



# Classic Yachting

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

## THE RESTORATION OF *APHRODITE*

By Captain Kirk Reynolds, USA#991

As some of you know *Aphrodite* was a magnificent yacht in her day, a commuter of the most audacious design and one of the fastest.

*Aphrodite III* is 74' long with a beam of 14' 6", and was built for John (Jock) Hay Whitney of Manhasset Bay, Long Island, New York, by the Purdy brothers of Port Washington, New York, in 1936/1937.

She was launched in April of 1937, contracted to do a speed of 38 MPH. There was a penalty of \$5,000 dollars for every mile per hour under 38. As she was only built to race and beat Jocks' brother-in-law's *Saga* to Wall Street. Jocks' former *Aphrodite II* could only reach a top speed of 29 MPH. Whitney's first *Aphrodite* was 330' long, steam powered, and built in 1898. Jock inherited this yacht from his uncle, Colonel Oliver Hazard Payne in 1914. He sold this yacht in 1928 when he took delivery of *Aphrodite II*.

*Aphrodite III* was constructed very lightly. Double planked Philippine mahogany riveted over white oak frame, 3/4 inch teak deck decks, red cedar bulkheads and interior walls with Honduras mahogany trim and doors, cedar and fir cabin tops, cabinsides of Mexican mahogany.

All exterior hardware was brass or bronze (cleats were cast hollow). Weight was always a considered a factor. She was powered with a pair of 800 HP Packards.

She survived hard use, war service, neglectful owners, and abandonment. During the Coast Guard service, President Roosevelt used her to be ferried down the Hudson. (Jock would later marry F.D.R.'s daughter-



in-law.) The Coast Guard had used her as a platform to test the prototype engines to be used in the PT boats, the 1750 HP Packards. Her top speeds were 60 MPH. Returned to Mr. Whitney, a little tired, *Aphrodite* underwent modifications. The interior was changed to accommodate Mr. Whitney's new step daughters with an upper/lower stateroom carved out of the owners cabin space. The crew cabin was cut in half, and an aft cockpit was built to allow sport fishing. The engines proved too beefy, as they idled at 11 kts, so

these were replaced with 250 HP Hall-Scotts.

*Aphrodite III* was put up for sale in 1947, but Mr. Whitney held on to her until 1964 when he had *Aphrodite IV* built by Whitticar Boat Works of Florida. In 1964 Mr. Whitney donated *Aphrodite III* to the Boys Club on Long Island. After two years of being neglected, a friend of Whitney, John ("Shipwreck") Kelly, distraught at the

sight of her deterioration, bought her, brought her "back", and owned her for 5 years or so, until upkeep became too much. Then there's a period through the 70's. Who knows what happened. (Does anybody?) *Aphrodite* was discovered in the "weeds" out in Shinnecock, Long Island, in the early

80s' by a man who knew what she was. He contacted the proprietor of the former Purdy Boat Yard, John Pannell, who operated the yard as Harbor Marine, to restore *Aphrodite III*. This man died a short time into the project and John Pannell took the boat over as payment for work done. He finished the restoration, moved aboard with his family, and began the boat show circuit in 1983 through the 1990s. Pannell moved to Florida, family aboard. Over the next 10 years, the boat deteriorated badly, unable to keep ahead of the wrath

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## COMMODORE'S CORNER—George Homenko, National Commodore

As my term as National Commodore wraps up I would like to thank all of you for bestowing this honor on me. It was an absolute pleasure for me to give back a little of my own time to this great organization. It was a lot of fun!

For me it was a personal pleasure to be the first Commodore to serve over the new "Vintage Fleet". As you may or may not know I have lobbied for many years to have the dates of "qualifying" vessels expanded. I know the debate is still not completely over concerning the "Vintage Fleet" and only time will tell if it was the right course to take. My personal opinion is that the new "Vintage" class will be looked back on as a major positive change in the

Classic Yacht Association. In my own Northern California fleet we have seen resurgence in recruiting of new members. The fleet seems more vitalized than ever and I am looking forward to touring some vintage vessels.

Another pair of firsts I am proud to be part of is the first National Change of watch to be hosted by our USA fleet and the first to be held on the East Coast. May there be many more. I am looking forward to going to Mystic and am praying for good weather or at least as good as it gets in Connecticut in January. I have been to Mystic before and I am looking forward to visiting it again but this time without the summer crowds.

It gives me great joy to see the seeds of what we have sown blossom into the USA fleet. I can remember when I first got involved with the CYA and going to the national changes of watches. Much of the talk was how to go about expanding to the East Coast. Now it is a reality, thanks to the hard work of people like Stephen Wilen, David Gillespie and Barry White. It's not hard to envision the USA fleet spinning off into individual fleets in the future. I will be looking forward to that time.

The future looks very good for the Classic Yacht Association and I am very proud to have been part of it. May there be fair seas and good boating for all of us in 2006.

## AROUND THE FLEETS -

### FROM THE PACIFIC NORTHWEST FLEET - David Ellis, Director

From the PNW Fleet, and Bridge of the *Forevermore*, Greetings.

The Classic Yacht Association's call to the enjoyment of "Corinthian Yachting" is indeed being answered with both gusto and fervor in the Northwest. As the cruising season continues year round for us, each event seems to be the best ever, with the most yachts ever, with the greatest potlucks ever, and the best friends ever. This year's **Septemberfest** at Poulsbo was certainly no exception. **PNW Past Commodore John Jacobsen** (*Lady Grace*) organized another stellar event that brought together fabulous weather, Classic Yachts and crews, history buffs, an adoring public, and the business community of a bustling seaport town in what can only be defined as "Rendezvous" in the most glorious sense of the word.

**Sponsored Moorage:** Sometimes skippers mutiny at the thought of paying for moorage at a "show" that is supposed to benefit the local community. Enter PNW's and now Past Commodore John Jacobsen. For the last several years and as a direct result of John's guidance, each Classic Yacht is sponsored by a specific business in the grand city of

Poulsbo. Beautiful signs adorned with each vessel's name together with the name of the business sponsor are proudly displayed by participating vessels. The Executive Director, Stuart Leidner, of the Chamber of Commerce, takes it upon himself to visit the local establishment owners, thereby increasing communication among the business leaders to boot. For the Rendezvous participants it is most definitely a "Win-Win" situation with vessel owners, the port, business, and the public all happy.

Leaders of the Chamber came down to the docks and met each skipper, presented us with their beautiful posters (created by our own **Ashley Arhart** (*Yachtsie*), and thanked us for our participation. The Classic Yacht Association later returned the favor when the chamber brought contest winning home made pies to the potluck. PNW Commodore Dave Hutchausen (*Zanzibar*) called for token donations of perhaps \$250 from our group to a local medical charity as a way of saying thank you for the pies and we responded with nearly \$500. Good will all round.

**Eating:** A huge dockside potluck is followed with stories of wine and the draining of many a glass. One grand

lie about each wine follows another occasionally mixed with a bit of truth. After several tall tales of wine, one musically inclined celebrant was even heard singing a twisted version of the Eagles song, "You Can't Hide Your Lying Wines."

Sunday morning has also become a tradition at Poulsbo with **Ted Hoheisel** hosting a crab cooking pot of boiling water on *Saga's* stern. Morning diners bring omelets ingredients and place them on the potluck tables. Each person is then provided a zip lock bag into which any desired amount of beaten eggs and various ingredients is placed and sealed. Stepping through the transom entry of the *Saga*, the hungry customer places the baggie into the boiling water to cook. Minutes later the omelet is done to perfection.

Jon Jacobsen and the Poulsbo community have made the September event second only to the Bell Street Rendezvous in Classic Participation, and a true representation of what **Corinthian Yachting** is all about. This year, thirty Classics took part in this relaxed, yet spectacular event.

The oldest PNW sponsored



## PACIFIC NORTHWEST FLEET—Continued

Rendezvous is the **Pumpkin Cruise**. Held in the waning days of blustery October, one would think that just getting to this cruise can present a challenge. As fate would have it, the last several years have seen nothing but great, although at times cool, weather. This year was no exception as sunny skies greeted the hale and hearty Classic Yachts, skippers and crews who chose to brave the October seas. Perhaps it was the promise of yet more Corinthian Yachting that the event beheld this year. PNW CYA member, **Jerry Matthews** (*Pat Foss*), was commodore of the Port Orchard Yacht Club this last year and wondered if the CYA Pumpkin Cruise attending Classics would mind helping POYC kick off their 50<sup>th</sup> Anniversary year by parading around the bay. In return, they would provide moorage for our Classics and provide us a Saturday night dinner. How could we say no to that? Rule of law for the event has always been simple: Everybody brings and carves a pumpkin. **Slim Gardner** (*Deerleap*) tried to amend the rule by asserting that everyone must also wear a costume.

The doubters figured there were already three strikes against the cruise: 1) Iffy weather. 2) A Parade (May the mighty Neptune help us here!) and 3) People were expected to wear costumes? Ahhh, but the scurvy naves hadn't figured in the lure of Corinthian Yachting.... Classic



Yacht Style. Free Moorage and Free Food were the trump cards and some 22 Classic Yachts showed up to make it one of the best Pumpkin Cruises ever.

**And the costumes?** The doubter swore it would never happen, but indeed it did. The pumpkin cruisers pulled out all stops in gearing up and dressing down for the occasion. Who

ever in their wildest imaginations would have even dreamed of seeing **CYA's High Priest, Steve Moen (Orba)**, and the lovely **Yo** in costume. But it happened, and we have photographic proof. Who cares if the CYA participants were the only ones dressed in costume at an otherwise very formal 50<sup>th</sup> Anniversary kick off banquet for the Port Orchard Yacht Club. The costumes were outstanding. The food and hospitality of the PYOC was tremendous. And the pumpkins were once again carved to ghoulish perfection.

**Boat Houses:** On a side note, some members from other fleets are at times a bit envious that most of us in the PNW have either shed covered moorage, or even boat houses. Imagine how it would be to be in a community of 250 very active boat houses where everyone is a member of the same club. Walking the docks at the PYOC was an experience not to be forgotten. Its members are all volunteers. They are gracious, hospitable, and very active in the boating life. The new commodore's father was the founding commodore 50 years ago, and he and several other members have purchased old classic yachts for restoration and to help celebrate their 50<sup>th</sup> Anniversary. Fantastic!

**Meetings:** the PNW cruising season was interrupted briefly for our annual business meeting. The PNW fleet has several "honorary" out stations, and there is always talk of having an official club house, outstation, or dock space we can call our own. This year it was decided to set aside some of the balance of monies accumulated over the years by the PNW fleet for possibly securing such facility sometime in the future. **John Murphey (Madera)** was selected to come on next years bridge as PNW Rear Commodore.

**Turkey Leftovers:** Another long standing tradition of the PNW fleet is for Classics to get together and share Thanksgiving leftovers at the Husky Docks by the University of Washington. Some of us lovingly refer to the event as **The Turkey**


**Float.** It was raining hard and the wind blew straight across Lake Washington and down Union Bay in a gale, but the **Forevermore, Shearwater, Thunderbird, Zanzibar and Argonaut II** ate warm and well, and set aside cans of food for a local food bank.

**Christmas:** You heard right! Taint no 'holiday' cruise for us, it's the Christmas Cruise where PNW Classics deck the halls and gather again at the Husky Docks for the viewing of the region's Lighted Boat Parade that features dozens of decorated vessels from around Puget Sound. **Forevermore, Winifred, Shearwater, Thunderbird, Zanzibar**



and **Argonaut II** were back again hoping for better weather (and getting it) and were joined by **Flying Cloud, Willobee G, Savona, Woodrow, and Capriccio**. **Capriccio** was skippered by Past Commodore Keith Weathers, who carried as crew his lovely wife **Louise** with Ted Hoheisel (*Saga*) and John and Ellen Murphy (*Madera*) as deck hands. Keith and Louise gave all of us fortunate enough to be there, our own Classic Christmas Miracle.

We feasted. We laughed. We cried. And then we ate dessert. Corinthian Yachting, indeed.



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# FROM THE NORTHERN CALIFORNIA FLEET - Jim Sweeney, Commodore

As I compose this report the fall colors are at peak brilliance here in Northern California and the last of the hummingbirds have headed South. Mid-November was noteworthy for sunny skies, light airs, and temperatures in the high 70's; perfect weather for cruising in a classic yacht. Now, with the Yuletide holidays upon us, it's time to wrap up a year of great memories.

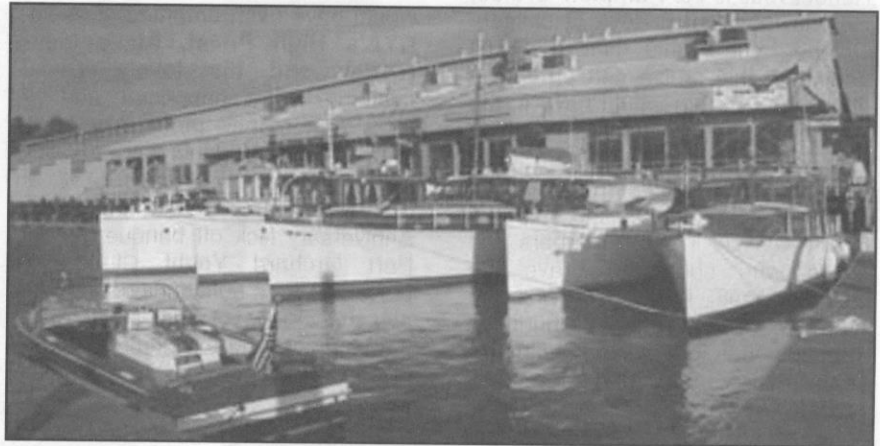
A glance back discloses some really good stuff.

Thanks to the pro-active efforts of Vice Commodore Alexey Kanwetz and other fleet members, notably George Goodwin and National Commodore George Homenko, we have experienced an astonishing increase of about twenty percent in NC Fleet membership.

Our final Bridge meeting of the year took place on September 24<sup>th</sup> at the Richmond Yacht Club. It was well attended and accomplished useful business.

The NC Fleet participated in three major events since my fall report. The first of these was the September 10<sup>th</sup>-11<sup>th</sup>, Family Nautical Day, on a sunny weekend with outstanding food and entertainment at the San Francisco Yacht Club in Belvedere. Guest dock space was limited and therefore available by invitation only but Greg Owen organized a superb display of five beautifully restored NC Fleet vessels: *Bounty*, *Cielito*, *Linmar*, *Tiverton*, and of course the Owen family's gorgeous Lake Union, *Pat Pending*.

From September 30<sup>th</sup> through October 3<sup>rd</sup> our yachts cruised the tranquil waters of the California Delta to the Classic Boat Festival. Delta Port Captain Bill Wells organized and chaired this event in conjunction with the friendly folks at Tower Park Resort. *Eslo* and *Bounty* steamed there from San Francisco Bay, meeting *Hiltot II* en route at Antioch. The three vessel crews spent a pleasant night and enjoyed a couple of hearty meals at the Rusty Pothole on Bethel Island before continuing on to Tower Park Marina the next morning. *Susan Gayle*, *Siren*, and



*Ranger* arrived from their respective Delta ports and the entire fleet of six classics assembled in fine order for a Saturday night banquet and the public show on Sunday. The Festival was specifically planned to coincide with the ACBS Northern California-Lake Tahoe Chapter's annual Delta Cruise. A squadron of mahogany runabouts and utilities joined us Sunday at the Tower Park guest dock to add another dimension to an impressive display of gleaming chrome and bright work. We all had ample opportunity to visit and inspect each others' vessels. Camaraderie ran high and plans were made for more synergistic gatherings in the future.

Our fleet dispersed and headed to its various home ports in the late afternoon. *Hiltot II*, *Eslo*, and *Bounty* steamed into the Antioch Public Marina for the night and encountered the only really challenging weather of the weekend, entering and turning in the narrow harbor fairway. After a



few anxious moments all lines were fast and we were free to enjoy a great dinner at the nearby Humphrey's Restaurant. *Eslo* and

*Bounty* resumed their homebound voyages the next morning, without incident, excepting a dramatic encounter with a huge bull sea lion breaching off *Bounty's* starboard bow with a big thrashing striped bass in his jaws.

Perhaps the development with the most significant negative impact of 2005 occurred on November 21<sup>st</sup> when a fire erupted at the covered dock of the Loch Lomond Marina. The cause of the conflagration is still under investigation but two 36 foot power vessels were destroyed and another suffered superstructure damage before the San Rafael Fire Department arrived and extinguished the flames. Other yachts, including *Bounty*, which was moored about 120 feet away, escaped harm thanks to rapid and effective action by the harbormaster and firefighters, plus the fact that the primary material of the covered dock is steel, not wood. Wood slip decking adjacent to the destroyed vessels was badly singed. A number of large holes opened in the dock's sheet steel overhead when panels were distorted by the intense heat. Most of the underside of the steel dock covering received a dense coating of soot. One bystander reported ordnance (probably flare shells) exploding within one of the burning vessels. It was an unfortunate reminder of the destructive potential of marine fires and the need for constant vigilance to protect our prized classics from this unforgiving hazard.

Returning to a positive note, the next event on our schedule is the holiday



## NORTHERN CALIFORNIA FLEET—Continued

Parade of Lighted Yachts on December 10<sup>th</sup>. Tom Clothier, as chairman, is coordinating activities with our genial hosts at the Loch Lomond Yacht Club. The NC Fleet will celebrate a festive tradition on the San Rafael Canal in conjunction with fleets from the Marin Yacht Club, San Rafael Yacht Club, and Loch Lomond Yacht Club. Over seventy-five spectacularly decorated yachts participated in the 2004 parade and a comparable turnout is expected in 2005.

The NC Fleet calendar of activities concludes in elegant style on December 18<sup>th</sup> at our Change of Watch black tie dinner-dance. Rear Commodore Greg Sabourin is chairing this event. The beautiful and historic main ballroom of the Corinthian Yacht Club in Tiburon, with its unsurpassed views of San Francisco Bay, will provide the venue. Attendance can be via classic yacht or automobile. I anticipate it will be an evening fondly remembered by all for many years. I will be relieved by 2005 Vice Commodore Alexey Kanwetz. Alex [affectionately known as the "Lord of the Lake" (Tahoe) has participated in virtually every NC Fleet activity over the past year. His good humor, yeoman work ethic, communication skills, and organizational talents are already being channeled into planning a wonderful 2006. He has my pledge of steadfast support in all pending endeavors.

My personal thanks to all the NC Fleet Bridge members, chairpersons, and volunteers who made 2005 a truly enjoyable and successful year. Our Fleet is thriving thanks to your interest and personal involvement.

Best wishes for smooth sailing and a very Happy New Year.

*It is with great sadness that the CYA reports the passing of Charter Member Kenneth Neptune. Ken was a true supporter of Classic Yachting, and was a very long term owner of the almost completely original 1924 Seacraft Colnette.*

## FROM THE SOUTHERN CALIFORNIA FLEET - Peter E. Riess, Director

Well, Fall has come and gone here in Southern California. Once again, we were blessed with sunny, warm days and cool, dry evenings, perfect weather for an extended boating season.

September saw the first of the Southern California Fleet's "alternative" Commodore's Cruises. This year, Commodore Anna Erving thought it would be fun to cruise with someone else worrying about the cost of fuel, dock space requirements, libation procurement, and all of the other challenges that an event coordinator must face. Calling upon the cruise planning expertise of the Carnival Cruise Line, representatives of the Southern California Fleet embarked upon a Mexican adventure aboard the liner *Paradise*. This three-day adventure was a blast for those who attended. Although the cruisers fought the temptation to assist the captain of our steadfast vessel in the business of piloting and navigation, the *Celebration* managed to get to Ensenada with not one mishap. Everyone had a really great time, both on the ship and at our port-of-call. All agreed that this should be just the first of many such adventures.

October found the fleet gathering in Palm Desert, CA, for the launching of a scale model of the *Sea Dog II*, a five foot replica of Jim Butz's Stephens 55, *Sea Dog*. The event was held at Commodore Anna and Captain Bill Erving's Lake Mirage home. Their beautiful home is located on a 25-acre lake, site of the launching. After an appropriate champagne toast (no bubbly was wasted on the bow), the model was launched and took a high-speed run across the lake (much to the annoyance of assorted water fowl). In pictures taken of the cruise, unless there is an object to relate the size of the model, it looks as if the *Sea Dog* herself was relocated to Lake Mirage. Included aboard the model is a pint-sized, salty looking figure, which is widely reported to be a carved likeness of Garrett "Hawk" Hawkins, crewmember and caretaker of the

full-sized *Sea Dog*. According to Jim Butz, the only detail missing from the model are the clouds of smoke that *Sea Dog* generates when her vintage BUDA diesels are running.

In November, the annual Change of Watch was held at the Long Beach Yacht Club. Our 2006 Bridge follows: Scott Robinson - Commodore, Christine Rohde - Vice Commodore, Tom Brown - Rear Commodore, Anna Erving - Staff Commodore, Kathy Yatch - Secretary, Christine Rohde - Treasurer. Peter Riess - National Director, Anna Erving - National Director/National Rear Commodore. This year's awards went to: Peter Riess - Heather Perkoff Award (given each year to the person who best supports the fellowship that Heather brought to Classic Yachting and to the Southern California Fleet); Ron and Kathy Yatch - Yachtspersons of the Year (given to those individuals who go far out of their way to help put on the events and insure the success of the season); and finally Bob Swaim, first-time recipient of the "Bird Rock Award". This award, always given in a spirit of fun, is "earned" by having the most public mishap of the year. Bob achieved this dubious distinction by hitting a bridge in the Naples canals while trying to pass a gondola during our annual Naples Holiday Lights Cruise. Bob was **not** at the helm of his mighty Consolidated Commuter *Old Age*, roaring through the canals, with diesels wide open, no, he was at the helm of his Duffy Electric Launch, *Current Wave*, at a somewhat more sedate 6 mph.

December will find the fleet once again on the Naples Holiday lights cruise. The residents of Naples (an island in Long Beach), really go out of their way to decorate for the holidays. It's a real treat to motor through the canals and see the fruits of their labor up close.

The Southern California Fleet has a large group heading east to the National Change of Watch in Mystic. We look forward to seeing you all there.

## FROM THE USA FLEET - David Gillespie and Barry White, Directors, and Stephen Wilen, Commodore

As winter comes on, boats in the Northeast and Midwest are laid up for the long winter hibernation. Even those in the Mid-Atlantic States often lie dormant until the approach of spring. Even our lame duck commodore is mildewing in the humid tropics from the feet up (which is preferable to the other way around). Still, the fall has been an active one for our fleet.

Our Gulf Coast members got hammered by two major hurricanes and we wish them (and their boats) good luck as they start the long rebuilding process. There are so few good wood boats left that we hope that Mother Nature has not taken any more during these storms.

Barry White's *Annie Laurie* was invited to take part in New London, CT's "Boats, Books and Brushes" four-day festival in early September, and in Mystic Seaport's "By Land and By Sea" antique car show. We were the "By the Sea" part.

*Cygnus II* headed south in October. During a layover in Beaufort, SC,

*Canim* caught up with her and both then headed on down the waterway to Jacksonville, where *Canim* took a short layover on her way to the Bahamas for the winter.

Rene & Marta Guerra plan to take *Lady Martukris* to the Ocean Reef Club show in December. Barring any interruptions, Steve & Phyllis Decker also planned to make that show in *Witch*. So we will be represented by at least two boats and we hope to hear more on that major show in the next issue.

Ted Killiam's *Aurora* has been trucked to Nova Scotia for a complete rebuild and we hope to see her in the water next spring. Skip Shipman continues his restoration of a 45' Dawn as a mate to his 38' Dawn, *Parader* and we hope to see them on the water in the spring. Charles Royce's *Aphrodite* has just been relaunched (see accompanying article). She is a truly unique boat and well deserving of the high quality restoration she has just completed. For those interested in the process of restoring large yachts, the annual

meeting will provide an opportunity to visit the Newport, RI yard which is restoring Earl & Elizabeth MacMillan's *Freedom*, one of the largest remaining Trumpy's in existence.

Winter has come to the Connecticut River contingency of the CYA. Ted Crosby's *Nisca*, Ned Manual's *William S.*, and Rick Baker's *Proteus* are hauled out and covered. *Annie Laurie* will winter in water covered in white shrink-wrap.

The annual Change of Watch is being held in Mystic, CT this year and will provide lots of excitement for those of us who get boat-starved during the winter. Highlights will include behind the scenes tours of the Mystic Collections, a visit to Newport's International Yacht Restoration School, and, of course, the chance to see and talk with our fellow members.

We look forward to seeing many of you at Mystic in January. If there are any questions call Barry White at 860 526-8296 after 4 PM EST.

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## THE RESTORATION OF *APHRODITE*—continued

Florida sun and heat. The owner hadn't hauled her, he just kept her tied in a canal behind his home, and was only able to keep her afloat, which he barely did. The worms had gotten to her, and the termites and the wood boring bumble bees, the carpenter ants, rodents and dry rot, lots of it.

In 1999, I had already been working for "Chuck" Royce three years, maintaining his collection of wooden boats, and captaining three that he bought from the estate of Jim Lewis of Clayton, NY and Vero Beach Fl., *Mavourneen*, *Corsair*, and *Golden Girl*, along with a Shelter Island Runabout and a large RIB, a tender to the wooden boats. He was feeling the need for something larger, as the 50' *Mavourneen* wasn't quite enough. Chuck enjoys boating with a crowd. So when friends of mine came across this wild black hulled *Aphrodite* deteriorating in

Florida, they knew there was only one guy to save this boat.

For the next year, we worked on getting John Pannell to sell *Aphrodite*. He would not part with this sinking boat. (When we finally did get aboard, the pumps were on full-nonstop). Finally we came to terms to see her out of the water, with an agreed non refundable deposit. We could see why the pumps ran as they did. The worm damage was so extensive, that after power washing 10 years of growth off her bottom and some wood too, you could put your arm through the holes in her planking.

After our survey with our imported carpenters from Mystic, we concluded she was a total loss, but could be salvaged as a pattern. The only problem was, we had to get this pattern to Rhode Island. So with our non refundable deposit (it was large

and balance paid, much to the distress of John Pannell, (he didn't think Chuck would buy her because of her condition), she became another one for us to care for, this one a real project.

Two used engines, a complete temporary rewire job, new pumps, electronics, and running lights were first. Nothing on the old boat could be used, or was safe. Tanks had to be cleaned, cabin tops made water tight, and on the bottom, 15 gallons of epoxy and filler cloth was patched over the large holes. Through-hulls were made operational again, hoses, wire, clamps, and then all the other gear we would need were purchased, a coat of brown paint was applied over the weathered gray and plywood-patched cabinsides. She was a 200 footer, don't get closer.

Finally, the launch, no leaks - not one, but there was such vibration, we



## THE RESTORATION OF *APHRODITE*—continued

had to haul out again. Off went the shafts and props to the shop. New wheels and stub shafts later, she purred.

We left Florida September 21<sup>st</sup>, 2000 and arrived in Watch Hill on October, 1st, with minor issues along the way, including an annoying rudder leak that persisted to the day she was hauled out in Maine.

I boat-sat *Aphrodite* for 3 years until a plan for her restoration could be hatched. She wintered in the water, frozen in, bubbled, and summered in Watch Hill harbor. Donation/restoration plans fell through. Time was running out for this old girl.

Chuck sent me to interview yards. I talked with eight, throughout Connecticut, Rhode Island, and Maine, all capable of the job, but Chuck had a few stipulations. She had to be done in 18 months, had to do 50 MPH, and had to be done for a contract price. Three yards could do two but only one yard could do all three, Brooklin Boat Yard, in Brooklin, Maine.

We had always planned to replace most of her. I wanted to save her bulkheads (the ones we weren't changing), stringers, maybe some planking and cabin doors.

There was no wood that could be saved. The stringers were in the way of framing, because of the rivets (she had a rivet every two inches) the planking was peppered, and would not have come apart anyway. The plan was to remove all the planking and then put rib bands over the remaining frames. The old doors would require so much work, it would be a better match to make new as well as faster, so we ended up reusing only the name boards and the stanchions, cleats, windlass, original shifters/throttle controls, and the interior crank window mechanisms.

*Aphrodite* was rebuilt with original-like materials and construction. The cabinsides were built of African mahogany instead of Mexican, both having the same "ribbon" grain. New keel, stem, floors and frames are of White Oak, stringers of Douglas Fir,

all riveted, and planking is of Philippine mahogany/riveted, but this time instead of being riveted between frames, planking was glued. The decks were laid teak over plywood, far stronger than the original, and less likely to leak. The cabin soles are laid Douglas Fir. There had been two additional soles added onto the original fir sole. The cabintops were rebuilt with plywood layers, the exposed underside grooved as original and painted.

We hope that the few external changes will not too noticeable, including the addition of the companionway from the forward stateroom to the forward cockpit. We felt it would be safer to go forward at higher speeds, since the side decks are narrow and the handrails low, sweeping lower to meet the deck.

As for the engine room, well it's all modern there. Twin 1000HP Cats, the C18 model, with Twin Disc gears with trolling valves, 12 KW Mastervolt generator, hydraulic steering, inverter, air compressor for horns. The engines fill the 14'x13' engine room much as the largest Packards did, but weighing 1000 lbs more. She carries 600 gal. of fuel in new monel tanks, 200 gal. of water in new monel tanks, and has a 135 gal. holding tank. She has circulating hot water to all faucets with 40 gals. of hot water.

*Aphrodite* sleeps 4 in owners, in 7'+ single berths, shared head with shower stall. The guest cabin has upper and lower 8' berths. The saloon has a settee with a high/low dining table, two occasional upholstered chairs, an open galley as before, with under counter freezer, refrigerator, a four burner CNG vintage looking cooktop, and a micro hidden behind cabinetry. All interior hardware is nickel plated. All the windows in the saloon and staterooms have the original roll down mechanisms. The interior throughout is of planked "v" grooved red cedar, painted white, with varnished Honduras mahogany trim and doors, and varnished Douglas Fir sole.

The crew's cabin has berths for 2, electrical panel, engine room access,

and full head with shower.

We feel, had another year passed with *Aphrodite* in Florida, she would have been lost. Chuck saved a memory, one so many remember, one so flashy, so distinctive. He and the Brooklin Boat Yard crew have restored one great yacht, with great history. Most who knew her didn't know what happened to her, she disappeared so soon after she was found in the 80's, but she's back, hopefully for another 70 years.

October 3rd, we launched *Aphrodite*, in front of a crowd of 300, 50 crew, 30 of our guests, the rest-?, everybody loves a launching. It was a splendid day, warm, sunny, calm wind and seas, mid 70's. Great luncheon, celebrated with wine, who wouldn't. After Chucks' wife Deborah, gave her bow a spray of champagne, she floated on her lines perfectly. When put in gear, she idled at 11 knots, the gears yet to be tuned to idle at 3 knots. At sea: 45 MPH; we had conceded to accepting 45 MPH as a top speed back when choosing engines. This *Aphrodite* is the same *Aphrodite* we brought up from Florida, just a lot stiffer, and a lot more powerful.

*Aphrodite* is wintering in Brooklin, since of course there's still that last coat of paint and varnish, and she'll be launched in May, arriving in Watch Hill a few days later. I am already working on this upcoming summer schedule.

The project ran late (delivery 6 months late) but they did launch in 18 months from when *Aphrodite* was moved into the shed. It ran over budget, but Steve White, owner of Brooklin Boat Yard stuck to the contracted price. Throughout this job, the yard had one meeting with Chuck, mid way. The crew worked through me, to Chuck.

We are always eager to hear about personal stories about *Aphrodite*, so anyone knowing or having any, please contact me through [captainkirk1@cox.net](mailto:captainkirk1@cox.net), or my cell--860-460-9786. Any members in the area are always welcome to stop by for a tour.

- See photos next page:

# FROM BARN TO APHRODITE'S LAUNCH DAY:



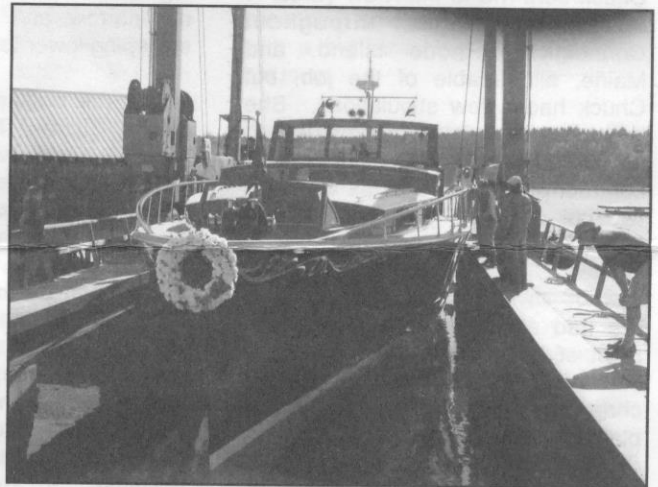
After her 18 month rebuild, **Aphrodite** sees daylight for the first time on the morning of her relaunch.



Gleaming in the October sun, she is carefully maneuvered toward the travelift dock...



Deborah sprays champagne upon **Aphrodite's** bow...



...she splashes, and floats right on her waterlines, then...



SEE YA !!



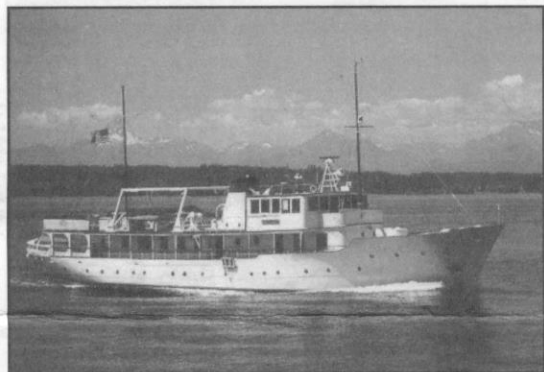
# WELCOME TO THE NEWEST MEMBERS OF THE C.Y.A.!



**DORSEY DEE**—1954 30' Robert Rich. Kerry and Erin Brown, USA Fleet. Tony Hannold, Sponsor. Narragansett, RI



**MISS 102**—1956 60' Stephens. Brooke and Phomia Pierson, Northern California Fleet. George Homenko, Sponsor. Vacaville, CA.



**NORTHWIND**—1930 130' Manitowoc Shipyard. William Plant, Pacific Northwest Fleet. Rick Etsell, Sponsor. Victoria, BC, Canada.



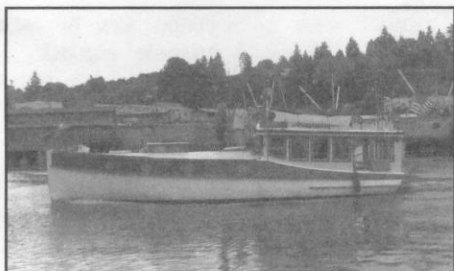
**KATHERINE JANE**—1952 58' Fellows and Stewart. Ted and Mary Herlihy, Pacific Northwest Fleet. Rick Etsell, Sponsor. Sandpoint, ID.



**ALTHEA**—1929 38' Chris-Craft. Les and Betsy Gunther, Pacific Northwest Fleet. David Huchthausen, sponsor.



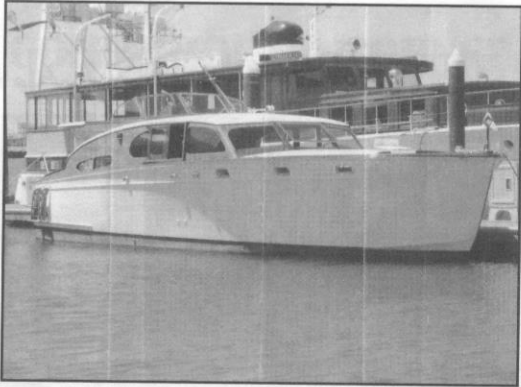
**NIFTY FIFTY**—1953 50' Chris-Craft. Gus and Don Decock, Pacific Northwest Fleet. Les Gunther, Sponsor. Kirkland, WA



**LAWANA**—1911 40' Taylor & Grandy. Keith and Nicola Johnson, Pacific Northwest Fleet. Malcolm and Connie Munsey, Sponsors. Bellevue, WA

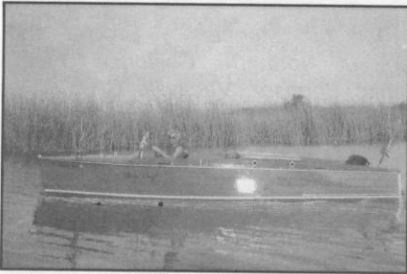


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JUPITER—1953 40' Nunes Brothers. Roman Coppola, Northern California Fleet. George Homenko, Sponsor. Los Angeles, CA

SCAUP—1952 42' Clark Brothers. John West and Bonnie Stacy, Pacific Northwest Fleet. David Huchthausen, Sponsor. Victoria, BC, Canada.



ZELIG—1927 22' Chris-Craft. Sheldon Donig, Northern California Fleet. George Goodwin, Sponsor. San Anselmo, CA

WANDERER—1929 47' Camp. James and Claudia Walker, Southern California Fleet. Anna Erving, Sponsor. Pine, AZ



NEW AFFILIATE MEMBERS: **Mark Cattell** (Reinstatement), Northern California Fleet, Sausalito, CA; **William and Ellen Farr**, Pacific Northwest Fleet, Portland, OR; **Douglas and Debbie Serrill**, Pacific Northwest Fleet, Clifton, WA; **Brian and Karen Eslick**, Pacific Northwest Fleet, Friday Harbor, WA; **Jim Cassidy**, USA Fleet, Ledyard, CT; **Rodney Sanders and James Gianelli**, Northern California Fleet, San Francisco, CA; **Alexey Kanwetz II**, Nor. Cal. Fleet, Reno, NV.

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