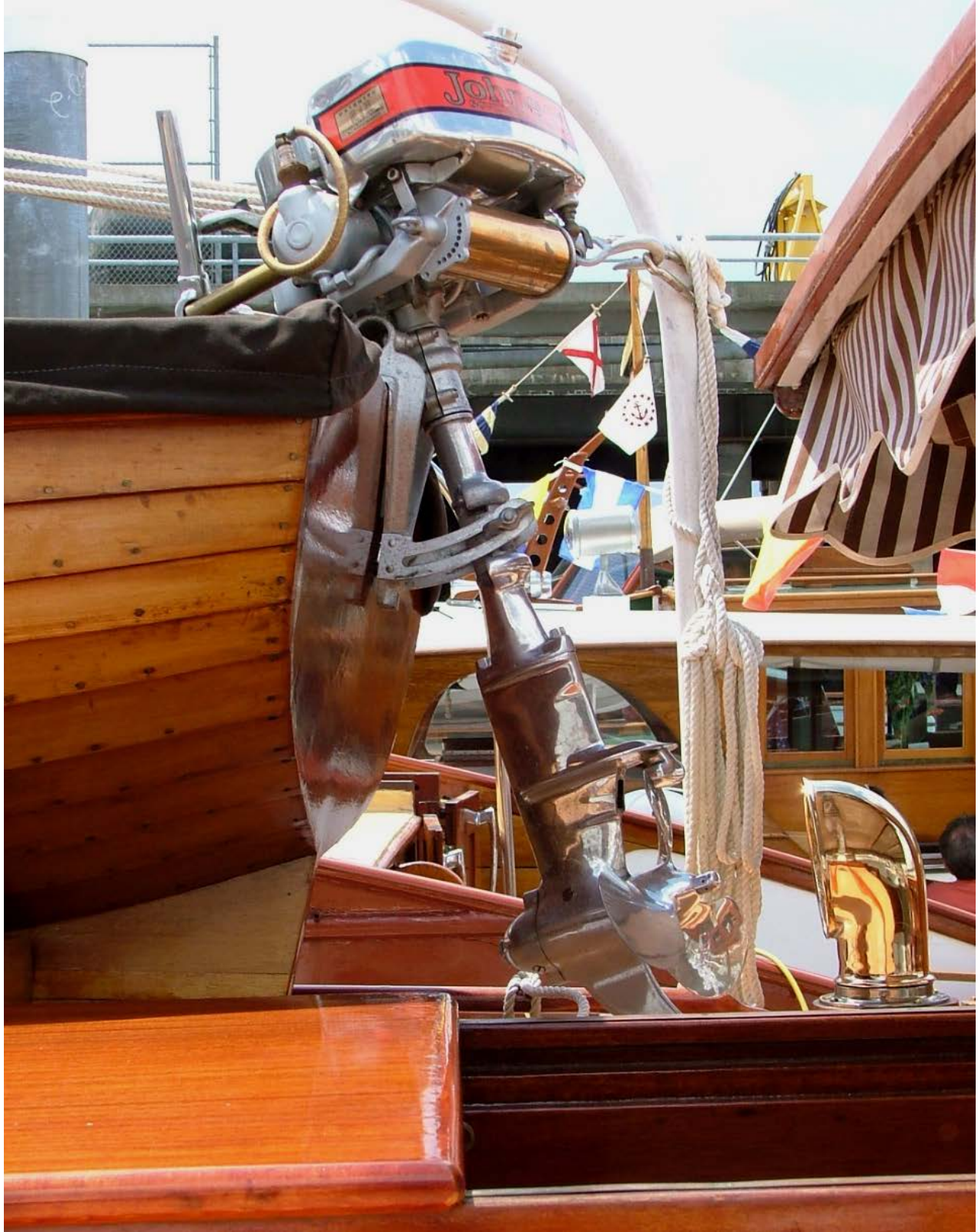




Classic Yachting

December, 2012

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



NC Fleet Report – It's Been a Hard Day's Work And I've Been Workin' Like a Dog

By Shawn Ball, CYA Rear Commodore and NC Fleet Director

Hello everyone. I was asked to prepare an article for the CYA newsletter and couldn't imagine what to write about. But then I thought a story about varnishing and high gloss painting might be entertaining. I'm sure everyone is very interested in reading an article about a little hard day's work! Let me state straight away that I am, at best, an amateur in the field of varnish and high gloss and am not pretentious enough to give advice or instructions. I do love working with the stuff but often become extremely frustrated with the results and find myself re-doing the job several times before being satisfied with the end result.

happened. Ye Olde Dry Rot reared its ugly head. It was then time to call on my best friend and life long companion (and husband) Dougie boy. After much gouging, many words that can't be repeated, fabrication of woods, fittings and securing the finished product .. sanding was then resumed. But wait. Another problem emerged. Wobbled and warbled sides appeared. A long board was needed to smooth out the problem and that called for muscle which I couldn't supply. I again called on Dougie boy and like a white knight in shining armor he came to the rescue. After flattening the sides it was time to move on to the next step.



Sea Gal

Many of you know me, but for those of you who don't, I am associated with the boat *Sea Gal* [Doug and Shawn Ball own *Sea Gal*] and am known throughout CYA for my sweet Southern charm and bedazzling accent, as well as my varnishing and high gloss skills. Well, perhaps my cooking skills first, and then my varnishing and high gloss skills second! Or is it vice versa? My boat (in my opinion) is in great condition and my husband (also in my opinion) is well fed.

Our boat, *Sea Gal*, is a not-so-old 1954 Stephens Brothers Coastal Cruiser fully restored to its original plans and is berthed at Willow Berm Marina located on Andrus Island, Isleton, California. Berthed next to *Sea Gal* is her sister ship *Kismet*, owned by Mark Harris and in the process of restoration by Mark. Mr. Harris asked me for my help and I have graciously agreed to do so as only a Southern lady can. "Why yes Mr. Harris" I said, "I'd be glad to, for a mere quid per hour." And so work began.

Mark wanted my help in refinishing the house so we removed all the hardware, began taping, and proceeded to the mundane job of sanding. Then the inevitable

With that task completed, the not so fun job of undercoating began. Paint on, sand off, paint on, sand off. I felt like I was in the Karate Kid movie. This went on for six coats with a light sanding between each coat. That stuff is like baby powder. Yuck! Then the real fun began. The professional job, the pretty job, the high gloss, yay! I use the roll and tip method. I let Mark chose his poison, roll or tip? He chose to roll. He was

afraid to tip because he wasn't sure he could get the paint to lie flat. I told him I wasn't sure I could either, but together we would try. After six coats, neither one of us could get to a finished product we liked so we decided to give it up until next spring and better weather. However, *Kismet* does have good protection for the winter months and a great base for the finished product next spring.



Mark also wasn't happy with his transom, so we have been working on that this past month. The weather has been very cooperative and we were able to get four very nice coats on it. Basically we repeated the same process on the transom as with the sides. Tape, lightly sand, and varnish. I have found when varnishing or high glossing a vertical surface that doing it one plank at a time controls the runs, ripples, and sags much better. You must be careful to go from seam to seam with little or no overlap, though. I have also found that what works for me may not necessarily work for someone else.

you, not anyone else. So live life to its fullest, and enjoy every day as if it is your last, and admire your handiwork as you would a piece of fine art or sculpture.



I believe the main thing in doing any project is to have fun and remember that the project is for



Canadian Fleet Report A Tale of Two Boats

By Randall Olafson, Canadian Fleet Director

On October 13, 2012, the Canadian Fleet held its Annual General Meeting at the Royal Vancouver Yacht Club and a modest luncheon was provided to everyone's approval. The meeting ran smoothly under the guidance of Commodore Robin Hutchinson; it was a blend of antique boats with new world technology. Our incoming Commodore, Garth McBride, happened to be in Europe at the time but took his place at the table via his laptop with a skype hookup and, once elected Commodore, took over the meeting. It was all very innovative and quite a lot of fun chatting with the Commodore while he was actually sitting at his home in Berlin, Germany. Thus our new slate of Executive Officers elected for the coming year is:

Commodore	Garth McBride
Vice Commodore	Donell McDonnell
Rear Commodore	Shirley Howdle
Treasurer	Wolfgang Duntz
Recording Secretary	Ted Aussem
CYA Director	Gordon Levett
CYA Director	Randall Olafson

As I pondered about the content of my article for this newsletter, I remembered that last year and again this year two others of our CAN Fleet members' yachts turned 100 years old. We recognized the 100th anniversaries of *Rhinegold* in 2011 and *Adelante* in 2012. I then recalled when I joined the Royal Vancouver Yacht Club in the 1970s there were still plenty of wood boats around that were all in great condition. At that time I had a 32-foot wood Chris-Craft that was perfect for my wife and me and our growing children. However, while I was working away keeping our Chris-Craft up to snuff, our boat was located between a bevy of unique one-of-a-kind vessels that not only included both the masterpieces pictured on the next page but many other boats that have passed through the RVYC floats. Thus I could not think of a better article than acknowledging Tom Burnett's beautifully preserved coastal cruiser *Gleniffer* who turned 100 years young this year.

It's actually interesting to note that, although *Rhinegold* (the book [Antiques Afloat](#) tells the story of her name which is reported to be a misspelling of 'Rheingold' from the Wagnerian opera. The tale revolves around the recovery of gold stolen from the fairies of the Rhine River) is almost 4 feet shorter than *Gleniffer*, there is a striking similarity in the method of construction for both of these gracious yachts – even though *Rhinegold* was built in Vancouver, BC, and *Gleniffer* was built in Hong Kong.



Rhinegold



Gleniffer

If you study the pictures, one can't help wondering if these cruisers were influenced by the European Marine Architects of the time. The style or designs of the time were planned around a need for a comfortable cruiser so the affluent adventurers could elegantly cruise adjacent shores or the waterways of Europe. It is an interesting viewpoint as these cruisers were built 5,500 miles apart but at almost the same time – you be the judge.

Gleniffer was designed and built in Hong Kong by the W. S. Bailey Company, an engineering company that was involved in the importing and exporting of steam engines and related parts. The company had a shipyard and an extensive machine shop that was located in Kowloon Bay on the outskirts of Hong Kong. By 1912 it had a thriving marine business located right on the shores of the bay. The founder William Seybourne Bailey served his apprenticeship as an engineer with the Australian Steam Navigation Company and arrived in Hong Kong in 1890, working for the Hong Kong, Canton and Macao Steamboat Company until he started his business in 1907. His business closed in 1960; William Seybourne Bailey died at the War Memorial Hospital in Hong Kong, on December 27, 1936, at the age of 76. It was on the shores of Kowloon Bay that the keel for *Gleniffer* was first laid and she was completed in the fall of 1912.



Upon completion, she was transported to Vancouver, BC, on the deck of a freighter and delivered to her first owner Mr. Stuart Cameron. Upon taking possession of the vessel, Mr. Cameron added a few creature comforts and had her commissioning ceremony in Coal Harbour, Vancouver. After her official commissioning, the documents were sent to the Canadian Registry of ships. After document processing, *Gleniffer* officially became a registered vessel in Canada on February 7, 1913, and was finally free to continue her 100 year adventure. Many times during their lives, both vessels anchored or met up from time to time in coves or anchorage locations around the coast.

Gleniffer tips the scales at just over 10 tons and has a 9' 6" beam. Construction of the vessel was typical for that time, carvel planking of 1" Burma teak planks over the 1-3/8" x 1-7/8" teak ribs. The planks are held in place with copper rivets and bronze bolts. The lower portion of the keel has a section of lead scarfed into it to keep her trim. While her fittings were modest they were custom cast for her including her bow apron, stem cap, and fairleads.

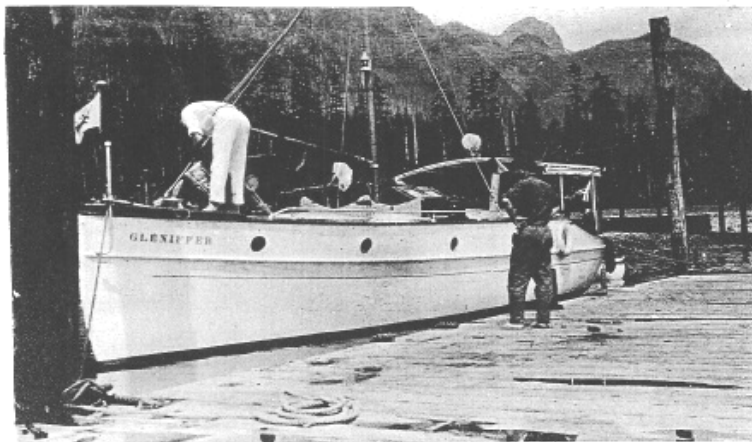
Driving her 40 foot hull through the water today is a Nissan Chrysler diesel. However, when she was imported into Canada she was fitted with a 25hp Lycoming gasoline engine. While in the Royal Vancouver Yacht Club, she was purchased by a RVYC past Commodore R.M. Maitland and her main engine was replaced with a more powerful 61hp Kermath gasoline engine. After that, she was sold to J.C. McPherson who installed a 75hp Chrysler Crown gasoline engine. Ken Mair, the brother of Rafe Mair who was a former BC Cabinet Minister and outspoken political broadcaster and writer on public affairs, installed the current diesel engine.



Along the way, many changes took place with small modifications here and there but since the major work done to her (the enclosing of the dog house in the late 20's) she remains the same. The picture at the right is *Gleniffer* at the docks in Indian Arm around 1925. Note the original baton and canvas bimini with roll up sides, oil stove stack, and the completely painted hull up to the deck.

There is still a copper water tank in the bow and gear shifting at the helm is still done with the original brass wheel. Once the more efficient and safer Nissan Chrysler diesel was installed, it allowed her to make passages that were further than previously attainable with a capacity of 100 gallons of diesel fuel held in two 50 gallon stainless steel tanks.

Gleniffer's owner, Mr. Tom Burnett, cruises the Southern Gulf Islands and beyond comfortably from his boathouse located on Salt Spring Island, BC. Tom is a veteran coastal towboat master and a long-standing member with the Canadian Merchant Service Guild. *Gleniffer* will be around for many more years as she continues to be pampered and maintained by Tom.



Happy 100th Birthday to *Gleniffer!*



Over the weekend of **January 18-20, 2013**, the **2013 CYA Board of Director Meetings and Change of Watch Banquet** will be held in sunny southern California. Hosted by the Southern California Fleet this year, the weekend promises to be informative, productive, **warm**, and full of fun for all CYA members. All CYA members have been mailed an invitation. Put the weekend on your calendar, register ASAP, and come on down! For more information, contact SC Fleet Commodore Larry Walker.



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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Cover photo detail of George & Bunny Rollins'
1939 *WAHOMA*

USA Fleet Report

By Steve Wilen, CYA Past Commodore

Last August, Victor Matz, owner of Chrisholm Marina on the Connecticut River, contacted Classic Yacht Association webmaster Rick Etsell. The 62-foot motor yacht *Silver King*, built in Seattle by the Blanchard Boat Company in 1925 for a wealthy Los Angeles widow, and which had recently lain essentially abandoned for a number of years on the hard at his marina, was facing imminent dismantling if a new owner could not be located quickly.



Although *Silver King* had spent her first three-quarters of a century in Los Angeles, in 2001 or 2002 she was purchased by a Connecticut resident and transported to the east coast, where she was, for a few years, a member of the USA Fleet. My understanding is that she was already on the hard at the time that ownership ended. Eventually, two new owners emerged, one of whom ostensibly had some type of familial connection with the Silver King mine in Idaho, for which the yacht had been named, but eventually they gave up on the project of restoring *Silver King*.

I first spoke with Victor Matz after Rick Etsell forwarded me his email. I learned that *Silver King* was in a seriously deteriorated condition, soon confirmed by the numerous photos emailed to me. While yard fees were owing on

her that he would like to collect, Victor's primary need was to reclaim the space she was occupying in his yard for the pending winter storage of other boats. However, he appreciated that *Silver King* was a unique classic, so he was hoping to find a new owner in lieu of chain-sawing her. Thus, he agreed to leave her on the hard until shortly after the coming New Year. Over the ensuing months he had several people who expressed initial interest, but all were scared away once the extent of her sorry condition was seen. An attempt was made, without success, to have her featured in the "Save A Classic" column in *WoodenBoat* magazine; she has been featured in the last two issues of *Boneyard Boats* (www.boneyardboats.com).

At this writing, it appears somewhat improbable that a new owner will be found and *Silver King* will most likely be cut up after the first of the year. (I had almost wished that perhaps she might have been a victim of Hurricane Sandy, which would have been a less ignominious end than a chain saw, but Victor informed me that his yard is far enough up the Connecticut River that they were not affected by Sandy's surge.) This is indeed a sad situation because, with earlier owner foresight, there could have been any of a myriad of possible alternatives. To the eye at least, the yacht was in a well-kept state when I was last aboard her in 2001.

Silver King was always one of the late Norm Blanchard's favorites. He had not seen her since she left Seattle in 1925, but around 15 years ago he and I attended a CYA Change of Watch and Board of Director meetings in Long Beach. Along with Jim and Margie Paynton and Bruce and Scottie Dobson, we visited *Silver King*, at that time owned by the late and inimitable Joe Rose, the mayor of Pismo Beach, CA. Joe was about the same age as Norm and, in his long lifetime, probably owned about as many yachts as there are in the SC Fleet! That was a day not to be forgotten.





When I was interviewing Norm back in the early 1990s for what eventually became the book *Knee-Deep In Shavings*, it was obvious that he, as a boy of 14, had enjoyed a warm friendship with Mrs. A. K. Eskridge, the wealthy widow from Los Angeles who commissioned the yacht. While *Silver King* was being built at the Blanchard yard, Mrs. Eskridge had asked Norm if he would build a model boat for her nephew. She was so pleased with the finished product that she gave Norm a big hug, and she buried his face right between her – well, you can figure out where. I think Norm was a little bit too reticent, even after so many decades, to let the public in on this tidbit regarding his introduction to the idiosyncrasy of the female form, so that is why, on Page 14 of *Knee-Deep*, we limited Norm's recollection of this

moment to the smell of Mrs. Eskridge's perfume, rather than the sculptural qualities of her no doubt ample bosom!

And of course, as is pretty well established now, *Silver King* was Ed Monk, Sr.'s first yacht commission. For years, her design was attributed to Ted Geary, but N. J. Blanchard and Geary had a falling out the year before. When the commission came in from Mrs. Eskridge, N. J. asked Ed Monk, who was working for Blanchard at the time, to design the new motor yacht. That she bears a remarkably striking resemblance to Geary's design for the Blanchard-built *Hermine* of 1924 is no coincidence.

Many thanks are owed Victor Matz of Chrisholm Marina and David Irving of *Boneyard Boats* for their tenacity in trying to find a home for *Silver King*. Although Victor still has a couple of organizations to contact in his ongoing quest, at this writing in late November the prognosis is probably guarded at best.

Switching to a happier subject, on a recent trip to Rio de Janeiro, I was pleased to observe CYA's Honorary Member, the Brazilian Navy-owned 128-foot *Laurindo Pitta*, still performing her twice-daily public cruises of Guanabara Bay. The 1910 twin-funnel beauty is seen below with a full compliment of tourists cruising past the Ilha Fiscal with its Disneyesque fairy castle, where Emperor Dom Pedro II held his final ball in 1889, just two weeks before the monarchy was overthrown and replaced by the first federal republic.



SC Fleet Report Being Mindful

By Bill Brantley, Southern California Fleet Member

It was dusk and we were returning from a beautiful afternoon of sailing off the coast of Malibu – yes, not all boats have motors! As we came down the channel in Marina del Rey, the soft light behind the curved windows of the cabin of a beautiful wooden power yacht on an end tie caught my architectural eye – I was hooked. **I want one of those!!**

A four month search of nearly every marina from Santa Cruz to the Mexican border finally revealed a rather weathered and worn vessel in the dregs of Los Angeles Harbor – but the lines shown through and I knew. Not for sale, we were told, "although we can talk". Negotiations ensued.



This past Thanksgiving, 2012, marked 14 years in my process with *Mindful*, a 1955 53' Chris-Craft Conqueror, with 14' 6" beam, 3' draft, hull number 53026, built in Algonac, Michigan. She was the last one built of this specific design. And there was way more work to accomplish than I had imagined possible. She has literally been reworked from keel up. As an architect, it's all about design, and yet Chris-Craft was into the details. I learned that lesson after making a couple of assumptions, only to discover that "design" created subtle, but important, changes in contour or length of a piece of wood – that can drive you crazy.



Mindful has been fully restored from keel to cover of fly bridge. The hull has been refastened, rail to chine; seams battened and West Systems-ed together, re-grooved to original design, primed and painted with Awl-Grip LP. The deck is fully waterproofed, and re-laid with teak plank in West Systems. All interior paint is Awl-Grip LP, galley, heads, etc. The interior mahogany has been restored to its original quality and finished with hand mixed clay-base stain (commented to be "stain with attitude!"), and Epifanes varnish. Two heads are Vac-u-Flush, with all plumbing lines completely replaced, as well all electrical being redesigned and replaced.

mid-century contemporary design – fitting for a 1955 yacht, but improved with 21st century materials. Cabinetmaker Robin McKann purchased a 25' length of a Honduras mahogany tree, and then replicated the bow toe rails, and recreated the cabin window surround. I elected to install all laminated glass windows (after watching "The Perfect Storm").

The hull is Mahogany over oak frame, tumble home transom, stepped sheer, hard chine, "V" bottom forward, semi-displacement and semi-planning hull, bottom planking chine to garboard, double planked Honduras Mahogany inner planking, 5/8" diagonal, outer 7/8" fore and aft.

The configuration is double cabin, drop deck with fly bridge, trunk forward. The fly bridge is three quarter enclosed with a factory original enclosure, per original owner's special request. *Mindful* is the only Conqueror reported to have this full height feature, confirmed at a Chris-Craft rendezvous in Seattle with the great-grandson of Chris Smith.



Mindful has been repowered with twin Yanmar 6 cyl. turbo charged engines rated at 420 Hp or 308 KW, with ZF hydraulic 2.50:1 marine reverse/ reduction gears. Fuel tanks were redesigned and replaced with 600 gallon, diesel #2, with twin Racor fuel filters per engine, plus Algax algae filtration. Steering is original, wheel via pitman and rod to tiller arms to redesigned/rebuilt cast bronze rudders on bronze posts, resized props, shafts and cutlass bearing systems to new fiberglass shaft logs. Auxiliary generator is a Mase/Yanmar 3 cyl. 9.5 kw diesel/120v. in sound box. All of the above allow maximum and reliable use – Catalina Island in under 2 hours is great for Sunday brunch.



And *Mindful* has a very interesting history as well –

I am the fourth owner and "*Mindful*" is the third name on the yacht. The second owner (during the late 1970s-80s) leased the boat to a US Navy civilian operation arm who modified the 53' pleasure craft to operate as a submarine chaser and research craft for 'war games' off the San Diego coast over the deep trenches used by the US Navy for submarine traffic. Added by Fellows and Stewart through the bottom were a 24" diameter drop tube and a 12" sonar tube, fully accessible from the interior salon. These kept the boat looking like any normal pleasure craft to a periscope sighting from a submerged vessel. If a submerged vessel was detected by the crew of the "pleasure yacht," a vertical drop torpedo was launched (from the salon by overhead block and tackle on beam) tagging the submarine as exposed. Hand written logs by the ship's Captain responding to a complaint by the vessel owner indicated it was discussed that having this "pleasure boat 300 miles out to sea was not acceptable" – not bad for a Michigan lake boat.

In about 2002, the CYA Southern California Fleet Old Fashioned Day in the Park acquainted me with the Classic Yacht Association. Participating has created many fast friendships and fun activities.

My philosophy: By paying attention to the present moment, we can begin to appreciate what we already have – and grasp the key to life – *Mindful*-ness.



Commodore's Corner

By Christine Rohde, CYA Commodore

This has been a very exciting year for me as CYA Commodore Christine. I have learned a great deal from dedicated members who are our continuity; they are the gears and wheels who really keep our organization moving forward. Those of you who attend our annual January Board Meetings and Change of Watch events know these stalwarts of CYA. I'm sure the rest of you would also like to know who really does the work, in a brief overview, and as a way for me to thank each of them for their caring, dedication, and unending work!!

While we have our CYA Flag Officers – Commodore, Vice Commodore, Rear Commodore, and Staff Commodore – as well as the Directors from each Fleet, these positions rotate and are constantly changing. It is our **Appointed Officers** who are a stable force of ongoing dedication and knowledge. They are non-voting Board members (unless they also happen to hold office as a Fleet Director), but they are Board members and participate fully in the discussions at the Board table. They carry on a legacy in each position that has allowed this organization to continue to grow in a positive direction since its inception.



The heart of the continuity of CYA rests with both Jim and Margie Paynton.

Margie Paynton is our Historian.

Margie is the keeper of the soul of CYA – our historical records. Your new member applications channel through Margie to the Membership Committee. Once a determination is reached, she forwards appropriate membership insignia and then archives the history of each vessel for posterity – history that is available to anyone who is interested at a future date. And a reminder – becoming a CYA member is only a beginning – as changes in your vessel are made, take a few minutes to submit these updates whether via email, letter, or a disc with photos and descriptions to Margie to keep your history current! Margie provides our quarterly membership reports. Her vision and perspective are essential in keeping all of us on track.

As the **Executive Treasurer, Jim Paynton** oversees our finances, income and expenditures, pays our taxes, and monitors our resources. Jim provides quarterly financial reports like clockwork. His long history and perspective provide an astute report to the Board on the financial condition of CYA, and a knowledge-based budget for each new year.

In addition to each Fleet's local newsletter, our major CYA newsletter is how we most stay connected. **Ann Hay has been Newsletter Editor** for a number of years now, and has continuously succeeded (sometimes against great odds!!) in gathering interesting articles and information from all facets and all fleets of CYA. She creates a most interesting, personal, and informative publication – sharing things from every fleet that we would otherwise never know about one another. My collection is a great reference! The quarterly CYA newsletter, along with the CYA website, is our face to the world and an important membership tool.



Tom Freeman, Roster Editor, with stalwart assistance from Ann Hay, took on the task of creating a state-of-the-art database for our membership information. With innumerable hours of work last spring, Tom set up a professional online system that will make future years' records more easily updated and accessible. Not only did Tom and Ann publish an exceptional Roster for 2012, but are currently in the process of membership renewal, which will cycle into creating our 2013 Roster. Have you sent in your renewal dues?!! And so it continues!!



Our other primary method of communication and visibility to the world is our CYA website, coordinated by **Webmaster Rick Etsell**. With constant change in the digital world, Rick has continually worked to maintain our website in concert with technology. With Rick's work, our website is the best way to share the CYA story with others while also affording intercommunication for our members.



[Editor's note: for instance, take a look at CYA webpage <http://www.classicyacht.org/classicclubs>. If you love old wood boats, this is a terrific resource for old wood boat info, the organizations that support old wood boats, and people just like you who love old wood boats. Poke around in the CYA website for even more resources.]

Lastly, our **Membership Committee** is the heart of carrying out the unenviable task of implementing the standards and criteria which define our Classic and Vintage yachts, in keeping with our founders' intent. This is a position that requires time and dedication all year long, as we look to bring new members into CYA. Representing each fleet, our Committee is comprised of **Mike O'Brien, Richard (Slim) Gardner, Nancy Clothier, and David Walker**.

The really exceptional thing to me about CYA is each of you, the friendships, the stories, the craziness that we all share with our love of these beautiful wooden boats! My gratitude and thanks to each one of you!!

So now, all of you CYA members, please come visit us for our CYA Board of Directors' Meeting and Change of Watch Banquet and meet these talented and generous colleagues, January 18 through 20, 2013.

It has been an honor serving as your Commodore in 2012. As this year concludes, I would like to share with you one of my favorite photographs I took many years ago – from a boat – a glorious sunset over the Strait of Georgia, BC, Canada. I look forward to continuing to support the initiatives we have been working on this year into 2013 and I heartily welcome Ted Crosby of the USA Fleet as our CYA Commodore for 2013. **See you in California!!**

Commodore Christine



NEW CYA members – welcome!

Classic Members

Georg Papp
NAN
50' 1934 Edwin Monk
USA Fleet
Bremen, Germany
Margie Paynton, sponsor



Georg Papp
NEDEVA
77' 1930 New York Launch and Engine
USA Fleet
Bremen, Germany
Margie Paynton, sponsor



Richard Liepelt
HULAKAI
48' 1929 Boeing Aircraft of Canada
PNW Fleet
Seattle, WA
Dorin Robinson, Sponsor



Peter Mann and Nancy Everds
GYRFALCON
88' 1941 Sagstad Maritime Shipyard
PNW Fleet
Seattle, WA
Ann Hay, Sponsor

OB Jacobi
WYRILL
62' 1931 Boeing Aircraft of Canada, LTD
PNW Fleet
Seattle, WA
Dorin Robinson, Sponsor



Vintage Member

David and Leigh Teece
AHALANI
60' 1957 Stephens Brothers
NC Fleet
Emeryville, CA
Jack Hanna, Sponsor



Affiliate Member

Anthony Lojac
ANGEL
32' 1970 Grand Banks
SC Fleet
Los Angeles, CA
Larry Walker, Sponsor

Affiliate Reinstatement

Jason Hebert and Yadira Molina
ABSOLUTE
63' 1970 Trumpy
PNW Fleet
Port Orchard, WA

