



Classic Yachting

WINTER 2005

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

THE VOYAGE OF THE SWAN: PART I

By David Gillespie, USA Fleet Director

Cygnus II spent the better part of the last seven years in various states of chaos, termed 'rahstarashun' in the northeast. So it was that I determined that 2004 was to be the year of The Great Voyage. Many things went into the decision. Most of my net worth was now tied up in this bit of floating lumber and I was always taught to make your money work for you. The fact that my wife and primary (only) crew member had a serious back problem and was unable to walk all summer helped. As did the four hurricanes which devastated my intended cruising ground during the prime months for moving boats. You can see the pattern.

Taking on an unsuspecting sailor as crew, we left Mystic in late September hoping to use my week of vacation to move the boat into the Chesapeake where, I believed, the weather would be warm and I would be able to work on the boat on my weekends off. We would have gotten off the dock perfectly if my crew member had not decided that he needed to use the head. That malevolent implement, which had worked fine the day before, now refused to do its duty leaving a full bowl – well you get the picture. I was immediately mindful of the need to have rules aboard and determined that he who makes a mess must fix it. Isn't that what being a Captain is all about?

Luckily the first day went well encouraging us to take on even more and greater challenges. The waters of Long Island Sound were uncharacteristically flat allowing the offending head to be bailed out

without further mishap. And so we anticipated a perfect day of cruising down the Sound. At least until afternoon.

The dreaded sound of the port engine slowing and dying woke me from my reverie at about 1pm. Mind you, these are not some ancient engines taken out of old Chevy Biscaynes. These are the newest, finest engines the Japanese have to offer. And they cost an awful lot. So down into the Holy Place to analyze the problem.

Mechanical technology has never been my strong suit. I hesitate to admit it but I'm the one who switched forward and reverse gears during installation making for an extremely entertaining shakedown cruise. But in this case I quickly determined that the Racor fuel filter was clogged with black gunk. This required a new element and the obligatory sloshing of fuel all over the engine room but the engine restarted and off we went. We stopped in Mamaroneck where we had a good Italian meal and crew bought a new toothbrush—the malevolent implement having eaten his.

The next morning was sunny and perfect. Should have known. We set out at 7 intending to run down the Sound and into the East River in the morning. At 9 am, the dreaded engine death returned. Again I used my newly developed expertise to change the Evil Racor filter while underway. Child's play.

More challenge was needed so when it happened again at noon I determined that it must be the engine filter rather than the Evil Racor. Engine filters are much more fun to change. For one thing they are hot. The clever Japanese have also managed to make them almost impossible to get at unless you have VERY small hands. But they are on so tight that you have to be a very large person to get them off. A Suomo wrestler with size 4 hands: except he probably couldn't get into the Holy Place. But with only a quart or so of hot fuel running down my arms and soaking my pants, the offending filter was replaced and off we went. Again.

I was below attempting to change clothes without spreading the joy of diesel to the carpet or linens when there was a curse and the engines both went into full stop. Racing back to the wheelhouse in my new jockey shorts I learned that we had run over a lobster pot and the line was hooked on the port prop. Remembering the first rule of boating I sent the crew overboard to cut the line loose. Gad, it's great to have crew!

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FROM THE BRIDGE OF THE *RIPTIDE*

**Peter E. Riess,
National Commodore**

Here it is, time for my final column as National Commodore. It is hard for me to believe that the year is almost over! This year has been a special one for me. I have thoroughly enjoyed having had the honor of serving in this position of honor. Thank you to each and every member of this fine organization for your support.

I had the pleasure of attending events in both the Pacific Northwest and Northern California Fleets this year. It was a pleasure to participate in these events, and the level of hospitality extended to us was of the highest order. My only regret is that due to scheduling conflicts, I was not able to attend any events hosted by the USA Fleet.

Winter is rapidly approaching us in Southern California. Last weekend was the Southern California Fleet Change of Watch, held at the Long Beach Yacht Club. True to Southern California's late fall season, we left our dock in cold rain, thinking that we were in for a wet weekend. By mid-afternoon the sun had broken through, and the temperature rose to the mid



70's. Sunday's return to San Pedro was one of the nicest cruises we have had in some time, no wind and no waves. Go figure!

I have been working in San Francisco a lot this year, and have walked through the Argonaut Hotel on several occasions. What a great place, and the perfect choice for our National Change of Watch. If you haven't yet made your hotel reservations, or sent your RSVP for the events, please do so immediately. Once again, the Northern California Fleet has a superb weekend planned for us.

Looking forward to the National Board Meeting in January, it should be a lively meeting. This year, we will once again be voting on changing the year of qualification for membership into the Classic Yacht Association.

Always an emotional subject, I encourage all members to discuss their opinion on this important matter with their fleet's National Directors.

My only regret about this year's meeting will be the void left by the passing over the bar of my fellow Southern California Fleet National Director, Martie Butz. We'll all miss her unconditional acceptance of everyone she met. I know she'll be watching over the meeting, perhaps even "coaching" Jim Butz, who has agreed to step in and finish Martie's term as National Director.

Have a happy holiday season everyone. May you have fair winds and following seas in the New Year.

Yours in Classic Yachting,

Peter E. Riess

AROUND THE FLEETS OF THE C.Y.A.

FROM THE SOUTHERN CALIFORNIA FLEET -

Peter E. Riess, Director

Late fall has been a great time here in Southern California. October found the Southern Fleet motoring to Newport Harbor. As invited guests of the Bahia Corinthian Yacht Club, *Riptide*, *Sea Dog*, *Alura II* and *Comocean* spent the weekend at that beautiful club, and took part in a parade that featured tall ships, classic sail and power vessels, and

some unique vintage fiberglass boats. The parade was held in celebration of the 100th anniversary of Corona Del Mar. What a terrific weekend that was. Both the BCYC and the city rolled out the red carpet for us. Highlights included touring a mid-'50's Wheeler Sport Fisherman, owned by Doug Wheeler, the grandson of the designer and builder

of these spectacular yachts. He proudly pointed out the hardware on the boat, which had been designed by his father when he was still in high school. As all of us involved in Classic Yachting can relate, after months of varnishing and painting the Wheeler in preparation for the parade, one of the engines simply would not start.

Continued next page

Southern California Fleet—Continued

As we pulled into Newport Harbor, A fellow lounging on the stern of a HUGE fiberglass yacht called out to *Riptide* "Isn't that a 1939 Elco Motor Yacht?". All of us were impressed. Turns out the fellow has a large oil painting of a sistership to *Riptide* hanging in his house, left to him by his grandfather, who was the first owner. He later came over and presented a photo of the painting, now proudly on display in the salon of *Riptide*. What a pleasure to offer a tour to someone who had for years had been trying to imagine what the boat might actually look like. This is truly one of the joys of sharing our boats.

November found us at the Long Beach Yacht Club for our annual Change of Watch. Cocktails were served aboard the boats, featuring delicacies prepared by Vicki Kirsch, who many of you might remember for her chocolate creations at the National Change of Watch last January. Dinner followed in the club, where Richard Sandoval, the Long Beach Harbor Marina Director

brought all of us up to date on the upcoming changes and enhancements to Long Beach Harbor. The Southern California Fleet also received an invitation to hold an event next summer in Long Beach.

After dinner, the new Bridge took office, and newly initiated Commodore Anna Erving presented Staff Commodore Dennis Ballard with a Gift of Appreciation from the fleet. Anne Blayden was presented with the "Heather Perkoff Award", which is given each year to the member who best carries out Heather's legacy of friendship. Scott and Linda Robinson received the "Yachtspersons of the Year Award" for 2004. Richard "Slim" Gardner received the coveted "Bird Rock Award" yet again this year. This dubious honor is bestowed upon the member who has the biggest and most public mishap of the year. Richard achieved this distinction this year for leaving a channel marker on the wrong side of *MV Deerleap*, thereby tearing off one of his stabilizer fins. The "Bird Rock Award" is actually a flag (featuring *MV*

Deerleap running aground, but that's another story). We of the Southern California Fleet ask our friends in the Pacific Northwest Fleet to make sure that this flag is properly displayed at ALL events this year.

The 2005 Southern California Bridge is as follows: Commodore Anna Erving, Vice Commodore Scott Robinson, Rear Commodore Christine Rohde, Secretary Cathy Yatch, Treasurer Anne Blayden, National Director Peter E. Riess, and National Director Jim Butz.

December events this year include an electric boat cruise through the Naples Island area of Long Beach to see the holiday lights, and a group trip to see the new movie "The Aviator", starring Leonardo DiCaprio and *Riptide*, *Ono* and *Madrigal*.

All of the members of the Southern California Fleet send their warmest wishes for a joyful holiday season, and wish everyone fair winds and smooth seas.

FROM THE U.S.A. FLEET -

David Gillespie, Director

Most boats in the Northeast are now in bed for the winter. Two years ago at about this time of year, I traveled west on the NY thruway to examine a lovely 40' launch named *Fawan*. She was a lovely boat which had seen better days and needed a complete restoration, but for us, she was not the next project (there is a next project but more on that later).



Bob Tiedemann holds the latest restoration project, *Fawan*, this summer in Newport.

Luckily Bob and Elizabeth Tiedemann took her on and the November issue of *Soundings* appeared with a story on the restoration of *Fawan*. She has been completely restored and is now

operating for small charters and as a tender for the Tiedemann's fleet of 12 meter boats. This was a great save.

Canim made headlines again when she took 'Best Power Boat' in the Boat International Concours d'Elegance during the Antigua Race Week festivities this past March. She has been spending time in warmer climes, much to the envy of some of us! The race week brings together some of the very best traditional yachts and is probably the best known yachting venue on the Atlantic side. Congratulations go to Dan for keeping her in such bristol condition.

For a brief moment *Cygnus II* and *Kensington* shared a dock at the Tiffany yacht yard in Virginia. *Kensington* pulled in under her own power with a very pleased but slightly piqued Tony Hannoid at the wheel. She has had new engines installed and this was the first outing with them

and all went very well. Unfortunately the NOAA weather reports for the Chesapeake are not to be believed and Tony found the going heavy on the trip up with green water over the bow on more than one occasion.

The USA Fleet's first event of the new year will be the annual luncheon arranged by Barry White. This year's event will be held Saturday, January 8th at noon at the Gelston House in East Haddam, Connecticut. Please RSVP to Barry by January 1st. Members and guests are all welcome.

Our fleet and the entire CYA pass along condolences to the family of Edward A. (Eddie) Imbroli (USA#895), who passed away last winter. He had lived on and maintained the lovely 1935 54' *Judith R* for 35 years out of Colton Point, Maryland, and was proud to be a member of the Classic Yacht Association.

FROM THE PACIFIC NORTHWEST FLEET - Dorin Robinson, Director

I have often wondered just how our 2004 Commodore and wife (that would be John & Justine Jacobsen) seem to make each September Poulsbo Rendezvous bigger, better, longer, wider, faster, and more fun each and every year. When you ask them this question they really don't have an answer. They modestly say, "We talked to a few people and it just happens." While that may be true, the real secret is their hard work, which goes non-stop for most of the year leading up to this phenomenal event. The planning meetings include the City of Poulsbo, the Chamber of Commerce, the Port of Poulsbo, individual business owners, area newspapers, the US Navy.....it goes on and on. Everyone gets involved, and the end result is one of the best venues that our association is privileged to attend.

Let's take a look at what happened. For openers our moorage and electricity was free to all participants, courtesy of the local merchants who endorsed our yachts and individually sponsored one fine classic vessel. For that they were able to place a printed banner in the window of each classic saying who they were, along with some basic information on the particular classic they sponsored. A very unique concept that not only draws people to our fine classics, but also draws folks right back to the merchants who sponsor us. That's what I call organization!

Upon arrival on Friday afternoon, we were directed up to the City Park where complimentary hamburgers, hotdogs and drinks were served hot off the barbecue. The folks doing the cooking and serving were all volunteers from the Poulsbo Chamber of Commerce, who looked to me like they were having as much fun as we were.

Saturday saw more of our classics arrive, and our yachts were open for viewing from 10:00AM to 4:00PM. Those of you who attended are aware that our Saturday evening potluck is legendary, with just about

every kind of exotic haute de cuisine represented, not to mention 14 different kinds of desserts. As usual no one went away hungry!

This frivolity was followed by the traditional story telling session (lasting well into the evening) about your favorite bottle of wine: how you came to own such a bottle of fine spirits. And of course the stories told had to be true, with just minor embellishments. Now that I think about what was said about these bottles of wine - and after tasting some of them - these were not minor embellishments. They were in fact MAJOR!!

Yachts attending this gala affair, which by the way was blessed with very good weather, were *Adventure, Argonaut II, Blueback, Cle Illahee, Comrade, Deerleap, Edimir, Flying Cloud, Forevermore, Freya, Hobby, Island Runner, Josephine, Kona Trader III, Lady Grace, Lawana, Lorelei, Madera, Nan, Pat Foss, Orba, Pied Piper, Rumrunner, Saga, Savona, Shearwater, Swietenia, Westerley, Winifred*, and the special guest yacht courtesy of the US Navy, *Old Man IV*.

A record number of boats attended this event, with 31 present and accounted for, and at least 7 other owners present who for reasons known only unto them arrived by land yacht. Over 2000 people came by to look at our wonderful classic yachts. These folks voted for their favorite yacht, with the overall peoples' choice winner going to *Nan*.....our heartiest congratulations.

The annual Thanksgiving Cruise took place on Friday, November 25, and twelve PNW classics gathered on Seattle's Union Bay under pleasant fall weather to share a post-Thanksgiving feast and to collect non-perishable food for the less fortunate of our community. Participating classics included *Rita, Seven Bells, Forevermore, Kona Trader III, Patamar, Winifred,*

Argonaut II, Shearwater, Westerly, Orba, Glayva, and Woodrow.

One of the nicest cruises the PNW fleet does each year is the lighted boat parade which this year turned out to be one of the best. We gather at the Husky Dock around three in the afternoon. If we can get 5 or more 40 footers tied to the dock, then we have the entire dock to ourselves. This year it worked perfectly - enough of us showed up early and the Husky dock was ours. Prior to the lighted boats passing our location, we have a CYA Christmas potluck affair which features various gourmet dishes prepared by a host of world-renowned chefs who always seem to be present at this affair. Usually there is food in greater abundance than there are participants to consume it and everyone gets more than their fill. Many of our classics this year chose to decorate their vessels with Christmas lights which added to the overall ambience of this gala event. We sat there and watched a lighted boat parade pass in review that numbered in excess of 100 decorated vessels.

Boats participating were - *Saga, Orba, Forevermore, Zella C, Winifred, Cle Illahee, Capriccio, Shearwater, Thunderbird*, and a special guest boat from Fisheries Supply with Carl Sutter & family. Thanks to Kathy Skillingstead for making up some dandy Christmas favors which were passed out to each boat attending. Also many thanks to Keith & Louise Weathers for hosting the gourmet food event aboard *Capriccio*.



FROM THE NORTHERN CALIFORNIA FLEET - Shawn Ball, Commodore

Ahoy everyone, and greetings from the Northern California Fleet.

This is my last official correspondence as Commodore of the Northern California Fleet of the Classic Yacht Association. This has been a very good year for our Chapter and a tremendous learning experience for me. We were able to accomplish almost of our goals that we had set forth and still managed to have a great boating year as well. We began with the Opening Day on the Bay and will end with the Lighted Boat Parade at the Loch Lomond Yacht Club.

As I write, tonight is our Change of Watch ceremony, and I am looking forward to seeing everyone and being relieved. Being relieved comes with some sadness as I have enjoyed working very closely with several of our members, especially Tom Clothier to whom I owe many thanks. Our incoming Commodore Jim Sweeney promises

to be an effective leader and has a great deal of enthusiasm for the organization.

As you know the Northern California Fleet is hosting the National Change of Watch this year and I believe you are in for a treat. Cynthia McMillen has worked extremely hard to put this event together and make sure that everyone has a great time. She has chosen one of the most elegant and interesting establishments on the San Francisco waterfront for the dinner and meetings. It has a nautical theme, with gracious rooms and family-like setting in the lobby. The staff of the Argonaut Hotel is very pleasant, accommodating, and willing to help in any way they can. If you have not made your reservations by now please reconsider and do so.

Our Friday night clam feast and cocktail hour at the Golden Gate Yacht Club, located directly on the San Francisco waterfront, offers

warm friendly hospitality and one of the most spectacular views ever. Lucy Alderman is catering the event, and let me tell you her cooking is awesome! Again, if you have not made your reservations please do so as rooms at the hotel are limited.

I take this opportunity to thank everyone that has worked with our Chapter of the National Association and with me. I enjoyed having the honor of Commodore bestowed upon me and will continue to work very hard for the preservation of this fine organization. Every wooden boat is a treasure and every wooden boat is in danger of extinction. It is up to us, the present members, to encourage and most of all inform and teach the younger generations of the fine craftsmanship that went into these fine old boats and why they must be preserved.

Have a safe and happy holiday season and continued good boating.

Voyage of the Swan—Continued from Page One

Now we were in the East River enjoying the experience of passing Manhattan without having to contend with homicidal cab drivers or crazed truckers. We almost made it to the bay when the radio crackled with the wonderful sound of a teenage Coastie. In the best of times it is difficult to understand teenagers but on the radio they are impossible. It was possible to understand the rifle pointed in our direction, however, and we quickly pulled up. Coming along side they informed us that we were a threat to National Security. We were commanded to circle for 30 minutes while various dignitaries flew in and out of the heliport. The circles, it is well known, protect dignitaries from all manner of evil—a sort of waterborne crop circle. 30 minutes became 90 minutes. But who's counting when the security of our nation is at stake! Finally with all the

copters in the air we continued into the Bay and to a wonderful view of the Statue of Liberty.

Back under way again we enjoyed the wonderful experience of boating for at least another hour before the port engine slowed and died. Naturally it had to be the engine filter since that involved lying under the hot engine while fuel runs down your arms. So that was the one I changed only to find that it was absolutely clean. Moving on to the Evil Racor I found it again plugged. Good thing I bought 6 elements before leaving.

At the end of the day we pulled into Barnegat and tied up at a fisherman's pier. We were surrounded by commercial fishing boats, most wood boats. We quickly made friends and were invited to dinner at the local

hang-out. Great food and a few beers later we were back on board intending to make an early start.

The fishermen, it turns out, had an even earlier start in mind and we woke to the noises of fishermen coming down to their boats about 3 am. In a fog of diesel smoke we got the coffee pot on and decided to leave at first light. Again the day was near perfect but we decided to go into Cape May for fuel and to confer with the local Yanmar dealer about our fuel problems. Pulling into the fuel dock we found that the starboard engine would not shut down. This was quickly repaired by the mechanic who also let me know that I had bought 4 micron filter elements when Yanmar specified 30 micron elements. There is a color code on the filter elements but Racor likes to keep it a secret just to toy

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The Swan—Continued

with the likes of me.

The tanks full and the fuel filters correctly stuffed, we pressed on realizing that we would have the tide with us all the way up the Delaware Bay and into the canal. We made it to the Canal about 7 pm but decided to stop at Schaeffer's Canal House about 9 pm. The restaurant was closing but the bar was open and a very friendly bartender got the kitchen to give us some food. Here we met Captain Billy, the weathered captain of a wonderful Burger also tied up at the dock. Captain Billy was an old salt who chafed at being held up in the Canal by the whim of owners who wanted to do some site seeing. Luckily the bar was open most of the day and a good part of the night which provided much needed solace.

Passing into the Chesapeake the next morning we quickly discovered that the Bay resembled a large floating log jam. Four hurricanes had produced lots of fallen timber all of which made its way to the Bay. We practiced dodging successfully most of the day but, toward the end minds wandered. While avoiding the root ball, crew did not notice the rest of the tree floating beneath the surface until there was a loud thunk followed by the inevitable vibration of a bent prop. Limping into Solomon's, Maryland we found refuge at a marina directly across from S.S. *Sophie*, an 80' Trumpy of 1947 vintage owned by Greta Van Susteren. A tour was not in the offing as we were occupied trying to find a suitable repair facility.

The beauty of having CYA friends is that we were able to contact Tony Hannold who recommended the Tiffany Yacht Yard. Early the next morning we set out at the leisurely pace of 6 knots reaching Tiffany at about 1pm. My apprehension was dissipated when we saw *Carousel*, a 55' Trumpy, *Rozzy*, a 38' Dawn and several other wood boats at the dock. Clearly this was a yard prepared to work on wood boats. Tony was to join us with *Kensington* which was to

be re-fastened. Having listened to the NOAA weather, Tony picked a day only to arrive in the yard somewhat bruised from heavy seas.



After a brief respite while I worked and *Cygnus II* was repaired, I returned to Tiffany with a now ambulatory wife. Not learning from Tony's experience, I listened to NOAA weather radio and determined that the weather would be calming down overnight with seas subsiding from 3-4 to 2' and winds dying. Right! When we got into the Chesapeake the next morning the seas were running 4-6 following us down the Bay. *Cygnus II* bravely climbed the waves and then coasted down the other side all the while trying to track in a more-or-less straight course. The Crew was unhappy.

We pulled into Portsmouth, VA in mid-afternoon prepared to enter the Intra-Coastal waterway the next day. We wandered up the dock to find *Hiawatha*, a beautifully restored 1937 53' Elco docked at the restaurant. After an appropriate amount of oohing and ahhing we retired to the restaurant feeling that all was going very well indeed.

The gods despise comfortable boaters. On our return to the boat we were greeted by the dreaded sound of trickling water. This is a sound which has an amazing effect on my wife. In a frantic flurry of activity floor boards were torn up, flashlights came out and the offending trickle traced to the rudder shaft. AAHHGH! Another evening given over to temporary repairs and phone calls.

Atlantic Yacht Basin seemed to be the best bet so the following morning *Cygnus II* left the dock headed for the Intra Coastal and another layover. But the Trials of yrs tly were not yet over. Ahead, clearly marked on the chart was the greatest nemesis of the beloved crew: a lock. These are beasts which install a deep and abiding fear in the heart of the blvd crew. Lines were quickly thrown all around. Eight fenders appeared when only four had started the trip (what do they do down in the hold, anyway?). Gloves and other appropriate articles of lock wear were put on. Much to the Captain's amusement.

The lock lowered us all of 6 inches.

Atlantic Yacht Basin is a huge yard which curls deceptively behind the waterway at MM12. In it we found enormous sheds full of wood boats. A very unusual 50' Elco named *Lady Patricia* caught my eye. She has a modern hooded cabin mated to the traditional Elco flattop. Perhaps the most spectacular boat I have seen is *Enticer*, an 85' 1935 Trumpy which has been recently restored. It would be hard to find a more perfectly restored yacht. And yes, for those of you who are asking, brochures were liberally spread around all the boatyards so that we may find a few new members out of *Cygnus II*'s misery.

Part II The Big Ditch—next issue!



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Featured Classic ~KEEWAYDIN~

By Peter E. Riess, SC Fleet Director

Keewaydin is a 1940 Elco Cruisette, lovingly owned by Scott and Linda Robinson of Long Beach, CA. She was commissioned to be built on April 26, 1940, by Robert Carr, Jr., of Lake Forest, IL. She was completed on May 22, 1940, and christened "Sea Car".

Later she was sold (either in 1946 or 1947) to Patrick M. Thornton, of Hancock, MI, but was kept in Duluth, MN, under the care of several owners until 1979. Ownership and locations become very hard to trace after that, due to the demise of Lloyds Register of American Yachts.

Scott and Linda found her on the internet, owned by Kay Dickison, who had undertaken a complete restoration. Kay was interested in finding someone who would continue the restoration process, and love the boat as much as she did. Scott and Linda certainly fit that description. They flew to Minnesota to test the boat on the mighty Mississippi River, and the rest is history. Soon arrangements were made for safe transport over the highway from the frozen mid-section of the country to sunny Southern California.

Upon arrival in Huntington Beach, Scott and Linda had much to do to prepare *Keewaydin* for her first immersion in salt water. This required stripping the bottom and applying salt water ant-fouling paint, and also the installation of a full wooden sacrificial worm shoe, something that was not required in fresh water. The entire bilge was soaked in Smiths CPES, and several coats of white (yes white!) paint were applied to the

bilges. All hardware was removed and rechromed. New transom bands were fabricated, and of course, chromed. The final step was the application of the name to the transom. The typeface for the name was created especially for *Keewaydin*, fashioned after the type on an old citrus box label. If you haven't seen this work of art, it is certainly worth the effort.



Keewaydin's layout is typical of the Elco "standardized cruisers", produced between 1930 and 1941. The 44' Cruisette model was developed by stretching the 40' model for additional speed and accommodation

Starting at the bow, there is a large chain locker, hidden behind doors in the crew's cabin. This small cabin features a NARROW berth for the paid hand, along with a small sink and WC.

Immediately aft of that, on the other side of the locking door, is the Master Stateroom, which has Pullman type berths, complete with privacy curtains. At one time there was a full bureau and dressing table on the port-side, but that has been removed and replaced by a double berth.

Aft of this cabin on the starboard side is the step-in galley, complete with the original Shipmate stove. All still intact is the porcelain enameled sink top, in a pale shade of green.

Opposite is the head, which is of a very good size, and has the original steel shower pan. Going up three steps, one enters the "main cabin". On the port side is the helm, which is entirely original. Still operational is the patented Elco wheel, which with the push of a button converts from vertical to horizontal, making it useful for either sitting or standing. There are no modern electronics (yet). Opposite is the companion seat and chart table. Access is provided to the new 110V generator under the floor that provides plenty of power for the central air conditioning and heat.

Immediately aft of the pilot area are the comfortable dinette to starboard, and the convertible settee to port. Aft of this is a glass and mahogany bulkhead and doors that open to the huge cockpit.

Although originally powered by Straight-8 Chrysler Royals, *Keewaydin* is currently powered by Chris Craft Straight-6 gasoline motors. Scott has purchased a pair of Chrysler Royals, and is contemplating a re-powering project. With the current 6's, *Keewaydin* cruises at approximately 9 knots.

This beautiful Elco Cruisette is well loved by her new owners, and is a very welcome addition to the Southern California Fleet.

WELCOME TO THE NEWEST MEMBERS OF THE C.Y.A.!



CLUPEA—1930 52' Boeing. William and Brenda Ferguson, PNW Fleet. Dorin Robinson, Sponsor. Everett, WA.



LADY MARTUKRIS—1929 46' Elco. Rene and Marta Guerra, USA Fleet. David Gillespie, Sponsor. Coral Gables, FL.



FRIENDSHIP II—1936 34' Fremont Boat. Paul Casadevall & Jennie Dahlby, PNW Fleet. Dorin Robinson, Sponsor. Tacoma, WA.



WITCH—1929 50' Elco. Stephen and Phyllis Decker, USA Fleet. Stephen Wilen, Sponsor. Shushan, New York.



MARGO—1935 35' Schertzer. Kyle and Margaret Ann Bollmeier, PNW Fleet. Ken Meyer, Sponsor. Seattle, WA.



HOBBY—1931 32' Schertzer. Alice Lobenstein, PNW Fleet. Dorin Robinson, Sponsor. Seattle, WA.

NEW AFFILIATE MEMBERS: *Kim Christie and Richard Asia, PNW Fleet, Seattle, WA; Gene and Marie Orloff, NC Fleet, San Rafael, CA; Wendell and Patricia Reed, PNW Fleet, Seattle, WA; Douglas and Kelly Simpson, PNW Fleet, Seattle, WA; Andrea Ely and Ned Manuel, USA Fleet, Chester, CT; Thomas and Kimberly Stumph, NC Fleet, Isleton, CA.*



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