

## CLASSIC YACHT ASSOCIATION VESSELS

### EDMOND'S ROTARY WATERFRONT FESTIVAL 2008

**ARGONAUT II -73' - owned by Lee & Jerry Barton-** Built as the corporate yacht *Greta M* for the Powell River Company in 1922, the *Argonaut II* was purchased in 1937 by the United Church of Canada and renamed the *Thomas Crosby IV*. She was a mission boat for thirty years, serving as a floating hospital, library, post office, maternity ward, mortuary and church. The vessel operated fifty weeks a year, calling on remote canneries, Indian villages, lighthouses, logging camps and mining camps along the isolated coast of British Columbia. She was renamed the *Argonaut II* in 1967 for use as a charter and private yacht. *Argonaut II* may be boarded with owner's permission.

**CLE ILLAHEE - 44' - owned by Dorin Robinson -** A bridge-deck cruiser with a 106 hp Isuzu engine, the *Cle Illahee* cruises at 8.3 knots burning 1.75 gallons per hour. Her hull is Port Orford cedar over oak frames, her decks are yellow cedar, and her wheelhouse and aft cabin are mahogany. She has been a pleasure yacht since her construction in 1929, and the company that built her is still in business on Lake Union. She is an award-winning yacht, having been named "Best Classic" in the 2002 Seattle Yacht Club Opening Day Parade and earning 1st Place in the 2002 LaConner Classic Boat Festival. *Cle Illahee* may be boarded with owner's permission.

**CLUPEA - 52' - owned by Steve Duncan -** Built in 1929 at the Boeing Shipyard in Vancouver, BC. She began service with the Canadian Fisheries Patrol in 1930, serving out of Port Hardy on the east side of Vancouver Island. In 1959 she was decommissioned and ultimately sold to Doc Freeman in 1960. After towing her to Seattle, he resold her and she began a 13 year restoration/conversion from a work boat to a pleasure craft. During the conversion, the galley was moved aft, a stateroom was added forward and the parlor was created amid ship. She retains much of the original lines and hardware from her time with the Canadian government. She has a displacement of 30 tons. Her 4-cylinder Caterpillar D8800 engine pushes her at 7 knots while turning 750 rpm's. She has cruised much of the west coast of North America from Glacier Bay, AK well into Mexican waters. She may be boarded with owner's permission.

**COMRADE -38' - owned by Karen & Robert Birdseye -** Designed by H.C. Hansen and built by Franck & McCrary in 1930 on Seattle's Lake Union. *Comrade* was first owned by H.W. Davis, Jr. Her second owner, C.H. Bolin, won the Small Cruiser Class of the 1936 International Predicted Log Race from Seattle to Nanaimo. In the late thirties, Bolin developed an automatic control system for the marine industry, one of which is still operational aboard the *Comrade*. The third owner, the Birdseye family, has cruised Northwest waters for the past 50 years. *Comrade* may be boarded with owner's permission.

**ELEGANTE' - 55' Grebe - owned by Ted Hoheisel -** commissioned in 1964 as *Westlake II*, *Elegante* was custom built in Chicago by Henry C. Grebe & Co. For Mr. Larry Norton, owner of Seattle's Westlake Chevrolet. Grebe built the finest vessels from seasoned materials, all custom orders, from 1919 until 1965. To achieve a flush deck, stand-up engine room and aft cabin, in proportion, was a difficult challenge but it was

accomplished by Grebe. Elegante is constructed of double-planked , diagonal strip, mahogany/cedar, approximately 1'5" thick on white oak frames - approximately 9" O.C., white oak stringers, bronze fastenings, teak decks. The engines are proven GMC 6-71 Diesels (238 hp). The vessel may be boarded with owner's permission.

**FREYA - 40' - owned by Mike & Nere Oswald** - built in 1940 by Tacoma Boat. Al Frey wrote Ed Monk Sr. in 1939 and requested "...you design me a boat that can go from the most northern point of the State of WA to the most southern point of the Territory of Alaska without me having to buy any damn Canadian gas..." Monk and Frey never could agree on a price for such a design so Ed Monk sold Frey the "rights" to a design that Monk had drawn in 1928. So, as a result, the Freya was born. Freya's first engine was a used Lycoming Straight Six (75 hp with max running speed at 800 rpm's). Today she is powered by a modern Isuzu diesel engine. Frey took Freya north to Alaska 12 times and she was a well known predicted log racer. Freya served with the Navy Reserve from 1942 to 1944. Owner's Mike and Nere purchased the Freya from the Frey estate in 1991 and began a series of modernizing upgrades. Mike and Nere still plow the water's of Puget Sound, Canadian water's and inlets and villages of the Inside Passage. Freya may be boarded with owner's permission.

**KAY DEE II - 36' with an 8'2" beam - owned by Keith and Jodi Olson** - Built in 1925. The builder was K. D. Boat Company and she was built for the Vice Commodore of the Seattle Yacht Club, Quent Williams. Originally powered with a 125 hp Hall Scott engine she was repowered in 1996 with a Volvo TAMD41B -180 hp turbo diesel. She is framed in white oak on 7 inch centers and is double planked Port Orford cedar, teak extensively used in the cabin and hull. Kay Dee II may be boarded with owner's permission.

**LIBERTY - 35'-owned by Gary Humiston** - Built by Chris Craft in 1941 this enclosed quarter deck cruiser was built in Algonac, Michigan and shipped FOB to Seattle by train around July 17, 1941 for \$7,790. The first owner was reported to be the Commodore of the Rainier Yacht Club. Powered by the original twin Hercules 95 hp gas engines, she is moored in Poulsbo, WA. Hull is constructed with double planked mahogany. Only seven hulls like this were constructed. Gary has maintained the vessels original charm in grand fashion. Liberty may be boarded with owner's permission.

**MUDSHARK-30'-owned by Steve Tomlinson** - A 1948 Chris-Craft Enclosed Cruiser, *Mudshark* has been repowered with a 350 Chevy. She cruises smartly at 12 knots. With new stainless tankage of 140 gallons and burning 6.5 gallons per hour, she can cruise anywhere. *Mudshark* may be boarded with owner's permission.

**OLD MAN IV - 50' - U.S. NAVY ADMIRAL'S BARGE** - Built in 1957, this vessel is still on active duty and manned with active duty Navy personnel. Old Man IV is the Navy Regional NW Command Cutter. It was delivered to the Navy in '57 from the Puget Sound Naval Shipyard in Bremerton, WA. The only vessel of its kind built by the shipyard. Old Man IV is the last in a series of command cutters that remains operational. The current commander of Navy Region NW is Rear Admiral James A. Symonds. The vessel has a double-planked hull and is constructed of Alaskan yellow cedar with natural teak decks. The cabin is constructed of mahogany and fir. The vessel may be boarded

with the Navy crew's permission.

**RED JACKET - 62'**-owned by **Terry and Renee Paine** - Red Jacket was launched on Lake Union in Seattle in 1920 and was in the first Seattle Yacht Club Opening Day parade. Designed by Ted Geary for Seattleite Fred Baxter. First boat built by the Blanchard Boat Works. Schooner rig, 72ft overall. hollow spruce spars, 15,000 lb full lead keel with 8' draft. Designed for speed as well as beauty, Red Jacket was the racing machine of her day. Always a yacht, today she is a Northwest Maritime Treasure home berthed in Tacoma, Washington. Red Jacket may be boarded with owner's permission.

**SAGA - 51'** - owned by **Daniel and Paulette Degard** - a 1956 Ed Monk Sr. designed Bridge Deck Cruiser built on Lake Union by Vic Franks. She was commissioned for a Commodore of the Seattle Yacht Club at the time and the original name at that time was Polho V. She is a tri-cabin with galley down and a nice cockpit aft. She is powered by two 3208 Caterpillar diesel engines rated at 210 hp. She was originally power was two Chrysler Royal gas engines. Topsides are Philippine mahogany, and the hull is Alaska red and white cedar. The Saga cruises nicely at 11.5 knots but usually cruises at 9.5 knots (1700 rpm's). Vessel may be boarded with owner's permission.

**SCANDALON - 45'** **Chris Craft** - owned by **Joel and Diane Van Omum** - a double cabin fly-bridge cruiser with deluxe sun deck. She was built in 1953 in Algonac, Michigan and delivered to Bryant's Marina in Seattle in the spring of that year. After four previous owners, the current owners purchased the craft in 1993 and she is currently moored in Kenmore, WA. The vessel is powered by twin Chrysler 413 engines. The draft is 3' and the hull, cabin, foredeck and gunnets are in mahogany as well as the double planked bottom. Vessel may be boarded with owner's permission.

**SKOOKUM MARU - 40'**- owned by **Richard Asia & Kim Christie** - built in 1956 by Krugg Ship Yard, this Ed Monk Sr. design has a 12'6" beam and a 4'6" draft. She is powered by a single 3-71 Detroit diesel. Her hull is mahogany and yellow cedar and the house is constructed of mahogany. Vessel may be boarded with Owner's permission.

**SMUGGLER -31'**- owned by **Stephen Gresco** - built by Chris Craft in Holland, Michigan in 1959. She was shipped via rail to Bryant Marina on Lake Union for delivery to the first owner for \$17,575...a deluxe Constellation model with double planked Philippine mahogany hull and mahogany bright work. Twin 307 engines. She is currently moored in the Seattle area. Smuggler may be boarded with owner's permission.

**THELONIUS - 38'**- owned by **Larry Benson** - 1953 Monk bridge deck cruiser. Designed by Ed Monk Sr. and custom built by Earl Wakefield/Admiral Marine for a commodore of the Seattle Yacht Club. She was christened club flagship in 1954. Powered by a single Hino turbo 150 hp diesel. The interior is constructed of Honduras mahogany and has a planked hull. The house is teak. Vessel may be boarded with owner's permission.

**WANDER - 30'** - owned by **Gary & Merridy Shinn** - Wander is a cedar on oak framed motorsailer designed by John G. Alden and built by Todd Dry Docks in Seattle in 1933. She was modified with the addition of a pilothouse about 1963. John Alden referenced

his design No. 9494 as an Auxiliary Motor Cruiser. Her line plans were drawn by Carl A. Alberg in 1930. She was originally built for the President of Todd Dry Docks, C. W. Wiley. Thirty years later she was purchased by an owner who designed the house and had it built by the Tripple Boat Yard in Everett. She has spent seventy-five years cruising Puget Sound, the San Juan Islands and Canadian coastal waters as far as Desolation Sound. Wander may be boarded with owner's permission.

**WINIFRED - 47' - owned by Greg Gilbert** - Winifred, a stock cruiser, sold for \$7,125.00 new in 1926-the first year Lake Union Drydock introduced their "Lake Union Dreamboat". She was built for Adolph and Winifred Schmidt of Olympia, Washington. Mr. Schmidt surprised his wife by naming the boat after her. In 1928 Mr. Schmidt organized a predicted log race from Olympia to Juneau, Alaska. Winifred had a famous passenger on board for the race: Charles F. Chapman, then editor of Motor Boating Magazine and author of the boater's bible: "Chapman's Seamanship and Small Boat Handling". Winifred came in first in the 40-ft and larger class, with a margin of error of only 28-minutes for the entire 980-mile trip. Winifred is planked with Alaskan Yellow Cedar below the waterline and vertical grain Douglas fir above the waterline. The pilothouse is solid Burmese Teak. A comfortable yacht in both calm and heavy weather, Winifred cruises at a little over 9 knots and is powered by a four-cylinder (453) Detroit Diesel. Visitors may board with owner's permission.

**All Participating classics are members of the Pacific Northwest Fleet of the Classic Yacht Association.**