



# CLASSIC TIMES

Classic Yacht Association, Southern California Fleet

WINTER 2015

## 2015 Events Schedule

March 29th  
OPENING DAY  
San Pedro  
Downtown Harbor

April 25th-26th  
RAINBOW HARBOR  
RENDEZVOUS  
Long Beach

May 15th -17th  
COMMODORE'S  
CRUISE  
Catalina Island

June 5-6th  
BALBOA YC  
WOODEN BOAT  
FESTIVAL

June 27th  
BBQ FUNDRAISER  
at Jim Butz  
Home in Glendora

July 26th  
OLD FASHIONED DAY  
in the PARK  
Marina del Rey

August 8th  
LONG BEACH YC  
LAMAVE Fundraiser  
Large Marine  
Vertebrates.  
Long Beach

August 22-23rd  
MARINA PACIFICA  
Alamitos Bay

September 19th  
HOLIDAY HARBOR  
MARINA BBQ  
Cabrillo

October 16-18th  
FALL CATALINA  
CRUISE

November TBA  
CHANGE of WATCH

***"SOUTHERN BAY"***  
*CYA Southern California Fleet welcomes  
Jim Kroeger and his steam powered launch.*





## TWO YEARS BEFORE THE MAST...or ACTAULLY THREE.

Well folks, you've got me for 2015 and in reality, Vice-Commodore Elissa and I work as a team so you really have the both of us for two years running. I hope that is a good thing. Elissa is trying to cut down on her work schedule to allow more time for playing with me, ONO, and CYA. I hope she can do that. For those of you who don't know, I have also taken on the post of Rear-Commodore for the CYA International organization. That means that, "if the creek don't rise and the bridge don't wash out", I will be International Commodore in 2017. So I will be a busy boy for CYA for at least the next three years. I don't feel that I am particularly qualified to do this but since our purchase of ONO I have been completely re-energized about CYA, so as the cable guy says, I'll do my best to "get-er-done"!

Bob Grue has taken on the Rear Commodores spot and seems ready, willing, and able. Except, that being a CPA, he has the "tax time blues" to deal with this time of the year.

A little bit on what happened in Tacoma. During the meetings we decided to go ahead and apply for a 501c3 exemption for the CYA Corporation. The idea has been on the table for some years now and we seem to have a board that wants to move forward. This will allow us to take contributions that are tax exempt for the giver and take gifts of advertising, public service announcements, even donated boats if we want them. It seems to open doors to lots of possibilities. Many other preservation type associations have this status.

The other big news seems to be the general feeling that the CYA needs to become more inclusive of members regardless of what year their boat was built. We see benefit in having one brand and one trademark for the whole organization. The push seems to be toward unifying membership under one name and one burgee and logo, with boats still falling into different categories dependent upon age. It was pointed out that when the club was formed in 1970 a 1960's boat was still a new boat and not a classic. Now that same boat is 50 years old and unique. Who knows what will happen, but I believe that we will all be flying the same burgee in the next few years as well as accepting some boats that were built in the 60's or perhaps early 70's. This is a big change for some of CYA's older members who remember fondly the time when there were plenty of pre-1940's boats around. They still cling to the way the club was then. It has been pointed out to them that it would still be the same way if we didn't age and our boats didn't age either. Since I have been a CYA member I have seen a lot of boats go derelict and be destroyed. Just a few that come to mind are: 62' Silver King, 75" Gosling, 40' Brenda Lou, 40' Joy Sea, 42' Dowager, 36' Stormy, 62' Old AGE, Arrow Two,

Wanderlust, plus several on the verge like Madrigal, and Alura II. What a shame, and this is just in Southern California. It's hard to believe that these beautiful yachts are gone. Sadly, if these boats are not cared for, it doesn't take long. Time marches on and we need to infuse the organization with some newer classically styled yachts that can bring enthusiastic new people into the group. On the International board we realize this and are taking steps to modernize our thinking. CYA also has a new Webmaster and I expect to see neat new things for the CYA website.

In the last couple of years I have helped our Staff commodores (Stephen and Gerard) tell you about how they got into classic yachting. Now it is my turn. I grew up in Ohio and both of my parents were from a little college town in the Upper Peninsula of Michigan. We used to go to Michigan often when I was a kid and my old Finnish Grandfather had a house on Lake Superior that they called the "Camp". In the winter they moved to town, he owned the town's bakery. In the winter between 250 and 400 inches of snow falls. I guess it must remind them of Finland. My parents grew up on skates and skies.

In the summer however, it is sportsman's paradise. I was going fishing as soon as I was able to walk. Most of the fishing was from boats. As you can see from the photo below I started running the boat at an early age. My dad used to freak my mom out by putting me in the boat by myself with a couple hundred feet of line attaching it to the dock and let me run it around in circles. This was the fifty's, and everything was made from wood. Little did I know that forty years later I would be coveting these boats like they were treasure. I moved to Palos Verdes, California, when I was eight and loved playing in the ocean. I started board surfing at 11 or 12. When I wasn't surfing I was often fishing off the breakwaters, jetty's, and the Redondo Fishing Barge which was an old Sacramento river ferry that they had anchored a couple of miles off King Harbor. I didn't get my first boat till I was forty. A serious lust for race cars got in the way, but that is a story for another time. -Rick



# *Southern Bay, Steam Launch*

**CYA welcomes Jim Kroeger and girlfriend Janet Beggs.** Jim like so many of us has a fondness for the days gone past and the items from those times. His 1924 Tudor house in Pasadena is full of antiques and memorabilia from decades before we were born. Besides the steam launch, he has a beautiful 1930's Model A and is active with the Model A clubs. His garage is full of his model railroads. He grew up around several Classic Yachts that belonged to his family. Jim has a sailboat in a slip in Newport and has shown a recent interest in purchasing a Classic or Vintage wooden yacht.



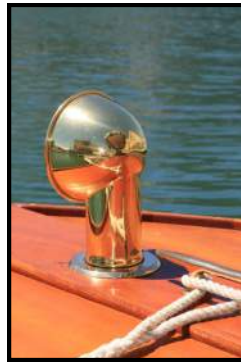
Janet, Jim, and Elissa at the Queen Mary ART DECO Festival



Toot-Toot

Polished Brass





**“Southern Bay”** has an interesting history. It is a replica of a 1905 steam-powered launch built in Michigan by the Truscott Boat Mfg. Co. Truscott is not a well know company although they built as many as 500 boats a year up until 1945. An Eastern family owned and used the Truscott launch for 40 years. When it fell into dis-use they sunk the hull in the cold water of New Hampshire’s Lake Winnepesaukee for 8 years to preserve it. As this was very sought after design, a mold was made so the boats could go back into production. Beckman Limited of Rhode Island began reproducing the hull in fiberglass naming the new boat the Truscott Compromise. The Compromise hull shape is what is unique. It is a combination of a Canoe stern and the underbody shape of a Drake stern giving the boat less “squatting” and more stability as she glides through the water. Drake sterns are named after Sir Francis Drakes. The waterline of his ship stuck out farther than the deck.

Powered by a propane fired vertical boiler and two cylinder steam engine. She produces about 10 horsepower. The inside and deck of “Southern Bay” is finished in Mahogany with a Teak and Holly sole. Her beautiful bright work and vast amounts of polished brass give her a classic “Great Gatsby” glow. She was named best in show at the Sacramento Delta, B&W Steamboat Show. Listen for her train style steam whistle at our next event.

# Late Summer and Fall Events

*Fun times and good memories.*





PARTY  
DRINK  
EAT  
DRINK  
EAT  
PARTY  
DRINK  
PARTY



ENCHANTRESS at home in Marina Pacifica's smooth water



# 2014 Change of Watch



CRIS ROHDE, Heather Perloff Award

Outgoing Commodore Gerard Buck receives a Larry Walker built model of Gerard's HEL-PORT II.



Gerard, Rick, Elissa, Christine, Jane, and Cathy.  
The Magnificent Seven  
Minus Bob who was out of town.

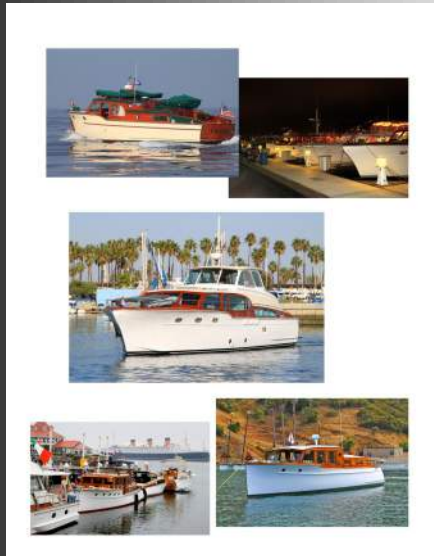
Samples of CYA Souther Cal Yachts and Events







Yachtsman of the Year, Wayne and Dianna Ettl



Yoda  
Says,  
May  
The  
CYA  
Force  
Be with  
You.



# Classic Yacht Association

## *SCUTTLEBUTT - News from around the fleet.* by Rick Olson, cub reporter.

● We had not heard anything from Kevin and Claudia Murphy for over a year. Their boat, ARRIVEDERCI, was for sale and their new restaurant, The Tonga Hut, was open in Palm Springs. The house in Glendale had been sold and we kind of figured that they were done with CYA. I ran into them on the dock a few weeks ago and they are enthusiastically fixing up the boat for the upcoming year. Great News! They decided not to sell it after all. Kevin said that no-one would pay what it was worth. He said, Claudia called one day and said “lets go boating”. Kevin said he was going to try to make Opening Day. Fun people and a great boat we look forward to seeing them this year.

At the Balboa Wooden Boat Festival last year, Jim and Catherine Wolcott were on board ● ONO for a while. They own a 50 ft 1929 Stephens named CONQUEST that is kept in Newport. Their enthusiasm for old wooden yachts was immediately obvious so at some point I asked, “Why are you not members of CYA”? Catherine said that they had the forms and they always intended to join but never got around to it. After we got home Catherine and I exchange e-mails several time and I sent her the forms. Her husband and son where vacationing in Europe as a graduation gift for their son. The forms never were returned. After several month I gave up assuming that they really were not interested after all. Then Blam, I received an e-mail from them 6 days ago saying they were going to join. Terrific!

I hope this comes to pass for several reasons. I know I would enjoy getting to know the Wolcott family. Their yacht looks awesome when I have seen it in Newport. And, this is a rather unique reason. CONQUEST was CYA boat member number 13. Yes one of the original 13 boats that started CYA. It would be nice to have that legacy in the club for historical reasons alone. She has had five owners that we know of and has been a CYA boat on four separate occasions including five years when she was in the Sacramento Delta. Very cool.

● Drew and Mariann are set to go off on another one of their adventures. They are going to Europe for three weeks in May. Their trip will mostly take them through central EU country's as they have already visited the Mediterranean. With their passion for beer it is to bad they are not going for Oktoberfest. Drew has taken some pretty pictures over the years but this Catalina beauty takes the cake. He recorded the golden late-afternoon light breaking through the stormy clouds and lighting up the harbor. Nice!



Drew Miser photo

● Jean-Pierre and Marie-Madeleine Reynard have joined CYA. They are long time good friends and travel companions with Jim Butz.. They are our first members who live in France. Over the years they have attended quite a few CYA events and we are happy to have them. Jim met the Reynard's when their children were foreign exchange students. CYA is slowly becoming more international. We have a Canadian fleet member who lives in Germany and last year when Canada's Mike O'Brien was traveling in the South Pacific he signed up several new members in New Zealand and Australia.



● The Southern California boating newspaper “the LOG” has been running a series of articles called *So Cal Classics*. They have featured CYA yachts, BLANCHE< HEL-PORT II, and ONO and two more, LARK and MINDFUL, have submitted their stories. They are anxious to get all of the CYA boats into the paper.

The Balboa YC-Wooden Boat Festival is set for June 6th. It promises to be even better than last year which is hard to imagine. They do a great job. Try to get your applications in early as they will have more requests than they can handle. Mine has already gone. One feature that they will have this year is the tall ship AMERICA will



be attending and for Friday evening it will be giving the yacht owners a cocktail cruise.

● For me the Change of Watch weekends are about the having fun with CYA friends. The Tacoma trip was no different. On a Thursday morning Pam and Gerard, Larry and Teri, Christine, Rick and Elissa, and Hawk and Jim, boarded the same Alaska Air flight at 8:40 am and were off. Anna Erving, and Rob and Ann Blayden were on separate flights. Most went straight to the hotel but Elissa and I with Christine were off on a Thursday adventure in our rented Buick Rendezvous. We drove up the Olympic side of the Sound to Port Townsend and the Northwest School for Wooden Boat Building. There were several reasons for the trip. We wanted to see the school and our friend Betsy Davis who manages it. We also know a young man (Orion) who is a student there and we wanted to give him encouragement on his path to learn the skills of a wood-



en boat carpenter. Many of you met him on board the TOLE MOUR last March. What a neat place. Hands on experience under the guidance of some pro instructors. Can't beat it!

Betsy has recently moved from the Center for Wooden Boats on Lake Union to take over the management of the school. Always smiling and enthusiastic as usual, she gave us the skinny on the schools programs and operation then turned us over to Orion to take us through the shops and tell us what was going on. Although it was raining, it wasn't cold, and through the drizzle we could still tell how lovely and quaint Port Hadlock is. Coming from the "big city" it seemed like half way between the middle of nowhere and the end of the earth. Very appealing, rural and peaceful, I can see why so many of our Southern California boating friends are migrating to that area. Having visited the IRYS Boat School in Rhode Island with CYA in 2011, it was natural to compare. IRYS is in one large old warehouse building where NSWBB is in several building spread out along the waterfront but all close together. Their accredited programs seem similar. Betsy showed us around the offices, a small ships store with hand tools and sundries, and a neat library full of boating reference books. NSWBB starts students out building a small boat from scratch. We saw several project boats just completed, each different and each one gorgeous. They will build you a boat on commission if you like, I was drooling. Great designs, joinery, and contrasting wood colors made for some really pretty skiffs. Students

move on to other small boats projects, large boat projects, or interiors studies. The large boat building is a multi-story warehouse that had four big yachts under way. Two new constructions and two major rebuilds. Everything is of course hands on. Students are a mix of young guys and gals on a career path and older guys that just want to learn the craft. A number of their instructors are ex-students who after having had years working in the trade, have come full circle back to teach. The school is growing and number of students is up. They are also constructing a new building just to house all their heavy wood milling machines. This will decrease the noise and allow for better teaching. A very impressive place and ideally located on the "Wood Boat Heaven", Puget Sound. If you ever have the chance,



stop and see Betsy.

We also stopped and saw our old Southern California friends Richard and Carolyn Gardner in Port Orchard while in the area. Slim has a great set-up for a wood boat hobbyist. Six or eight garage spaces plus a huge two-story workshop. Two completed wooden runabouts and a 26 foot Chris Craft sedan under construction, oh, and a running 1930's Lincoln Zephyr coupe, plus the 85' DEERLEAP in a boat house close by. Well, a man has to have something to do!



Friday we were all up early and loaded on to a bus. After an hour long trip along the coast with a running



narrative from PNW Commodore Bob Wheeler we arrived at the Bremerton Navy Yard and the Puget Sound Navy Museum. One thing I particularly enjoyed was sitting in a fighter ejection seat. One of our Northern California members, Doug Ball, had over 500 carrier landings as a F4 pilot in Viet-Nam. His description of night carrier landings was chilling! Off from there to a bay side lunch at Steamer's fish and chips restaurant. Invading a restaurant with 40 friends is always fun, especially when your all out of town on vacation and you stir in a few beers and glasses of wine.

After lunch we where off to the LeMay, Americas Car Museum. His story is fun. Harold LeMay sold Chevy's in Tacoma after he got out of the Navy in 1946. He bought a 1941 Chevy convertible. Shortly there after he began getting paid to pick up peoples trash in the back of the car. There was no formal trash service in Tacoma so he eventually started one. He made a fortune in 58 years of trash. His hobby was buying old cars. When ever he saw one or when



one of his drivers saw one he would buy it. He branched out and started buying high dollar stuff at auctions. At one time he was buying a car a



day. His collection grew to the largest in the world, over 3500 cars in 53 buildings in four states. Oh, he still liked the '41 Chevy, so he kept buying them. He ended up with sixty 1941 Chevys. Insane. He had 300 Cadillac's too. The museum is a beautiful place and should be on any car guys bucket list.

We returned back to the Hotel in time for a quick nap before walking to the Swiss Tavern for the traditional Friday night PNW hosted "Welcome Cocktail Party." Swiss is next to Tacoma

• University, which we rudely named Taco Tech. Some of us had a neat "sobering up", winter night walk through campus on our way back to the hotel. A nice beautiful crisp evening.

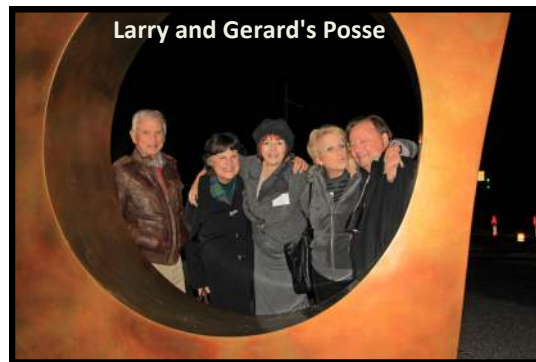


Saturday: Morning Board of Directors meeting was to take care of necessary club old business. At one o'clock we regrouped for a walk-

Commodore's Gone Wild



ing tour of the Tacoma wa-  
• ter front that started out at for a lively lunch with friends. Most of us went to the Tacoma Museum of Glass which has a working art glass area surrounded



Larry and Gerard's Posse

by elevated seating and overhead balcony's where you can watch artisans performing their skills blowing and forming glass into many unique pieces. The have an interesting program where children come to the museum and draw original pictures, the artists then use these children's ideas and remake the pic-



Hamburger Cowboy



Pouring molten glass

tures in glass. The kids come up with some pretty creative and funny ideas like the Hamburger Cowboy, the Cyclops Pickle, and the Lock Ness Pig. These glass sculptures are displayed in the museums galleries. Some members went antiquing on Tacoma's antique row. Jim Butz and Larry Walker scored some interesting pieces. I thought that

they had some really good stores. Less junk and more real collectables pieces.

Saturday nights Change of Watch banquet was a big success. Shaw Ball resigned her commission as Commodore and Randy Olafson from Vancouver took over the watch as 2015 Commodore. Ken Meyer was installed as Vice Commodore and I was Installed as Rear Commodore.

Tall Randy Olafson incoming commodore.

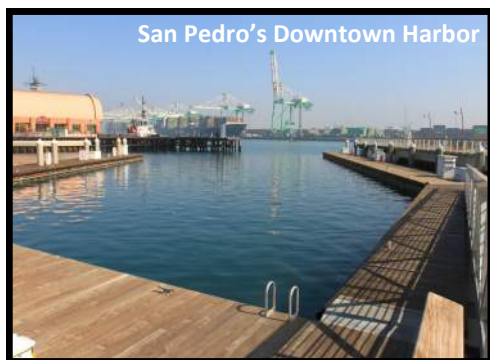
Small Shawn Ball outgoing Commodore.

Sunday: Morning was full of the second day of Directors meeting focus primarily on new business and was very productive. As I mentioned before the direction seems to be a unification of the organization under one Burgee.



● The Sunday afternoon Classic Yacht Cruise was cancelled because of strong wind and some rain squalls. It was actually good as the SEAHAWKS were playing the PACKERS in the NFL playoffs and all of Seattle was buzzing over the prospect of going to there second consecutive Super Bowl. On Sunday afternoon many of the CYA members gathered around the wide screen in the hotel lobby to eat pizza, drink beer and wine. We were treated to great game and watched Seattle come from a 20 point deficit and beat Green Bay in the closing seconds of the game. An outstanding way to end the fun weekend.

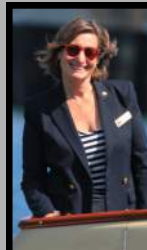
Don't forget the OPENING DAY on March 29th.



Slim had a plastic wrapped clean room in his shop for varnishing and sewing. Life is good.



Artistic bow from wooden boat school project boat



CYA, It's the people!

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