the longest standing Director when the rotation came up, and there I was. Another change, another opportunity to learn, and also to do something for the common good. So here I am half way through my year with some great Board decisions made, especially the introduction of the 501(c)(3) distinction and of a unifying burgee for all. Sure, we heard a lot of varied opinions and some of our membership questioned our veracity, but in the final washing, the decisions were truly the best for the organization.

Now as October approaches, there are many opportunities in all the fleets for serving, both at the fleet level and the CYA association level. For the newbies it is a good opportunity for personal growth, education, and meeting new friends. Some of the positions have been previously taken by skilled personnel such as the website headed by Scott Anderson previously by Rick Etsell, the Roster by Janice Palmer previously by Ann Hay, and the CYA Newsletter that for the last eight years has been produced regularly and at a high quality level by Ann Hay. For more years that I can count we have relied on Jim and Margie Paynton who have worn the hats of Historian, Secretary, Treasurer, and all out Keepers of the Keys.

Ann Hay has worked tirelessly on many committees and has sought out the best solution on all of them often without recognition or praise. Not only a workhorse, she has soldiered on where others would have passed on the baton. Alas, when I received the letter from her that after eight years she would like a break and pass the CYA Newsletter on to someone else, I couldn't believe that it had been truly eight years.

So, the position of CYA Newsletter Editor is now open. This is someone's enormous opportunity for service, personal growth, and satisfaction.

I have also heard from some of the fleets that positions at that level are open for nominations and need to be filled. Just because we are busy people and have full lives and are reluctant to take on anything new or challenging are reasons enough to decline when asked, but I entreat you not to do so, but to say "I have no good reason not to" and then seize this opportunity for

change, education, and service to the CYA's greater good.

Then, you too, will be out on the salt water as I am writing this right now from the table of the *Patamar* bobbing around under the blue skies in Roche Harbor

Bay, and looking forward to another five weeks before returning the *Patamar* to her berth in Seattle and the next opportunity.

Ken Meyer  
2016 CYA Commodore



**NEW** – CYA Blazer Pocket Patch  
with new swallowtail burgee  
\$30 each including shipping  
Contact Margie Paynton, CYA Historian



## Classic Yachting

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

Ken Meyer, PNW ..... Commodore  
Rick Olson, SC ..... Vice Commodore  
Scott Andrews, NC ..... Rear Commodore  
Ann Hay, PNW ..... Newsletter Editor  
(Printed by Trade Printery, Seattle, WA)

Cover photo by Ann Hay: *Jonta*, PNW Fleet, owned by  
Todd & Julie Powell, at the CYA Gig Harbor weekend show.



## USA Fleet Report – *MER-NA*

by Denny Newell, USA Fleet Member





**MER-NA** is the last (hull #25) in a series of 36-foot, raised-deck motor yachts, designed by Leigh Coolidge and built by the N.J. Blanchard Boatworks, Seattle, WA.

The type of motor yacht is often described as a "Lake Union Dreamboat," although the term, strictly speaking, belongs only to similar yachts built by a neighboring shop, Lake Union Dry Dock Company. (The smallest of LUDDCo's Dreamboats were 42' in length, but otherwise similar in concept.)

This final 36' Blanchard was purchased in 1930 by Mervin and Naomi Troyer for \$5,500 and became known as **MER-NA**, a name she retains today. Interestingly, Mervin and Naomi never took possession of the boat as they divorced before final delivery!

Mary and Denny Newell, Wayzata, Minnesota, have been her custodians since 2002 and think she's perfect for spring, summer, and fall cruising here on Lake Minnetonka, MN. She has lots of dry, bright cabin space and the original cast-iron Lang stove to warm the interior and cook meals in weather that has other Minnesota boaters indoors, watching TV.

The pilothouse and all other bright areas are teak with a full 360 degree view wheelhouse that always seems to be the focal point of activity aboard.

**MER-NA**'s previous owners (Marty Loken and Gloria Grandaw #556; and prior to that Greg and Dorothy Gilbert #288) did a great job of keeping her going. We'll do our best to uphold the tradition, loving her until it's time for her to visit yet another boat-keeper.



# Southern California Fleet Report – 40<sup>th</sup> Annual "Old Fashioned Day in the Park"

by Christine Rohde, SC Fleet Director and Past CYA Commodore

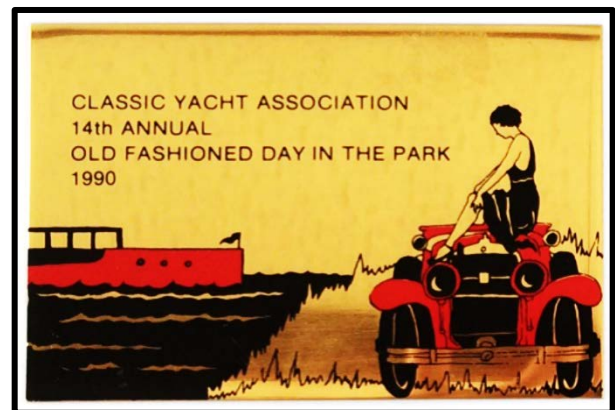
Marina del Rey has just celebrated its 50th anniversary. It is a man-made harbor for 6000 boats that was carved from the wetlands just south of the famous Venice Canals and Santa Monica. During its 10th anniversary year in 1976, it seemed the perfect place for CYA members to rendezvous for an event. At the Burton Chace Park guest docks, CYA's "Old Fashioned Day in the Park" was born. This urban setting was the ideal location to share our classic yachts and a bit of nostalgia and history with the public. A contingent of classic cars, motor cycles, steam launch rides, old style engines, and model boats completed the scene. In the old days we all dressed in period clothing. Although dressing up has faded in recent years, we are trying to bring that fun element back into favor. To help this along this year and to help celebrate our 40th year (yes, 40 years in a row!), we were honored to have a contingent from the Art Deco Society of Los Angeles join us – in vintage clothing – and we look forward to their continued enthusiastic

attendance at CYA events. There is talk of joint events showcasing yesteryear, a perfect collaboration!

This event proved to be a huge success in 1976, and remains so today. This year, 2016, we celebrated "Old Fashioned Day's" 40th annual event, CYA's longest continuously running event. This year, with boats ranging from 1929 to 1955, there was a wealth of history to observe, with knowledgeable captains to answer the many questions asked by visitors as they boarded for tours.

While our core purpose is showing the craftsmanship, beauty, and way of life of an earlier age to interested observers, the custom touches have changed through the years. Some years we had choral groups singing Sea Shantys or we dovetailed with the county's "Concerts in the Park Series". In 1989 we were presented an Acclimation by LA County, documented in a priceless DVD with Bruce Dobson as the narrator, showing many familiar, younger, CYA faces!! "Old Fashioned" was the must place to be for many years on that Friday night enjoying Alice Swaim's famous split pea soup. Other years we would walk up to California Yacht Club for their incomparable Seafood Buffet.

As a thank you to our boat and auto participants, each year a custom commemorative plaque was designed. These are coveted, collected, and create a nostalgic display, especially in some of the long time members' boats where they are prominently displayed in the saloon. The talented Martie Butz proudly designed these for many years.



With the thought of getting to know the car owners better, several years ago we incorporated a Sunday morning continental breakfast. We all congregated on the dock in front of the boats, car folks picked up their commemorative plaques, toured the boats, and voted on

several whimsical categories such as "Party Hearty", "Classy Classic", "Time Warp", or "I Want One Like That!!!" .. with blue ribbons presented to the winning boat owners. Each Sunday of the event was joyfully brought to a conclusion with food blenders whirring and Rick Olson distributing his famous and strongly refreshing Mud Slides!

We invite "not yet member" boats and people to join us, as part of our recruiting. That's actually how I first became aware of CYA. I had owned *Sparkle* for several years. A journalist friend suggested I really should

check out the group of Old Wooden Yachts that gathers each year at Burton Chace Park. She gave me Jim Butz phone number. I called, and sight unseen he invited me to join them that weekend. I arrived to be greeted by willing hands to grab the lines, and was immediately taken under the wings of Martie and Jim, and of course Bruce and Scottie Dobson. In retrospect I am a bit embarrassed as *Sparkle* was still very much "in process", but no one seemed to care, and the public seemed to enjoy seeing the "before". I truly found a new family, and the rest is history!



## CAN Fleet Report -- Burrard Yacht Club Classic Yacht and Car Show

by George Egerton, CAN Fleet Commodore

On Friday, 10 June, the old boats and cars began arriving from near and abroad to be ready for exhibit Saturday, the day of the annual show. Owners and exhibitors could be seen at work cleaning and detailing, and praying for better weather. It all looked quite engaging and the weather gods must have been impressed as the skies soon cleared and the sun finally broke through on show day to welcome an eager audience.



On the boat side of the show, a record number of yachts registered – Classic and Vintage and several distinguished new-shows. Among the latter was a superbly maintained 1966 Monk-designed yacht, *Karen Gail*, owned by Henry Gerber.



Amongst the dozens of beautifully restored and maintained classic yachts, the following were selected by the Judging Committee for the prizes on offer:

- Best Vintage – *Double Eagle* – 1947 – Randall Olafson (CAN Fleet)
- Best Classic – *Euphemia II* – 1928 – Mike and Peggy O’Brien (CAN Fleet)
- Best Modern Classic – *Reel Nauti* – Jesse Miller
- Best of show – *Wanderer* – 1927 – Bob and Lori Scott (PNW Fleet)
- Hagerty Award – *P-619* – Randall Cunningham

The latter, Patrol Boat P-619, represented something different and fascinating. This boat saw service in World War II in the Philippines as a crash boat: i.e. going out in all-weather to rescue downed Pilots. Original power were two Hall Scott gasoline engines that would push her through six foot seas, at 40 knots! After the war, most of these boats were run up on the beaches and set afire, but 619 was sent back to California where she was used to train Sea Scouts until the 70’s. When Randy Cunningham found her the interior matched the exterior condition! (See before/after photos). She currently has a pair of GM 671’s in her from landing barges that were used on D Day, but Randy has acquired a pair of original Hall Scotts and once the 1600 gallon fuel tanks are built, she will again be skimming over the seas at 40 knots. It is believed that only 3 of these ships now exist. Randy hopes that his boat will now become a distinguished part of the Classic Yacht Association.



All of the prize-winning boats and their owners were fully deserving of the awards, not only for the beauty of their boats, but also for their contributions to the purposes and operations of the Classic Yacht Association.

The Burrard Yacht Club has been the venue of this annual show for ten years. This year saw not only a record attendance of boats and owners, it also enjoyed the best possible levels of planning and organization. Together we raised \$3500 for the Disabled Sailing Association (DSA). Everything was excellent, not least the food served at Saturday’s banquet. There must also have been record levels of friendly inspections and mutual accolades, not to mention discrete forms of envy in all directions. Michael Topliss’ role in working with BYC leaders was both tireless and inspiring in driving the Canadian Fleet’s side forward as our Vice Commodore. But the BYC’s cooperation went beyond just organizational skill, to demonstrate true hosting and warm hospitality. For this we are grateful. Be assured we will be back for more next year. For a great video of the show, go to [burrardyachtclub.com](http://burrardyachtclub.com) and follow the link to the Classic Show.

George Egerton,  
Commodore, Canadian Fleet



George Egerton  
(above)



## Remembering – Life Member Shirlee Holmes

by Jim and Margie Paynton, PNW Fleet Members and CYA Board Members

When we joined CYA in 1984, Shirlee and Monty (#354) were already active participants in the PNW fleet with their restored 1939 bridge-deck cruiser *Wahoma*. Of course, Monty was the gregarious, outgoing one of the pair, while Shirlee was the more quiet and reserved partner. She was often found in the *Wahoma* galley baking or preparing a sumptuous dish for an event potluck.

Monty and Shirlee were clearly a "team," whether organizing the "Land Sea and Air Rendezvous" at Port Ludlow during the 1980s, operating their Athletic Awards business, running successful campaigns in 1994 and 1995 to defeat the Seattle Commons in South Lake Union, or offering hospitality at their home above the Government Locks or at their Ebey Island tree farm. For their many contributions to CYA, they were awarded Life Membership in 2001.

It was at one of the gatherings at the Ebey Island farm where we saw inside Shirlee Holmes. Several members had brought musical instruments, and an afternoon of music featuring piano, gut bucket, guitar, accordion and assorted percussion ensued. Shirlee had her arms wrapped around her accordion, and they became one. With beauty and ease, she played and sang "Don't it Make Your Brown Eyes Blue." It was a part of Shirlee we had never seen or heard, nor will we ever forget.

Shirlee wrapped her arms around everything and everyone, including CYA. Her brave and courageous battle this year with the unforgiving challenges of ALS ended on August 4, 2016. She was 84. Gifts in Shirlee's memory can be made to the ALS Association Evergreen Chapter.

Now its our turn to wrap arms of sympathy and comfort around Monty, their children and grandchildren, and their business family at Athletic Awards. Thank you, Shirlee, for sharing your many gifts and including us in your warm embrace.



## PNW Fleet Report -- North to Alaska, Part 2

by Larry Benson, PNW Fleet Member and Past CYA Commodore

Photos by Ron Stevenson, PNW Fleet Member

We left off "Part 1" [CYA Newsletter December 2015] with my arrival in Ketchikan, Alaska, as part of a flotilla led by Mark Bunzel (publisher of the Waggoner Cruising Guide, among other maritime publications). We had departed Anacortes, Washington, on May 17, 2015, and arrived Ketchikan June 3. I had been cruising solo aboard *Thelonius*, but in the company of eight other boats.

The purpose (and promise) of the flotilla was to guide us safely from Anacortes to Ketchikan. This promise had been fulfilled. From here on we were on our own.

Nice to relax in Ketchikan's Bar Harbor Marina after so many days of go, go, go. My first shipmate arrived a few days later – David Thompson (*Zambezi*, PNW fleet). Not only is David a very dear friend, but he had cruised twice to Alaska aboard his 32-foot Grand Banks.



After my five days in Ketchikan we had a very pleasant cruise to Meyers Chuck, a sheltered cove with about 20 homes randomly scattered about, connected by foot paths. Then on to Wrangell. Approaching Wrangell, the water became a gorgeous milky green – melt from the nearby Hubbard Glacier. At Wrangell, we chatted with a French fellow aboard a beautiful 1919 Norwegian-built ketch. They had been out cruising for eight years. They were invited to be in Norway in 2019 for the 100-year anniversary of the boat, but expected to be there in 2020. They didn't want to rush!

Then it was on to an anchorage in St. John Harbor before heading up Wrangell Channel to Petersburg. I had been attempting to grow a beard. It had now been a month, the beard was very patchy, so I shaved it off. From there, we headed for Tracy Arm, south of Juneau, which would be a major highlight of this adventure. Anchorage in Tracy Arm is in a small bay near the entrance. A number of boats were at anchor there, at least one-third of them smaller than *Thelonius*, proving that Alaska cruising is not just for large boats.

The next day we headed into Tracy Arm, an exceptional experience. Beautiful, powerful, amazing! Near the glaciers, we gingerly picked our path through the ice, sometimes grazing smaller chunks. We had to abandon getting to the south glacier as there was no path through the ice. But we made it to the north glacier and stood in awe of its mass and the magnificent rock mountains rising out of the water several thousand feet high with ribbons of waterfalls tumbling hundreds of feet and seals basking on the ice floes. Very surreal cruising through ice floes in 70 degree weather.



Then north to Juneau. This must have been some kind of a record with temperatures in the high 80s. The town was bustling with cruise ships and thousands of passengers flowing in and out of the many gift shops. On June 17, David departed and a few hours later I was joined by Ron Stevenson (*Spirit Bear*, PNW fleet). That evening, after the cruise ships had departed, we headed into town to explore, and spent a delightful evening at the Red Dog Saloon.



*Valeda*, a 32-foot sailboat, was nearby at the marina. Judy and Aubrey Millard had lived aboard for 17 years, traveling down the Mississippi, up the East Coast, up and down rivers in France, on the Mediterranean Sea, through the Panama Canal ... truly amazing.

After visiting Mendenhall glacier just outside Juneau, we headed out, now southbound again. I wanted to share Tracy Arm with Ron. It was equally spectacular the second

time. This time less ice in the water allowed us to visit both glaciers and more grizzly bears on the beach. We had plucked a chunk of ice from the water so that evening we had drinks chilled by glacier ice, a first for us both.



June 21, the summer Solstice. Sunrise 3:54 am, sunset 9:58 pm – 18 hours. Add the predawn light and the post-sunset dusk and it was a day with virtually no darkness. Also, it was Fathers' Day and the first time in 16 years I would miss PNW's Bell Street weekend.

We had anchored in Pybus Bay with a beautiful meadow sloping into the sea. We discovered *Teal* at anchor, owned by Kit Pingree (PNW Fleet), so swung by to say hello. The next morning, leaving Pybus, we saw whale spouts in the distance. Heading toward them, we saw the most amazing show of our lives. Dozens and dozens of Humpbacks sounding, blowing, bubble-feeding, slapping the water – everywhere we looked, some just feet from *Thelonius*. We stayed among them for over an hour. An incredible display of nature.



From there we were retracing my tracks to Petersburg and Wrangell. Then to Anan Bay, a bear-sighting area. We rowed into the bay and saw lots of seals and bugs, but no bears. We raised the tender back aboard but didn't tie it down, which proved to be a costly mistake. Folks who were anchored nearby came over and gave us four crabs that became a great dinner that evening.

We left Anan Bay headed back to Meyers Chuck. It was a pleasant cruise until we entered Clarence Strait. Within minutes the sea turned from docile to as ugly as I've ever been in. It was just a couple miles to Meyers Chuck, but a really nasty ride. After just a couple minutes of this, the tender lifted off the chocks and dangled over the side, bending the davit and dumping out my beautiful Shaw & Tenney oars and two survival suits loaned to me by John Murphey (*Sturdy Gal*, PNW fleet). We saw them go over and Ron asked "should we go back for them?" No way was I turning in this stuff. We limped into a back bay, tied to a vacant dock, lifted the tender back aboard, and surveyed the damage! We later discovered that several boats had been holed up there for three days waiting for the storm to pass. Calm waters had lulled me into complacency. No more assuming fair seas.



The next day, all quiet on the western front, it was a total contrast to the day before. We arrived Ketchikan and found moorage at Casey Moran Marina in the heart of Ketchikan and in the shadows of the cruise ship terminals. Strolling around town that evening, we saw lots of people partying on grounds that, during the day, were a logging show. We strolled in and sat down to enjoy the activity. A friendly guy came by and asked how we knew old Tom. Turned out this was a wake. Nice chat, friendly folks!

The next day – my birthday – we cruised over to the airport. Ron departed and Cliff Robb (*Django*, Canadian fleet) arrived. We returned to Casey Moran Marina where our premier docking spot was still open. Strolled around town, then to the Ketchikan Yacht Club to see if any 'Race to Alaska' boats were there. Met a very nice young man who had arrived the day before. He later joined us aboard *Thelonius* for beverages. Jake Beattie, Executive Director of the Northwest Maritime Center in Port Townsend and instigator of the race, stopped by. We invited both fellows for breakfast the following morning and had a great visit with both.

The next day, we cruised to and explored Misty Fjord – very impressive. Then on to Foggy Bay. Next, we crossed Dixon Entrance (one of the two open-ocean crossings). It turned out to be quite calm, even glassy in some areas. We arrived Prince Rupert, cleared Canadian customs, then to Prince Rupert Yacht Club. Mild, pleasant weather.

Woke the next day to a lovely, sunny morning. As we headed down Grenville Channel (the ditch), the forecast winds arose. Fortunately both the wind and current were following, so it was not a bad ride to Lowe Inlet, where we anchored by the waterfall. Heavy winds that evening in this seemingly protected bowl forced the two other boats to leave. I kept an eye on our anchor for several hours, but had not a problem and slept like a baby that night.

July 4, Independence Day. Sunny and pleasant. Spotted some whale activity nearby. Another night at anchor, then to Shearwater on Denny Island, where it got to over 90 degrees that day. Then through Gunboat Passage, up Fisher Channel to Ocean Falls, the intriguing ghost town I had visited on my way North. Then continuing south to anchorage in Fury Cove. The crossing of Queen Charlotte was in dense fog but calm waters, then on to Port Hardy. Cliff took a bus back to his home on Gabriola Island from here. I continued south through the Broughtons, down Johnstone Strait and to Octopus Islands. The next night, I anchored in Heriot Bay. I learned that Chris and Tom Brayton (*Belle*, PNW fleet) were in Comox. My passage down the Strait of Georgia was glassy smooth and I arrived Comox to a warm reception by Chris and Tom. The next day to anchorage in Nanaimo and a very pleasant surprise when Dave Cook (*Alondra*, Canadian fleet) came by in his tender.

The next evening I was invited to dinner at the home of Jody and Cliff Robb on Gabriola Island. Also at that dinner were my friends Evie and David Thompson, and their friends Ghita and Bent from Copenhagen. (Tina and I had the very pleasant experience of an evening at Ghita and Bent's home in Copenhagen in March.)

A few more days traveling through the Gulf Islands, the San Juans, and finally, after 66 days - HOME! 2,386 nautical miles. Nearly the distance from Seattle to New York.

Conclusions – YES! it was well worth it! All the planning and preparation, all the uncertainty, were very well rewarded. It was a beautiful adventure in the beautiful world of Southeastern Alaska.



## NEW CYA members – welcome!

### New Affiliate Members

Joe Weber  
**MAMA CITA**  
54' 1959 Trumpy  
SC Fleet  
Wilmington, CA  
Rick Olson, sponsor

Guy Newmark  
**SERENADE**  
61' 1968 Stephens Brothers  
SC Fleet  
Wilmington, CA  
Rick Olson, sponsor

**New Vintage Members**

Michael Merta and Sherry Toy  
**KING GUSTAF**  
36' 1952 Jensen Motorboat  
PNW Fleet  
Seattle, WA  
Dorin Robinson, sponsor



Christopher Finks and Shirley Shen  
**LOUIE**  
36' 1960 Chris-Craft  
PNW Fleet  
Portland, OR  
Michael Keane, sponsor



Alan and Sharon Thompson  
**VICTORY AT SEA**  
40' 9" 1950 Huckins  
PNW Fleet  
Portland, OR  
Michael Keane and John Lebens, sponsors



**Vintage Transfer**

Roger and Janice Palmer  
**ENCORE**  
45' 7" 1961 Chris-Craft  
PNW Fleet  
Seattle, WA  
Jim Paynton, sponsor



Carl Earhart and Martha Forero  
**LAZARUS**  
42' 1960 Matthews  
SC Fleet  
Long Beach, CA  
Rick Olson, sponsor

