

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



1941 Gardner diesel engine aboard 1922 *Argonaut II*
owned and maintained by CYA members Jerry & Lee Barton.

Southern California Fleet Report – End of an era and a new challenge for Southern California

by Jim Butz, SC Fleet Director, and
by Christine Rohde, CYA Rear Commodore and SC Fleet Vice Commodore

From Jim Butz ..



Jim Butz' *Black Douglas*

We here in the Southern California Fleet are fortunate to have generally great weather and beautiful, abundant cruising areas where we go boating year-round. Winters are, for the most part, mild and pleasant. That being said, the climate and culture of Southern California are not so kind to old wooden boats. The sun is relentless on varnish and the dry, low moisture sometimes works against our beautiful boats. Also the culture, at times, seems to place more value on speed and ease of maintenance – jump in and blast off! We have seen many boats leave Southern California for points north – *Westward, Wanda, Deerleap,*

Marguerita, Girl Friend III, K'thanga, Island Runner, Cielito, Bounty, and, of course, my beloved *Sea-Dog* now in the loving and capable hands of Les and Betsy Gunther in Friday Harbor, WA. In my case, it was the best destination I could imagine – boat heaven!

Now, for the point of this article, two of our most valued members, Peter Riess and Dennis Ballard, are moving to Port Orchard, WA, joining the Pacific Northwest Fleet. I think everyone is aware of the contributions of these two both at the Fleet and International levels – event coordinators, Flag Officers, National Commodore, and Director. But it's the presence and support at every event that really sets them apart. We are blessed with some great members in the Southern Fleet but these two will REALLY be missed! As will their beautiful *Riptide*. But the real loss is Peter and Dennis. At the recent farewell dinner in Marina del Rey amid the fun and good food that night there was this underlying feeling of impending loss to the Southern Fleet but, as the old saying goes "When one door closes, another opens." Bon voyage, Peter and Dennis – we will miss you!



From Cris Rohde ..

As SC Fleet Vice Commodore, I'm taking over, or trying to fill, Dennis' shoes for the balance of his SC Fleet Commodore year. Several years ago, as recognition of their ever presence, we awarded Peter and Dennis a special award naming *Riptide* our "official clubhouse". We have no ready replacement, and already miss them dearly!



However, as Jim stated, we are resolute in opening new doors, or windows, or whatever it takes to acquaint others with the fun and enjoyment we share in CYA, and find new boats and folks. Remember, Southern California is a great place to live – anyone interested in coming this way?? But mostly, to Peter and Dennis – please enjoy PNW. And to PNW – you're receiving a real bounty!

As we look forward optimistically, our Marina Pacifica open house in Alamos Bay on August 21 (yesterday as I write this) had a great turnout of eight boats and lots of creative ideas to meet new potential members/friends. Drew Miser, *Enchantress*, and Marian hosted a Hawaiian theme party at his adjacent condo which has become a much anticipated fete.



The weekend of September 17-18 we are looking forward to an overnight breakfast cruise either to Shoreline Village in Long Beach or to Port's 'O Call in San Pedro. October 29-31 we are heading for a Halloween Commodore's cruise to Catalina's Cherry Cove. Finally, our Southern California Change of Watch and Christmas Party are scheduled for December 4th. If any of you are in town, we would love to have you join us for any of our events.



Northern California Fleet Report

by Stuart Kiehl, NC Fleet member and owner of *Renegade*

It is purely by accident that I even have a 1949 24' custom built classic. I had just completed paperwork from a donation guy on a sailboat when I happened to see photos of *Renegade*. Long story short, I bought the boat about six months ago and had it hauled at Bayside Boatworks in Sausalito by Mike Linder, the owner, who surprised me by showing his beautiful 1949 30' Stephens.



Renegade, the original name, has a slant-6 Chrysler gas engine which cruises at 5-6 knots, was made in Richmond, California, by master boat builders and owned for over 35 years by the last owner, so it has a good heritage, nice lines, and is a little jewel. After the haul out, the bottom and transom were done and fresh paint added to its appeal. So I began doing some small trips before the June CYA Stephens Rendezvous event in Stockton, but was still somewhat apprehensive about having committed myself to a 180 mile round trip, without having had more extensive sea trials. Nevertheless, I did do what I could beforehand, estimated how many extra jerry cans of fuel were needed, and checked in with Neptune and all the other Big Guys before departure.

A two-day trip, about 45 miles each day, seemed reasonable, so the tides carried me into my first overnight in Antioch without incident. Fun evening meeting new friends and seeing boats and faces first time from earlier emails. The next morning Tom, *ESLO*, had four house calls for various mechanical questions, including one from me before I departed for Stockton earlier than the others because everyone was faster.



Colleen, Killara, Northstar II

Little did I, or anyone else, realize we would get blasted by a short chop with water coming over the boats! Overheard radio comments included "unbelievable" and "CYA boat wash". My hand-operated windshield wiper did provide a few inches of visibility between the waves and spray, one hand on the wheel, the other on the radio, thankfully getting a heads-up to take a passage to the lee of one of the islands with some of the other boats getting us out of the uncomfortable stuff. One lesson learned is always have a crew along, someone who can assist when needed, for both comfort and safety.

Arriving in Stockton was a relief, with many friendly hands and smiles, always appreciated when docking. It was a great showing of 26 classic boats, including a Stephens sailboat and a Stephens built aluminum houseboat! Fun times, and the ceremony, including many Stephens family members, was lively and included a quip or remark on every one of the boats and owners in attendance! FYI, a short video of the event shot by a local business organization is available online at: <http://www.centralvalleybusinesstimes.com/stories/001/?ID=15452>



Killara

Makoto

Colleen

Renegade

Returning home was an unexpectedly 11-hour haul, not planned. But I made it back to Tiburon thankful for a successful round trip.

Visiting the various events, we not only manage to keep our boats afloat and are able to get to and from destinations, but, at the same time, the boats offer an aesthetic beauty for all to share a piece of preserved living history which we have chosen to restore, maintain, and use.

We temporarily "own" these museum pieces and put out the welcome mat saying, "Please come aboard." I view the CYA boats as a gift to humankind, a reminder and connection to our past, beautiful pieces of art that have engines and systems and actually go from place to place, (many, including mine, with real flowers!), sharing with the public the beauty and grace of these vintage vessels.

As a newbie, I have been welcomed and honored to be included and invited to participate with these magnificent boats and proud owners, hearing stories of their boats. One of my favorites is about Mont and Cynthia taking *Cielito* 6,000 miles around the USA and Canada. Other stories include *Pat Pending* which has been in the same family since 1940 and *Fantasea* since 1960! Also, can't forget the Gin Fizzes!

Many other CYA boats have colorful and interesting histories as well, mine included, and the passion, love, sweat, hard work, and dough spent on these boats by the CYA members is, literally, a moving tribute to the efforts of the members, and so deeply appreciated by the general public. It resonates way down deep from maybe when we bipeds made the journey from the sea to land as some type of crawling amphibious thing, now connecting in a mysterious way again to the sea, welcoming these graceful yachts...





From the Bridge of *Euphemia II*

by Mike O'Brien, CYA Commodore and CAN Fleet Commodore

Summer is here on the West Coast of Canada and the boats are sliding by our house in a steady stream: some heading north to Desolation Sound, Princess Louisa inlet, and Alaska, while others are simply cruising in the Gulf Islands or returning across the line to the San Juan Islands and other Washington State USA destinations. Standing out from the crowd are the members of CYA and other classics plying these waters.

MV Euphemia II attended the PNW Fleet's big event at Bell Street Pier in June. Congratulations to the organizers for putting on such a great show in spite of the typical Seattle downpour. Canadian Fleet Vice Commodore Bob Shaw and Sue attended with one of their two classics, *Amanha*, as did affiliate members Tom and Chris Brayton whose stunning replica, *Belle*, proved to be "People's Choice."

The dreary weather was not limited to Seattle, but spread up the coast and across the border into the Victoria area, delaying the annual application of the varnish brush to many of our yachts. When summer

finally hit, it did so with a vengeance and it has now been over thirty days without a drop of rain and temperatures reaching thirty degrees Celsius (86 degrees Fahrenheit). What fabulous boating weather!!

In addition to boating adventures there are the big three west coast wooden boat events coming up at the end of August which will be reported on in a future journal. These are the **Vancouver** Wooden Boat Show, the **Victoria** Classic Festival and the **Port Townsend** event. Sandwiched in between these big events is the **Canadian Fleet annual Rendezvous** at Brentwood Bay. A great turnout of CYA vessels is expected at all of these events.

I look forward to reading reports of the attendance of CYA yachts at some of the other great meets held in **Northern** and **Southern California, Mystic Seaport** and other venues.

Although participation in these events can at times be a bit of a chore, explaining one more time that these boats are not simply museum pieces but are functional

yachts that we use and enjoy on a regular basis, it is vital to our mission that we keep the public informed about the importance of preserving our marine heritage. So, congratulations to all of us for keeping the faith!!

Healthy debate continues about the future shape of our web site and I have asked Webmaster Rick Etsell to have his committee present a proposal to the flag officers early this fall. We recognize the difficulty in meeting everyone's expectations from the web site and look forward to moving this project along. The flag

officers have every expectation that Rick will continue to give us his best efforts as he has for many years.

Lastly, remember to mark your calendars for the **International CYA Annual Meeting, Board of Director Meetings, and Change of Watch Banquet** in Victoria on January 14 to 16, 2011. We have confirmed meeting space and banquet facilities at the historic Union Club <http://www.unionclub.com> across from the Empress Hotel. We are in discussion with the Empress for preferred room rates and will keep you informed of our progress.



Why We Do What We Do

by Dorin Robinson, PNW Fleet Past Commodore



Dorin Robinson's *Cle Illahee*

There are hundreds of activities that people get involved in. Those of us who for some reason have positioned ourselves as the owner of an old, classic yacht are perhaps a breed unto ourselves. The question that comes to mind is as follows: Do I really own this fine, old, classic or does it own me?

If you think about it and are truly honest with yourself, then and only then can you answer the question which, by the way, will start you thinking about all of the challenges you have had, or are now having, with being the caretaker, captain, co-captain, 1st mate, or in some way involved in or connected with the responsibility of caring for an old classic yacht.

In the marina where my classic is moored, just as you open the locked gate and start to walk in, there is a sign that someone put up on the wall several years back. Unless you are in some way sight impaired, you can't miss this sign which simply says, and I quote, "Nothing works on an old boat except the owner." When I first noticed the sign, I walked by and kind of smiled to myself. I never really thought much about it until recently when starting another major project which has me totally consumed in thought about not only the planning part but all of the work that I will have to do to make this project happen.

You must understand that I cannot get to my boat without passing by this sign. Conservatively speaking, I probably pass by this sign about eight or ten times each day. So you might ask, why so many trips by this sign? The answer is pure and simple. I have chosen to live aboard my boat.

It is in fact this sign that started me thinking about the title of this article .. why we do what we do.

Some will say that there is some magic magnet that draws you towards being in, at, or around the water. Others will say that they enjoy the tranquility of a less stressful lifestyle on a boat. Some of the folks I have talked to enjoy their boat but would never live aboard their boat. There are those who will say that they get a satisfaction from working on their boat. There are some who will tell you they never work on their boat .. rather they will leave it up to the professionals to do the work. I have heard people say that when they are aboard their boat, even if for just a day

or an overnight stay, they actually feel better. Then I have talked with many who will say "I sleep much better aboard my boat than I do at home". There was even a person who said "every time I step on board my boat I feel that something good is going to happen". Another person said to me "I like to get a short distance away and take pictures of my boat because it always looks good to me". Another gentleman thought of his boat as an escape for another great adventure!



Having heard all of these comments over almost four decades of my classic yacht owning me, perhaps a further explanation is in order:

More than several years back, I was walking down a dock to look at an older boat as a possible CYA member. Somewhere in the distance I heard a faint sound of .. "help, help, can someone help me?" I immediately located the boat where the cry for help was coming from, went on board, looked around, and way up forward I could see two feet sticking out from under a curved settee in what was a sleeping area. It turned out that this fellow had crawled underneath a settee to locate where a suspected leak in a forward water tank might be and ended up not being able to pull himself back out.



I suggested that he relax and I would pull on his feet so that together we could extract him from a place that I can assure you he did not want to be. After about 3 minutes of carefully tugging, twisting, grunting, and talking to him in a calm



voice - out he came. He looked at me and said "Thank you, I can't believe I got stuck under there and that there was someone here to help me." I mentioned the fact that I just happened to be on the dock and that was when he told me the real reason he had decided to crawl back into this unknown abyss. He looked at me and simply said that he loved his boat and wanted to be sure that the water tank was in good shape and not leaking. I told him that I totally understood where he was coming from and that in the past I had done the same thing - the only difference was I got lucky and was able to get myself back out of the space that I had crawled into.

Since you have read this far, let me suggest to you a few final thoughts - -

The next time you find yourself down in the bilge looking at a mechanical problem that you do not completely understand .. or you find your body is hurting because of the awkward position you are in while sanding , polishing, painting, scraping, cleaning, varnishing in the wind while trying to keep a wet edge .. or you just looked at your most recent yard bill, and almost fainted .. please remember that later, as you are sitting at anchor in some far away tranquil cove totally at peace with the world you live in, that all I have mentioned must be worth it. Why, you might ask?

By now you and I both know the answer .. I really love my boat. How about you??



"Can You Top This?" Report

Cruising on our old, wood boats is a thing of great pleasure and pride, but sometimes a different perspective can present itself. Imagine Stuart Kiehl's (NC Fleet) surprise and wonder as he was crossing San Francisco Bay a few weeks ago on *Renegade* on his way to a CYA event when the vessel below appeared in view.



At anchor, the A .. 380-feet .. \$3,000,000.00. More information can be obtained about this vessel at:

http://online.wsj.com/article/NA_WSJ_PUB:SB10001424052702303695604575181911796253780.html



Yes, that is Stuart's *Renegade* in the photo above, looking like she's about to be snatched into the hold of A!!



Special Report – Why Do Boats Smell Bad Inside?

by Lee Barton, PNW Fleet member

Home, sweet-smelling home.

I feel very qualified to write on the topic of smelly boats for the following reasons:

- 1.) I'm a liveaboard.
- 2.) I live aboard an 88-year-old wooden boat.
- 3.) I've reviewed the existing information.
- 4.) I've formed hypotheses and tested them.
- 5.) I've (mostly) conquered the boat stink problem: Visitors familiar with wooden boats frequently comment that our boat **DOES NOT STINK**. They always sound surprised.

The Two Main Offenders:

The Bilge

The offending odor most often encountered on older wooden boats is emanating from the bilge. Most wooden boats have standing water in the bilge. One may also find lubricating greases, engine oil, and spilled fuel in a sludgy layer, in addition to anything else that has fallen in; the older the boat, the more possibilities! In older work boats, it was actually customary at one time to empty used oil into the bilge when doing an oil change! Standing water, stale air, old pipes, wood, and other equipment in the bilge all contribute to bad odors. Newer fiberglass boats frequently have dry bilges. However, any spilled oils or fuels may still enter.

What Can Be Done about Bilge Odors?

One thing everyone should do is to make sure that limber holes (holes in barriers or partitions in the bilge) are clear. Limber holes enable water to run to the lowest point in the bilge where it can be pumped out. This allows easier access to the bilge for cleaning. Plugged limber holes allow water to stand and become rancid – and to build up to an unsafe level. It is possible to have a bilge steam cleaned. This would take care of almost any odor. However, it is prohibitively expensive, time consuming, and may be damaging if done by someone without the know-how and experience. It would also be impossible to live aboard while this is being done. This is on my wish list for the future. In lieu of steam cleaning, there are many methods and specialized products for cleaning the bilge. Low sudsing Liquid Joy is recommended by many experienced boaters. There are also many specialized and natural products on the market.

Here's a frequently used, time-tested method of bilge cleaning:

- 1.) Pour in cleaning product of choice, preferably an environmentally responsible one.
- 2.) Pour in water if needed, but not so much that it's a danger to the stability and operation of your boat.
- 3.) Go cruising in **slightly** rough water. Don't put your life in danger, but make sure you rock and roll a bit to stir up the cleaning product.
- 4.) Discharge bilge in an environmentally sound (and legal!) manner.
- 5.) Repeat as necessary.

The Head

My research shows that the bilge is the most frequent offender for bad odors on boats. However, for the **most offensive** of offensive odors, look here: the marine head. Actually, it is the plumbing hoses leading to and away



Argonaut II owned by Jerry & Lee Barton



Be grateful this is out of focus –
it's scary in there!



from the head that cause bad smells. We use the most expensive hoses we can find (\$10 a foot), and it's worth every penny. I'd pay a lot more if I had to. Any plastic will eventually leach odors. The cheaper the hose, the sooner it stinks. The hoses pictured have been in place for three years without a problem. Also any leaking in the plumbing will understandably create bad odors just as they do in household plumbing. Continuing on in the same system is the holding tank. We use the same logic since holding tanks are made of plastic, as the hoses. We use the thickest, best grade of plastic we can afford.

What Can Be Done About Head Odors?

- 1.) Maintain all hoses, fittings, and tanks to prevent leaking. There is a lot of information to help you: published books, internet sites, and, of course, the old salts. If your pockets are deep, you can always hire someone.
- 2.) Use the best, most up-to-date materials you can afford. This is no area to cut corners or try to use antiquated materials.
- 3.) Don't get too complacent. Take a whiff now and then just to check.

More Odoriferous Offenders:

The Chain Locker



950 feet of chain!

Old Equipment, Engines, Systems



Shaft oilers

Personal Choices



Smoking; cooking with garlic

Helpful Practices and Products

Ventilate, ventilate, ventilate! Many old boats are closed up for long periods of time, becoming stale and smelly. Many of our boat odor problems were solved simply by living aboard and being fresh air freaks. There are also many strategies for ventilating the bilge, chain locker, and other compartments. Every boat is different, so consult the available literature and the local experts to decide what is appropriate for your boat.

Swab the decks! And everything else. Vacuum, dust, clean up, sanitize – everything you would do to clean a house, and more. Since boats generally provide smaller, more cramped accommodations, it really helps to keep up with "boatkeeping."

Use air "fresheners" if you must! Let's face it, these products don't really freshen the air or anything else, but cover up odors with their own scent. Oddly enough, the one area where I just cannot get rid of the stink is the ladder leading from the wheelhouse into the engine room. The rungs are covered with pieces of 30-year-old carpet that have absorbed everything on every shoe for all these years. We just haven't gotten around to replacing it yet. In the meantime, I use a product called PureAyre Marine Odor Eliminator. It smells sort of odd and peppery when first sprayed – then, after an hour or so, is odorless itself. The effect lasts much longer than a regular spray.



Good Luck! It's a Never Ending Battle!

[editor's note: Read more from Lee Barton at <http://hubpages.com/profile/Lee+B>]



Historic Haulout – Dreamboats on the hard

An historic haulout occurred recently at CSR Marine in Seattle, WA, USA. Three CYA-member "Lake Union Dreamboats" were hauled and placed in the yard side by side. "Lake Union Dreamboats" were built by Lake Union Drydock in Seattle. The smallest "Dreamboat" built was 42 feet long; some were built originally 45 feet long. All three boats pictured here were built as 42-footers. One of the earlier owners of *Winifred* had the boat extended at the stern so the cockpit would be larger, hence this boat's length today of 46 feet. More information about Lake Union Drydock "Dreamboats", their smaller, older predecessors (Blanchards and Grandy/Taylors and such), and other boats similar in style can be found at <http://classicyacht.org/ludreamboat>. There are a good number of these great boats still plying the waters of the USA and Canada, most of them proud members of CYA.



Winifred (1926)
Greg Gilbert

Turning Point (1928)
Bill & Patti Linscott
(Paul & Cindy Thomas)

Marian II (1928)
Tim & Cathy Ryan



What a trio!!

NEW CYA members – welcome!

New Affiliate members:

Peter and Anne Marie Wick
LADY ANNE
55' 1962 Chris Craft
Pacific Northwest Fleet
Seattle, WA
Ann Hay, sponsor

Lauren and Lindsay Elliott
SHAMROCK
45' 1965 Stephens
Northern California Fleet
Petaluma, CA
John DiLillo, sponsor

James Poirson
Pacific Northwest Fleet
Ann Hay, sponsor

Franklin and Denese Rivers
BLUE CHIPS
65' 1970 Vic Franck
Southern California Fleet
Marina del Rey, CA
Christine Rohde, sponsor

Wayne and Susan Moores
SOME DAY
22' 2004 Pacific Marine Mfg.
Northern California Fleet
Lafayette, CA
Jim Sweeney, sponsor

Additional Vessel/Affiliate:

Jon Bengtsson
MISS ROLCO
45' 1961 Chris Craft
Pacific Northwest Fleet
Seattle, WA
Dorin Robinson, sponsor

Reinstatement:

Richard and Sandra Solomon
WHITE SWAN
47' 1961 Stephens
Northern California Fleet
Belvedere, CA



CYA Blazer Pocket Patch
with dual red and blue pennants
\$25 each including shipping
Contact Margie Paynton, CYA Historian



Classic Yachting

Official Newsletter of the
Classic Yacht Association
www.classicyacht.org
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(Printed by [Paragon Media](#), Seattle, WA)