



Classic Yachting

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

Change-of-Watch 2022 – Vancouver, British Columbia

David Peebles, Commodore, Canadian Fleet



Vancouver skyline. *photodownloaded from gettyimages*

As Commodore of the Canadian Fleet, and on behalf of the Fleet's members, I wish to encourage all Classic Yacht Association members to attend the International Board of Directors Meeting, Change of Watch Ceremony, and associated activities on January 13 - 15, 2023 in Vancouver, British Columbia.

This event will mark the 54th year since the Classic Yacht Association was established. I'm certain it will prove to be another notable event.

I know everybody is anxious to know what is happening for this year's event and what other attractions are being presenting for everyone's enjoyment.

We are pleased to announce that we have secured a block of rooms at a rate of approximately \$ 200.00 CAN per night at the Granville Island Boutique Hotel, 1253 Johnston Street, Vancouver, BC V6H 3R9 Canada, Tel: 1-800-663-1840 1-604-683-7373. The block of rooms at this special rate will only be held until December 11, 2022. As most of you probably know if you have stayed at the hotel previously, this is an excellent location to host an event, as the meeting rooms are comfortable and the amenities good.

On Friday night for your entertainment, as well as a little bit of mystery, after settling in and saying hello to some of your old friends and fellow attendees, you're going to be transported into a unique setting

for a selection of hors d'oeuvre and cocktails that should provide a fun departure from the norm. We are making this informative as much as a fun event. So, while we're working on the menu items as well as the final details, we're going to keep you in suspense for another couple of weeks.

For each morning's meeting (Saturday and Sunday) we shall be setting up the usual beverage service which will include coffee, tea, muffins, etc. for the attendee's comfort.

For those not attending the meetings there will be a complete listing of alternative plans and sightseeing venues, that will be supplied shortly.

As far as the main attraction for Saturday evening I am confident that we shall not disappoint.

The main event.....

You are probably very aware that the City of Vancouver in itself is a seaport with world-class culinary adventures.



Front entry of Granville Island Boutique Hotel.
photo from Granville Island Boutique Hotel

For this year's celebration and Change of Watch, attendees will experience a magical vista and

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From the Commodore

John Peckham, Southern California Fleet

Fall is coming as I write this, well according to the calendar that is. It's been in the high 80s/90s and its hot! I'm lying on my rack in *Lark* with a glass of scotch (Oban) while writing this and I hear Ichabod the Crane squawking about something on the dock.

My marina has had a very busy summer, lots of regattas and boating. Even during the Zombie plague, this marina was pretty busy. Our club and local fleet has had a fun boating season. We had our normal events with good turnouts. Unlike other areas, we have boating season all year. Of course some of our hardier members think having bubblers and chipping ice is also part of the boating season!



Commodore John Peckham.
photo courtesy J Peckham

The Strategic Planning Committee, SPC not to be confused with SAC, too bad we don't have Dr. Strangelove helping us... But I'm digressing once again. The team has been meeting almost weekly, and has made mucho progress! There will be a "where we are" briefing by Strategic Plan Committee members at the Nov 1 Board meeting. I'm looking forward to seeing all the pieces come together.

I see my glass is empty! Where is my steward to refill it? I thought yachts are supposed to have staff? I guess that's what I get for one dollar! Luckily, my cabinet is well stocked! Oh yes, back to this.

Our family members up in the Great White North have been very busy putting together an outstanding Change of Watch eh. The email has been sent, so please book your rooms and join us. All are welcome to the board meeting, come see how the brilliant minds of the Bridge and other officers work. *How much have I had to drink??* The dinner will be a blast as always, great food and even better company to enjoy it with. If nothing else, come to the dinner to make sure I actually leave! After we finished some long winded speeches we will mosey over to the bar

for after dinner drinks, then all are welcome to come up to my room for some after drinks, drinks.

During the year we have attracted some 50 new members. Lots of new boats have joined and a few have rejoined. So the club is continuing to grow! On the social media front, Brynn Rovito, of *Vida Mia* fame (yes that Brynn!) has volunteered to run our Instagram page and whatever other social media we want to delve into. More to come on this. Unless we did it by the time you read this. Brynn is quite an amazing woman and an astute businesswoman. She had quite a story to tell of her business at the Change of Watch in Hawaii. She's very amazing! The three-hour tour she took us on was one of the best times I've had! Dolphin's, sea turtles, great food and company and swimming off Diamond head! I think then Commodore Lander was one of the first to jump in! If you go to Hawaii, make sure you go out on one of her charters.

Enjoy your boats, but even more importantly, enjoy your family and friends.

As always I remain yours. Write if the mood strikes.



A glimpse of Victoria Boat Festival 2022



Grandson tour guide Donald provided daily tours of *Olmaha* during the Victoria Boat Festival with his own written notes. *photo by K Weber*

How do you calculate your fuel onboard?

by Kathy Weber, Pacific Northwest Fleet

We wondered how classic yacht owners determine how much fuel they have on board, and if they have ever run out of fuel while underway. So we asked. The experience of the boat owners who talked to us ranged from a few years to multiple decades.

An informal survey of 25 Classic Yacht Association owners was completed during the Summer of 2022. Respondents represent both American and Canadian vessels. All were caught while cruising in the Gulf Islands and in Victoria.

Question #1. How do you know how much fuel you have on board?

Tabulated responses

Number of responses	Method of measurement
13	Dipstick
5	Sight gauge on sides of tanks
2	Engine hours +fuel put into tank last time
2	Float gauge + engine hours
1	Dipstick + engine hours
1	Air pressure reading of fuel tank
1	Fuel monitoring system that includes real-time consumption
25	total respondents

Your fellow Classic Yacht Association members were happy to share their stories of calculating how much fuel they have on board.

On *Deerleap* they use a flashlight and a broom handle with marks on it. Access is under a state room sole. Open the tank. Stick the broom handle in. Look with the flashlight. With 1500 gallons of fuel capacity, this system has served them well.

We have two respondents with the highest use of technology. *Compadre* has a system that uses air pressure to measure how much fuel is in the tank. A simple plunger pump is used to inflate the measuring device - the more fuel requires more pumps. The amount of air that goes into the tank creates a pressure reading. The amount of pressure is proportional to the amount of fuel in the tank. *Olmaha* has fuel gauges and fuel monitoring system so they know how much fuel is being consumed in real time. The measurements are displayed on their chart plotter.

Most respondents use a combination of dipsticks and calculations involving engine hours since last fuel fill. *Ananda*, who uses the dipstick method, says the only 100% accurate measurement of fuel on board is 100% empty [and 100% full]. Several respondents say that have a fuel gauge which is “somewhat accurate”.

The best time to make the notches on your dipstick is as *Flying Cloud* did. When their old iron fuel tanks were being replaced with new custom tanks, they put in a predetermined amount of fuel, observed the depth on a new dipstick, and notched their dipstick to appropriately document the amount of fuel they took in. They made notches on their dipstick at 15 gallons, 30, 45, and 90 gallons.

Suellen’s captain reminds us that notches are what dipsticks need, because ink will fade or disappear over time. This vessel has a very accurately calibrated 5’ oak dipstick. Some dipsticks are calibrated in both liters and gallons especially for those who travel between Canadian and US fueling stations. *Euphemia’s* dipstick is notched green for full and red for low. *Alondra’s* dipstick is made from flexible plastic so it fits down a curved filler pipe. *Sojourner* has a bamboo stick with lines on it, which was inherited from the prior owner. *Comrade’s* dipstick has groves that indicate inches and a table in the log book that converts inches to gallons. The conversion table was created using the geometry of two new identical fuel tanks. The out-board sides of the tanks were designed to fit the curvature of the haul so the fuel volume is different at increasing depths.

Question #2 Have you ever run out of fuel?

Responses	Yes	No	Technically not
Numbers	2	21	2 (see below)



Compadre’s fuel measuring device. The plunger pump is on the far right. The Tank Tender came with the boat. Note: it is all analog. photo provided by K Weber

The most sophisticated fuel measuring device in this inquiry

Olmaha had the most sophisticated fuel sensing system. It includes a fuel flow sensor that gives real-time measurements of fuel consumption that are reported on their chart plotter screen. Garth and Doreen commented that by using this tool and monitoring fuel consumption they discovered that when cruising at 8.5 knots vs 10 knots, they reduced their fuel consumption by **half**.



Installed Maretron flow sensor. photo K Weber

Olmaha has two fuel tanks which do not reliably or automatically equalize, so they must be switched manually. There are two 1949 vintage gauges on the dash that are reasonably accurate. This system originally had copper floats which developed holes and sank. The new plastic floats should last forever.

Have you ever run out? With this question, we offered anonymity. Only one person has run out more than one time, and he is somewhat bemused by that fact. The first time this operator ran out, the boat was brand new to him and he didn't realize the fuel gauge he was viewing was inaccurate. The second time this person ran out, he confesses it was simply operator error. He was highly embarrassed that he had guests on board and had to get towed in. This was all decades ago and it has never happened since.

A second person ran out of fuel only one time. It, too, happened when the boat was brand new to him. He hadn't considered properly the V-shape of the bottom of the tank. He ran out just 100 yards from the fuel dock. He has never run out since.

How do you "technically" NOT run out of fuel, but have your boat behave as if you ran out of fuel? We have two people who shared this experience. One boater, with a newly acquired vessel, didn't realize that the equalizer between the two fuel tanks had to have a valve turned to the "open" position for the tanks to equalize. They have never made this mistake again, and always run at least 25% full.

Another classic yacht had a mishap when their boat was new to them. After some major work on the-boat was completed, they "ran out" on their return-

Calculating Fuel Tank Volumes

Tank Level Inches	Total Volume		Need to Fill Both tanks		Need to fill Each tank	
	USG	L	USG	L	USG	L
49	326	1234	0	0	0	0
48	319	1209	7	25	3	13
47	313	1184	13	50	7	25
46	306	1158	20	76	10	38
45	299	1133	27	101	13	50
44	293	1108	33	126	17	63
43	286	1083	40	151	20	76
42	279	1058	47	176	23	88
41	273	1032	53	201	27	101
40	266	1007	60	227	30	113
39	259	982	67	252	33	126
38	253	957	73	277	37	138
37	246	932	80	302	40	151
36	240	907	86	327	43	164
35	233	881	93	353	47	176

Table used by David Peebles for determining fuel levels from a dipstick. The entire table gives values down to one inch. photo by K Weber

ing-home trip. They stopped and got a little fuel, and then ran out of fuel again. They discovered that sludge in the bottom of the tank had clogged their fuel filter and fuel wasn't getting to the engine. They now have a better fuel filter system, including a spare filter on board, and this has never happened again.

Another has never run out of fuel while cruising, but did run out of fuel at age six, using a 2-hp engine. Another said that he always goes on the top half of the tank as his grandma told him to do. One vessel with a relatively smaller tank carries two extra five-gallon containers of fuel on board. Another said that they are proud to have 17,000 hours and never run out!

In conclusion, we see that everyone has a system for identifying how much fuel they have on board. There are some common themes. People tend to have either visual sighting of tank fuel level and/or a dipstick to measure tank fuel. Most people track their engine hours. The few low fuel problems among the survey sample occurred primarily when vessels were newly acquired. Fuel gauges are never fully relied upon, but sometimes partially relied upon.

The practice of one member

1. Start with full tanks.
2. Don't count on the installed fuel gauge.
3. Record engine hours at start and end of each day's travel.
4. Then use data from #3 to (a) calculate my average fuel burn per hour and (b) estimate how many hours I can travel on one tank.



John Lebens with 5-foot long dipstick containing labelled lines to read fuel level. *photos by K Weber*



Sight tube that allows user to see the fuel level. Picture was taken with full tank.

Sight tube on Zella C. *photos by K Weber*



And how do you say “visitors welcome aboard”? Send photos of your welcome signs and stories to Newsletter@classicyacht.org. *photo by G Gilbert*

Strategic Planning Committee Update

The Strategic Planning Committee members have spent over 250 hours preparing and drafting a Strategic Plan for the Classic Yacht Association as directed at the 2022 Annual Meeting. The Committee has completed a review of the Association’s mission and vision; shared draft Core Values statements with the membership including objectives/goals. In July, updated documents and a survey asking for task items related to the Goals were sent to members. Excellent and thoughtful input was received. Committee members have kept their Fleet Bridges updated on our progress.

A draft plan document and a PowerPoint presentation is being prepared. The plan is to meet, virtually, to gather input through presentations with Association members, Fleet Bridges, and the Association Board of Directors. Input from these meetings will be used to create a final draft Strategic Plan that will be sent to members in the Annual Meeting package. This final draft will be presented to the Board and membership for approval at January’s annual meeting in Vancouver, B.C.

All members are encouraged to contact any member of the Strategic Plan Committee if you have questions, concerns, or comments. Your input, as a member, is always welcomed!

Committee Members: *Pacific Northwest Fleet:* Tina Stotz, Richard Randall, Elizabeth Becker; *Southern California Fleet:* John Peckham, *Canadian Fleet:* Michael Topliss; *USA Fleet:* Mike Fazio; and *Northern California Fleet:* Scott Andrews, and Gerry Kamilos.



Canadian Fleet Ganges Rendezvous 2022

Gord Wintrup, Canadian Fleet

For the second year the Canadian Fleet hosted a rendezvous in Ganges on Salt Spring Island.

Salt Spring Island is one of the Gulf Islands that lie off the East coast of Vancouver Island. Ganges Harbour is about halfway between Vancouver on the eastern shore of the Straits of Georgia and Victoria BC on the southern tip of Vancouver Island. It is a favorite destination for many members of the Canadian Fleet, as well as visitors from south of the border.



The 2022 Classic Yacht Association Fleet Rendezvous was held on August 29 & 30, 2022 to precede the Victoria Classic Boat Festival.

Map of southern Vancouver Island and the mainland of British Columbia.

With 20 classic power boats built between 1910 and 1963, the event was truly a "Cruise Back in Time"

The Rendezvous started on the dock on the 29th with "Docktails", appetizers and a chance to meet and greet, make new friendships and rekindle old ones. The next day started with a well-attended yoga session on the dock and then it was on to tour vans as we visited a number of Salt Spring Island's wonderful destinations.

The first stop was the Salt Spring Wild Apple Cidery for sips and tastes of as many as ten different flavors of cider along with a sumptuous lunch consisting of Moroccan chickpea salad, cheese and charcuterie board, house-made meatballs, wild cider figs, Salt Spring prawns and Cider House kettle chips. The feast would impress even the harshest of food critics. Salt Spring is truly foodie heaven!

Our second stop was at Fulford Harbour where we were given a warm welcome by "Aunty Kate", an accomplished local blues singer and island historian. She presented an interesting lesson in history of her

Hawaiian roots and the Hawaiians that settled on Salt Spring in the 1850s.

Next was the Salt Spring Island Cheese Co., where goat cheese is their specialty, along with great gourmet thin crust pizzas. The stop gave us the opportunity to taste their cheeses and delicious goats' milk gelato. Oh yes, to shop for cheeses and other delights, too.



The 110-year old *Gleniffer* moored at Ganges. photo provided by G Wintrup

We returned to the marina with sufficient time allow everyone to prepare dishes for the potluck dinner that was held on the outer dock - more delicious food and great conversation. The evening was topped off with a great blues trio treating everyone to wonderful music and dancing on the dock.

As we departed, many were already making plans to put the 2023 Classic Yacht Association Canadian Fleet Rendezvous on the list of "must do" events for next year.



"Aunt Kate" serenading us on the ukelele. photo provided by G Wintrup



A few of the 20 classics attending the event in Ganges.
photo provided by G Wintrup

Many participants headed South to participate in the Victoria Classic Boat Festival.



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memorable dinner that we will transport you to. It is interesting how the world has changed over the years since Boris Yeltsin and President Bill Clinton spent a very congenial evening at dinner back in 1993 at this famous restaurant.

This information will be updated every 2 weeks as more details are finalized.

Follow the updates on the Classic Yacht Association website.



Vancouver at night.
photo provided by Abraham R on Unsplash



An Autopilot Why?

John Lebens,
Pacific Northwest Fleet

I was discussing favorite improvements to our boats with a wood boat buddy of many years. An autopilot was at the top of his list.

Huh? What's the big deal having to steer your boat by hand? Isn't an autopilot going to make you lazy? Won't it make you run aground and hit logs? Complicated, expensive...etc. Did you hear the story about the guy who hit a ferry when using his autopilot?

My interest in an autopilot started when I brought our old boat up the coast from Astoria, Oregon to the San Juans several years ago. I swore I'd never do it again without an autopilot. On a voyage like that, keeping on course in the dark, even in mild conditions, was an exhausting chore. I lost focus more than once and found myself heading 180 degrees the wrong direction; thus, an autopilot is essential for that kind of trip. But what about more local adventures in the Salish Sea?

I finally got mine installed as part of the engine re-power project. Using it for a few weeks this summer, I'm sold. I'm finding it frees me up from constant effort of adjusting steering to keep a squirrely vessel on track. Boating is more relaxing. I'm finding I can be more attentive to the environment around me because I'm not so focused on keeping on course. I have more visual freedom to scan around the vessel as well as the course just ahead. I can take in the views in a more relaxed way. I see more than just the route ahead of me.

Installing an autopilot in a cable and chain steered vessel is not straightforward. Even though the electronics are similar to those for a hydraulically-controlled boat, linking to a geared system is a bit more challenging.

I needed a motor to turn a chain around a second cog on my steering shaft. Two motors are available for this application. One is a Raymarine unit and the other is a Danish brand called Jefa. I chose the Jefa unit because it appears to be of much higher quality, though I know the Raymarine unit is perfectly functional. I searched the internet into the world of chains and cogs and found the correct parts.

I had a bracket fabricated to anchor the motor to a bulkhead and other structural members. I found a machine shop to modify the steering shaft keyway locations. I installed the cog, chain and motor. All

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Adventures with *Gypsy*

by Russell Lunt, USA Fleet

I have dreamed of owning a big wood cruiser since I was a teenager, jumping their wakes in Wolfeboro Bay, Lake Winnepesaukee, New Hampshire. When I was 15, my parents bought me a 14-foot wood runabout with a 6.5-hp outboard and I was right where I wanted to be. My best friend, Howard, and I would camp out on Store Island, leaving the dock Saturday morning getting back in time for dinner Sunday. We had many adventures and were the captains of our ships in a childhood drama that likens the adventures of Huck Finn.



A derelict, moss-covered Shain Manufacturing boat; possibly the *Fiesta* built for AB Ford in 1940.
photo provided by R Lunt

Over the years I have owned and worked on many wood boats. Twenty-five years ago I purchased a 30-foot, 1958 Owens Safari sedan cruiser. I shared the adventure with my two sons, sleeping out on the lake, jumping off her roof and watching movies on a VCR I rigged up. I have always wanted more space and the fly bridge, too. The sad truth is that most of the big wood cruisers have died with their owners. I had to look beyond the Northeast to find my dream boat.

I first was introduced to Shain's boats by a photo of a derelict, moss-covered example posted on the Facebook group "Zombie Classic Boats". I was amazed at how beautiful her lines were and started researching these boats. It was very hard to find any information. Classic Yacht Association had the most and that was not much.

I then found the listing for *Legend*, a 1948 Airflow Trimmership in Port Orchard, Washington. The price seemed reasonable, but I was not ready to make a purchase. She was sold to her current owner and resides on Lake Tahoe.

Soon after, *Gypsy* posted for sale. I watched her for over a year and even had her as my cell phone background photo. That was sort of the "visualize the

dream and it will happen" thing. Well it did happen, and I am living my childhood dream.

Gypsy is a 1947 Shain Airflow Trimmership built by Shain Manufacturing on Westlake Ave in Seattle WA. She has been billed as 48-feet long but she is actually 50 feet. Lucky I built a 51-foot deep barn.



The photo of *Gypsy* I had on my phone. Here she is anchored in Lake Washington. *photo provided by R Lunt*

I know little about her history; information seems to be hard to come by on the Shain boats. I am told by a second-hand source that most of the records and artifacts such as the molds for the teardrop shaped port holes were thrown in a dumpster. I purchased *Gypsy* in November of 2021 out of Lake Union and had her transported to NH where she resides now on Lake Winnepesaukee. Prior to that, I believe she lived her whole life on Lake Union where she was built.



Gypsy arrives at Silver Sands Marina, Gilford NH aboard an Associated Marine Transport trailer late January 2022.
photo by R Lunt

Gypsy was designed by Morris (Mike) Shain and is a classic example of his Trimmer-ship design. She has a comfortable stateroom forward with a master head and plenty of storage. Her wheelhouse is very accommodating for me - given my 6'5" height - and for several guests. Aft of the wheelhouse you step down into the galley and seating/sleeping area. Off the galley is a full head with shower, on-demand hot water heater and electric toilet. The interior was carefully renovated by the previous owner to closely match her original design. Her electrical and plumbing systems had also been replaced. **Gypsy** has a flybridge with a helm that appears to have been added on.



Gypsy at Alton Boat show sponsored by the New Hampshire Boat Museum. photo by R Lunt

The original Chrysler Crown motors were replaced with twin 137-hp Perkins diesels, 1992 vintage. Trimmer-ships were designed with engines in the rear turtle-back transom area so that the noise did not drown out conversation in the wheelhouse and flybridge.

Gypsy has been extremely well received by the Lake Winnepesaukee community. At first I found people where a bit stand-offish which puzzled me. Since

those first couple weeks though, we have had a lot of attention and praise. She is nothing like anything this lake has ever seen. There are a lot of beautiful wood boats on Winnepesaukee, but not many large wood cruisers and nothing with the Pacific Northwest style that **Gypsy** has. I was thrilled recently to hear a story of a 5-year-old running to grab the binoculars and announced to his parents, "the **Gypsy** is crossing the broads!".

We have had **Gypsy** to most ports on the lake, Wolfeboro, Alton, Glendale, the Weirs, Paugus Bay and Meredith. We have entered her into the three boat shows on the lake, two of them run by the New England Chapter of Antique & Classic Boat Society. We were honored with the Peoples Choice award for the last event. We mostly just enjoy her with family and friends, cruising to a destination or just cruising. Evenings are magical up on her bridge, watching the stars and chatting with the loons. **Gypsy** keeps me busy off-season with plenty of work, mostly cosmetic and maintenance.

I always thought I would have a large wood boat named Susan. **Gypsy** has been her namesake her whole life and I was not going to change that. My wife (Susan) has graciously accepted having her name on the dingy as "Susan B". **Gypsy** is our floating cottage on the lake and we will continue to enjoy her and maintain her until it is time to find her next caretaker.

I am hoping this story reaches people with ties to **Gypsy's** past. I have no information on any past owners prior to the immediate past owner. If anyone reading this can share any information or stories, I would be grateful.



Kacey enjoying the ride as we cruise on Lake Winnepesaukee. **Kacey** is never absent during a cruise. photo by R Lunt



Gypsy tucked into our 51-foot deep boat barn along side our 30-foot Owen's Safari, sedan cruiser. photo by R Lunt

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To Re-Power or not to Re-Power?

by John Lebens, Pacific Northwest Fleet

Was I was crazy to want to replace our venerable old Perkins 6.354H diesel engine? A trusted surveyor and friend told me I was. He said it would outlast me if I maintained it and didn't let it overheat. He was probably right. The Perkins engine in our 37' Monk cruiser was about 52-years old but it was running pretty well.

However – it was a very old engine. Parts were hard to find. It was noisy and smoky. Given we have just one engine for propulsion, I was concerned about reliability. A Perkins rebuilder recommended I not bother rebuilding because even they couldn't supply certain parts.

It was an interesting old engine because it was a slant six used for buses. It was short and wide, so it fit under the sole of our vessel. It replaced the original Kermath flathead six in about 1970.

Another surveyor friend said: “if you re-power, be sure you buy a Kubota block engine.” That would be a Beta, a Kubota block adapted for marine use in England. It took us several years to get around to come to a decision and the commitment to move forward, but early this August, *Suellen* was sporting a brand new, bright red Beta 70T. It is a perfect match.

Let's get the financial side of this project out of the way. As with most expensive boat projects, engine



John posing with his new Beta 70T.
photo provided by J Lebens

replacement makes no financial sense. This project cost about as much as the original price of the boat, starting with about \$24,000 for the engine and going on from there. When the engine is out there are other



The engine compartment all ready to receive the new engine.
photo provided by J Lebens

projects: keel bolts to replace, frames to sister, through-hulls to service, and other miscellaneous projects. I was able to use the same transmission, shaft and prop. Altogether, it was a big chunk of change.

Of course, boat ownership is for fun, and it's not an investment. And I view myself as a curator as much as a boater. So a big part of my motivation was preservation. I believe the vessel will live longer with a modern power plant. On top of that, having a brand new, modern, clean burning, reliable, easy to service, quieter, more compact, lighter engine is all to the good.

Early on, I knew I wanted to use a Beta engine, but the engine dimensions and power rating were significant questions. It had to fit in the rather short space we have and it had to be the right power. The old Perkins was 120 hp and we couldn't cruise comfortably at hull speed because it was too noisy at the rpm required. One friend with a similar vintage and size Monk had re-powered with a 45hp Beta and said it worked fine. Other friends have 150hp engines on board.



A naval architect and Classic Yacht Association member cut to the chase - “a 50 or 60hp unit will work fine on your vessel. You don't need to have more than 70hp.”
The fully installed Beta 70T
photo provided by J Lebens

Further analysis showed that to be accurate. Nothing bigger than the Beta 70T would fit under our sole, and it was close. We had less than an inch under the engine and about an inch and a half under the sole. I had made all the measurements and was sweating a bit before we actually got the engine on board.

We had the original Borg-Warner Velvet Drive rebuilt at Harbor Marine in Everett. I was assured it would be good for another 30 years, which would make it about 102 before another rebuild is due. The gear ratio of 1.91/1 stayed the same. We used the same prop as we had with the Perkins - four blade, 19x12.5. A larger diameter prop would have been more efficient, but clearance was limited.

For our vessel – 35 feet at the water line, 12-ton displacement, and a 30’s era full displacement hull – this engine, transmission, and prop combination are ideal.

Because the new engine is almost 600 lbs lighter than the Perkins, the vessel sits about 2” higher in the water, reducing some friction. To me, the vessel feels livelier. I have not been able to detect any less rolling stability. Beta 70T engine has about 60% of the horsepower of the Perkins, but will drive the boat about a knot above hull speed, just like the Perkins. Because the Beta is quieter, I can comfortably run it in the 70-80% range considered optimum for engine longevity. Max unloaded rpm is 2800. At 2000 rpm, the vessel cruises in the low-7 knot range, at 2100 rpm, mid-7 knots and at 2200 rpm, we are close to hull speed. The maximum loaded rpm is 2650.

In the month I had to cruise this summer, I felt much more secure and relaxed under way. A quieter engine and some added acoustic treatment have eliminated the old Perkins roar. I’m not embarrassed firing this engine up, because I’m not smoking up the whole marina. Servicing will be far easier because Betas are designed for owner service and I have much more space around the engine. The new engine has a five year warranty. I learned that Nordhavn vessels use a similar Beta engine, so I’m in good company.

With this project complete, I’m looking forward to a better cruising quality of life for as long as I own the boat. Was it worth it? To me, yes.

Many thanks to Seth, Andy and the rest of the crew at Emerald Marine in Anacortes for their fine work on this project.

post script: The old Perkins is in good hands and will continue its service life. Another Monk owner now has the engine and spare parts. He’s a mechanic and a shipwright with plans to rebuild it and re-power his vessel

Adventures with Gypsy .. continued from page 9

Lake Winnepesaukee is located in central New Hampshire. The surface area of the lake is 72 square miles with 182 miles of shore line. The lake contains 264 islands and is 504 feet above sea level.

The lake typically ices over in late December-early January. "Ice-Out" is the moment when the ice that has covered the lake melts enough that the *M/S Mount Washington* cruise ship can navigate safely.



An autopilot? .. continued from page 7

the electronics were installed and calibrated by a marine electronics expert. The rudder sensor was installed by a specialist, too.

Done! The Garmin system I chose is integrated with my chart plotter and I use a remote control to operate the system. It’s a kick watching the wheel make constant course corrections without any effort on my part. Now I cruise the Salish sea scanning all the beauty around me, especially in front of me, while my vessel keeps a straight course on a track I choose.

What did it all cost? Somewhere around \$7,000. Ouch!



Please send your ideas/experiences with winter Storage.

Many of us are fortunate enough to live where temperatures do not vary enough to worry about freezing water. However, a number of our members live where freezing water is a problem.

What practices do you follow to protect your boats?

What are the problems associated with long-term storage out of the water in freezing temperatures?

What precautions do you use to eliminate these issues?

Please send your comments.

newletter@classicyacht.org



How Does It Work? An Association Primer

by Margie Paynton, Classic Yacht Association Historian

How does the Classic Yacht Association work?

What are the Fleets?

How is the organization led?

We have more than 150 new members in the last three years. As we know the pandemic caused the cancellation of many in-person events during this time. The informal conversations about the Classic Yacht Association that previously occurred at Fleet events, were largely missing during the pandemic. So here's an overview of how the Classic Yacht Association functions and interfaces with our Fleets.

Since its inception more than 50 years ago in California, the Classic Yacht Association has expanded throughout the United States and internationally. We now have five Fleets in the Classic Yacht Association: Southern California, Northern California, Pacific Northwest, Canada, and USA Fleet. We have members in the US, Canada, Australia, Greece, Netherlands, and Sweden. We are governed by a Board of

representatives are the voting members of the Board of Directors. Individual Board members may also enter a leadership rotation for annual terms through the following roles: Rear Commodore, then Vice Commodore, then Commodore and finally Staff Commodore.

The Classic Yacht Association governance structure is inclusive as well as proportional to Fleet membership. Each Fleet has Board of Directors representation, and the larger the Fleet, the more Board members come from the Fleet. This Board of Directors model was established in 1984 and remains largely the same today.

The Classic Yacht Association's Annual Meeting is held in January. The Board can meet (virtually) at other pre-arranged times during the year.

DIRECTORS: The Directors are responsible for governance of the Classic Yacht Association. The number of Directors from each Fleet is determined by the Fleet membership size. These Directors represent their Fleet's interests. They review proposals from individual Fleets and determine which ones to approve. They communicate about Association decisions with their Fleets.

APPOINTED OFFICERS: These volunteers tend to the day-to-day operational workings of the Association, and are non-voting members of the Board of Directors:

Executive Treasurer (budget, dues collection and bill paying);

Historian (processes new member applications and helps maintain the Classic Yacht Association database);

Roster Editor (collects all content and publishes the annual Roster, sends out renewal notices and helps maintain the Classic Yacht Association database);

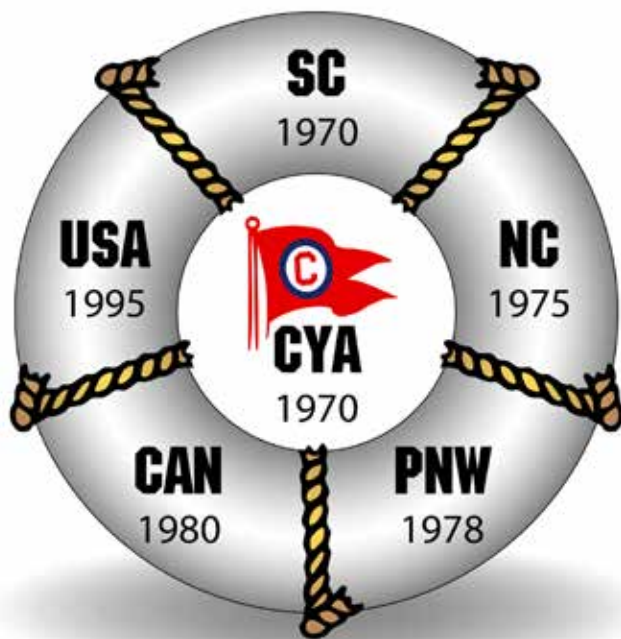
Classic Yachting Editor (gathers content, assembles and publishes a quarterly Association newsletter);

Webmaster (with fleet input, maintains and updates content on the Classic Yacht Association website).

Yacht Registration Committee evaluates new vessel applications.

The Board of Directors of the Classic Yacht Association, with input from each Fleet, discusses issues that are important to everyone:

🚩 How can we better educate the public about preserving classic wooden yachts?



Graphic summarizing Classic Yacht Association's history of fleet organization. Illustration by M Paynton

Directors and are a US-based 501(c)(3) organization. Everyone is a volunteer. There are no paid staff.

The Classic Yacht Association is governed by its Board of Directors. The Board consists of Fleet representatives as well as appointed officers. The Fleet

Welcome New CYA Members

Members with registered vessels

Josh Anderson
Halcyon
40' 1948 Wes & Norm Anderson
Vintage
Seattle, WA
Pacific Northwest Fleet



Elizabeth and Matthew Baird
Wizbee
42' 1959 Bunker and Ellis
Vintage
Northeast Harbor, ME
USA Fleet



Keith Finholm and Kerry Parker
Only You
53' 1954 Chris Craft
Vintage
Nanaimo, BC
Canadian Fleet



Charles Meyer and Alison Amiot
Widgeon
48' 1930 Dawn Boat Corp.
Classic
Sag Harbor, NY
USA Fleet



Members with registered vessels

Tim Fiorito and Dan N. Fiorito
El Danato
 65' 1960 George Neuss/Dan Fiorito, Sr.
 Vintage
 Seattle, WA
 Pacific Northwest Fleet



Dan and Julie King
Secretary Isle
 44' 1952 Nicholson Boatworks
 Vintage
 Everett, WA
 Pacific Northwest Fleet

CF Koehler, Amanda Del Bello and Danielle Richards
Dickie Walker
 63' 1951 Atlantic Shipbuilding
 Vintage
 San Diego, CA
 Southern California Fleet



Katey and Sean Wood
Corsair II
 50' 1926 Martinac Shipyard
 Classic
 Seattle, WA
 Pacific Northwest Fleet

Members with registered vessels



Mark and Nanette Roenigk
Semper Fi
 20' 1937 Gar Wood
 Classic
 Lake Tahoe
 USA Fleet

How does it work? .. continued from page 12

- 🚩 How do we attract and retain the next generation of caretakers of our wooden boats?
- 🚩 How do we address issues related to insurance or moorage of wooden vessels?
- 🚩 How and where are future shipwrights being educated for successful careers?

Each Fleet has a leadership structure as well. This largely mirrors the Association leadership structure. Fleets have a Rear Commodore, Vice Commodore, Commodore, and Staff Commodore, as well as Secretary and Treasurer. Fleets organize their own activities throughout the year, with their Fleet's leadership team and members.

Thank you to all who volunteer ideas, suggestions, time, and energy. It all helps our Association work in partnership with our Fleets, and our entire membership. If you have interest in exploring a future leadership position, contact us at bridge@classicyacht.org. Further details are printed in your Membership Directory every year.



Other New Members

Jerry Arceo
 La Puente, CA
 Southeren California Fleet

Jacob Munsey and Denine Dawson
 Monrovia CA
 Pacific Northwest Fleet

Alexis and Ian Green
 Seattle, WA
 Pacific Northwest Fleet

Mitzi Matijevich
 Long Beach, CA
 Southern California Fleet

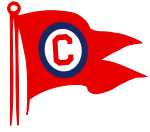
Ann and Steven Weaver
 Willow Road, PA
 USA Fleet

Barbara Weber and Laurie Lambert
 SVashon, WA
 Pacific Northwest Fleet

Josh Oyler and Jon Whisnant
 Seattle, WA
 Pacific Northwest Fleet



And how do you say “ visitors not welcome at this time”? Send photos of your welcome signs and stories to Newsletter@classicyacht.org. This is *Winifred's* approach. photo by K Weber



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CLASSIC YACHTING

FALL 2022



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Classic Yacht Association
www.classicyacht.org

Commodore..... John Peckham, SC
Vice Commodore..... Gerry Kamilos, NC
Rear Commodore.....Mike Fazio, USA
Staff Commodore.....Diane Lander, PNW

Please send queries, suggestions, complaints,
articles, artwork, and photographs to
newsletter@classicyacht.org

My thanks to all who contribute their interesting
and informative articles. We all - the editor and
especially the readers - appreciate the thought
and time you take and the experiences you
share.

Keep them coming!!

***The deadline for submitting materials for the
Winter issue is December 15, 2022.***

- Bill Shain, Editor
Newsletter@classicyacht.org