



# Classic Yachting

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

## Stephens Rendezvous 2020 - The most unique Stephens Rendezvous of all time

by Gerry Kamilos, Northern California Fleet, CYA Rear Commodore



Group picture of Stephens cruisers in 1932. These boats are still giving pleasure to their owners. (From left: *Chotta Peg, Fay, Marhil, Florence, Bounty, Celieto, Tappawinga, Folly II*). photo courtesy of Mel Owen.

The informal gatherings of Stephens Brothers-built yachts and their owners has been documented since 1932, before the creation of the Classic Yacht Association. For many years, Grindstone Joe's Island in the Sacramento San Joaquin Delta was the most frequent rendezvous location. Except for the period during WWII, no other significant challenges of this celebration of Stephens Brothers' yacht building lore occurred until 2020. While facing a COVID pandemic of the likes that has not been seen since the Spanish flu of 1917 to 1919, the largest and most aggressive California fire season of record, and social unrest not witnessed since the late 1960's, the bi-annual Stephens' Rendezvous tradition continued. Also, Dick Stephens,

the last living former owner of Stephens Brothers celebrated his 100th birthday. With careful watch of air quality, social distancing, and



Gathering of boats -- The *Beauty* and *SKAL*. Photo courtesy of G Kamilos.

providing the local community a positive display of community pride, the 2020 Stephens' Rendezvous went on without a single flaw and was a once in a life time experience.



Gathering of boats -- *The Easy Way, Miss 102, Folly II, and Defiance*. Photo courtesy of G Kamilos.

Before this article continues, a most appreciative thank you must go to Rusty Areias and CYA Staff Commodore Bill Wells for their careful successful navigation of this event to assure the enjoyment and safety of all those who participated. Next to Leo Fender of Fender Guitar, Rusty Areias probably has owned more Stephens built yachts than anyone, four in total – *Con-tessa, Miss 102, Joie, and Folly II*. (Rusty currently owns three; Leo owned six.)



Gathering of boats -- *The Donnella* and the Wiseman family.. Photo courtesy of G Kamilos.

Commodore Bill Wells has been a long-time supporter of the Sacramento Joaquin Delta and its economic development and preservation as the current Executive Director of the Delta Chamber of Commerce. The Delta Chamber of Commerce was the lead sponsor of the 2020 Stephens Rendezvous. Both Rusty and Bill are active members of the Classic Yacht Association

## From the Commodore

*Diane E. Lander*

### *Living and Cruising during a Global Pandemic*

Who would have thought during the first month of 2020 how life would have changed for us and people worldwide? I had such high hopes for accomplishments to benefit the CYA during my Commodore year, and so looked forward to attending events around the country with other fleets. All of that changed with the pandemic. Our PNW fleet calendar is rich with events, cruises, and various boat shows every year, at last count last year's calendar had 28 events of all sorts. Little by little, every one of them was canceled due to the pandemic and the prohibition against gatherings. We did have one small event in July, our South Sound Cruise. Originally 14 boats signed up, but we only ended up with five or six. We did not see much of the South Sound because it was impossible to make moorage reservations at most of the locations we hoped to visit. Despite it all, PNW Commodore Bill Foulk did a great job at getting the cruise organized and a good time was had at our one event.

As I write this article, I am enjoying the Port Townsend Virtual Wooden Boat Festival, with presentations and information from wooden boat owners worldwide. The biggest thing I have seen in our own PNW fleet and in our organization is that we have had to be extremely flexible. When we could not go cruising, we did projects. When we could go cruising, we did, but remained flexible and anchored more than usual. I got a solar panel on the *Marian II* and my marine electrician, with the patience of a saint, did not even roll his eyes when he asked me what my most important electrical needs aboard are when on the anchor. The refrigerator and the ice maker, what else? I enjoyed a wonderful cruise in the South Sound for three weeks, and returned just before the smoke hit the Pacific Northwest. Who would have thought that I would be lucky enough to experience three weeks of sunshine and only one day of rain? I am beyond thankful for my wonderful cruising experience this year.

Our annual Change of Watch is scheduled for Victoria, B.C. in January of 2021. It seems unlikely that Americans will be allowed into Canada by then. It is unlikely that most of us would feel safe to travel by then anyway. So, our meeting will be "virtual." I expect that given extraordinarily little has happened in 2020. Our fleets have not been able to sponsor the normal numbers of events. A request for agenda items will go out in early October, but in the meantime if your fleet has agenda items to discuss, feel free to send them to me at [commadore@classicyacht.org](mailto:commadore@classicyacht.org).



Kayaking as part of my South Sound Cruise. Summer 2020. Photo courtesy of D Lander

All the while our Insurance Task Force has been hard at work and will have a comprehensive report about the status of obtaining and retaining insurance for our wooden vessels for the January 2021 meeting.

The Pacific Northwest Fleet has decided on a "do over" for their bridge, since their program was almost completely canceled. So, the current bridge will repeat their duties next year when hopefully a safe vaccine has become available and we will all be safe to go on with our programs.

The Association bridge has not decided on such a "do over", but I am ready to hand the reins of the organization over at the 2021 Change of Watch.

Stay safe and healthy, and in our case here in the Pacific Northwest recently, stay inside. We are inundated by smoke from forest fires in Eastern Washington, Oregon, and California. Our hearts go out to those affected by the fires.



Fair winds and following seas,

Commodore

Diane E. Lander



# Staying put while others slip away...

by Mike Oswald, Pacific Northwest Fleet

**An anchor chain bridle.** On Labor Day of the year 2020, we safely sat out a rather attention-getting blow. None of the credit goes to my limited skills. The credit goes to the gear and how it was used, nothing more. The critical issue are how to go about anchoring, anchors, anchor placement, anchoring techniques, etc. There are more books, book chapters, and articles written about the subject each year and for more than 400 years! In this article, I do not presume to tell you how to do it, just mention what worked for *Freya*.

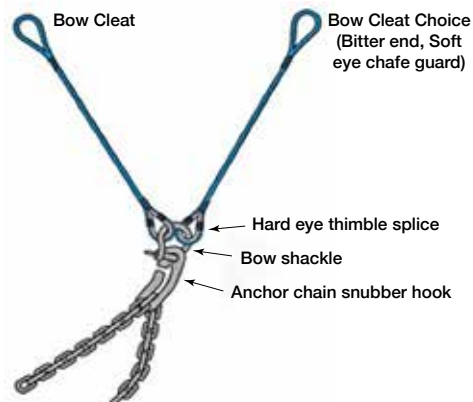
*Freya* was designed as a private yacht yet built at Tacoma Boat Co., a marine yard that was known for commercial or military vessels. So, her scantlings, bulwarks, and deck hardware (cleats and chocks) were scaled up, that includes through-bolting of the latter with serious backing plates on the deck and below. Her anchor is a plow type, forged in Tacoma, and is clasped to 350' of 3/8" BBB chain that runs over an Ideal windlass, then a large bronze bow roller, and finally she uses an anchor bridle. While the build is strong, the anchor and chain stronger, it's the bridle that is the secret.

Over the years I've noticed that some of my fellow boaters don't use an anchor bridle. It's possible because of their boats' design, equipment, or some other limitation, yet I often wonder – why not? A bridle is simple to use. The chain plate or snubber is inserted over a chain link in the anchor chain. The port and starboard lines are then made fast to the cleats on your bow with enough slack to allow the snubber to be lowered to or just below the water line. Then you let out some slack in the anchor chain till the snubber is home. First, the bridle takes the strain off of your wildcat/windlass, the bow roller and bow sprit, and transfers that load to your bow cleats and chocks. It has also dramatically changed the geometry of your anchor and chain combo, increasing the efficiency and holding ability of your gear.

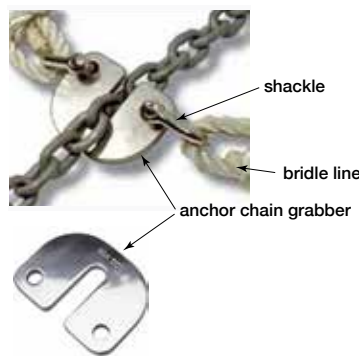
During Labor Day storm we saw two other boats that had damage to their bows or windlass because of not using a bridle. Another drug wildly through Liberty Bay snagging others as they went. That should not have happened.

There are many designs for different requirements. Whether your anchor goes over the bow or is in a hawsepipe, or you use rope or chain, have a windlass or don't; there's something that will fit your needs. I made our bridle at home. So

whether you purchase a pre-made bridle at your marine supply store or make your own as a winter project, a bridle is an inexpensive addition to your boat, with the results that you will sleep better at night and stay in position to boot.



A standard example of a chain bridle that may be purchased at a local marine store; however, the length of line from the bow shackle/hard eye thimble splice to the bow cleat depends upon your boat.



A chaingrabber similar to what I use on *Freya*, except I use a Sea Dog grabber with larger bow shackles (moused) and the bridle lines bent and spliced around hard eye thimbles.

**The story -- Labor Day 2020.** I never leave for a cruise on a Friday, if I can help it. I'm superstitious, yes, and most likely foolish too, but that is me. Nere, my bride of many years, had sold a house and she needed to complete the agreements to satisfy the seller and buyers before we could leave. Therefore, our five-day cruise was shortened and out through the locks we went on Friday September 4th at noon.

It was a quick run over to Bainbridge-Winslow (Eagle Harbor) to the Queen City Yacht Club outstation docks. For all of Friday and Saturday the weather

(continued from pg 1, *Stephens Rendezvous 2020*)

tion. This was the perfect team to lead this year's Stephens Rendezvous.

There were plenty of Stephens' yachts in the harbor of Village West Marina in

Stockton, California: *Defiance, Folly II, Miss 102, Take Five, Donella, The Easy Way, Maverick, Beauty, SKAL*, and joining the parade on Sunday: *Sea Breeze*. Richard Dunn's 1926 Stephens built runabout was there too. The only non-Stephens built yacht participating was 50' *Catherine E*, 1989 hike-raised-pilot-house trawler. Most of these yachts are moored in or near the Delta; several other Stephens yachts were going



Gathering of boats – Stephens-built runabout in foreground. Photo courtesy of G Kamilos.

and masks required. Still a lot of conversation and good food provided that perfect start of an amazing Stephens Rendezvous weekend. By Saturday noon all the yachts except *SKAL* and *Folly II* had arrived.

With a single secured entrance, guests used hand sanitizer and masks. For those who did not have one, a mask was provided. There was little breeze, and being outdoors made for a safe environment. Everyone attending provided the appropriate pandemic courtesies to one another. About 1230 hours, *Folly II*



*Sea Breeze* with David Cobb on the fore-deck. Photo courtesy of G Kamilos.

arrived. She is a 1931, 64-foot Stephens-built cruise trunk cabin cruiser, once used by Johnny Marino, the notorious 1930's mobster,

who used this vessel as a rum runner throughout the West coast and Delta. *Folly II's* hull is rare. She is double planked with Philippines teak wood. *Folly II* was brought back to life by a consortium led by Rusty Areias, including work on her Cummins diesels that were set in place personally by Clessy Cummins. Rusty and Dick Stephens are close friends. Dick told Rusty sometime ago that *Folly II* is his favorite Stephens yacht and one that should be saved. Around 1300 hours, the final yacht of the show arrived, *SKAL*, a 1928 36' raised deck cruiser, owned by Northern CA Fleet's Vice Commodore, Rob Sesar who skippered her from her moorings in Vallejo with the overcast of smoke and limited visibility. Fortunately, the seas were calm with little wind. No wind was a double edge sword given the smoke.

All our boats have wonderful histories, I am not sure they can equal that of *Folly II*. Compare her appearance in 1932 and 2020. In 1931 her teak hull was varnished to make her blend in for her first owner's rum running business. She secretly sailed from ranch dock to ranch dock delivering her goods. Finally, the Feds caught up with them and 14 of the smugglers were jailed. Her second owner was Clessy Cummins, who with his partner spear-headed the development of diesel engines and developed Cummins Motors. Clessy repowered *Folly II* with Cummins diesel engines, setting the engines himself. Now she has been rescued and refurbished to her resplendent best.

to join but the smoke hampered visibility. Visibility was down to less than 500 feet in San Francisco Bay and San Pedro Bay. The Delta had much better visibility.

Most of the yachts arrived Friday, September 11, 2020, with a taco bar dinner that evening with socially distancing



Gathering of boats – The *Maverick*. Photo courtesy of G Kamilos.

About 1430 hours, everyone gathered at the Village West Yacht Club patio deck with open air and overhead fans to insure air flow and safety. We



Rusty Areias reviewing the history of Stephens Brothers boat building. Photo courtesy of G Kamilos.

gathered to hear an introduction by Bill Wells and a presentation by Rusty Areias on Stephens Brothers Yachts. Bill Wells welcomed everyone to the Stephens Rendezvous, acknowledged the presence of Stephens family members, guests, and members of the Southern CA Fleet of CYA who came up for this event. Rusty provided an excellent presentation on the history of Stephens Brothers and his own journey and evolution of appreciation of the accomplishment of Stephens Brothers, focusing on the design and artisan craftsmanship of each vessel. Rusty's own journey started with a first impression of seeing *Sea Witch* on the Sacramento River. Rusty told the crowd of 50 that seeing a Stephens on the water was

like seeing Riva cutting through the water. Stephens' designs just pop! He started his research and found a picture of *Westlake*, a 85-foot Stephen built in



The *Westlake* underway. "The most perfectly designed Stephens yacht." Photo courtesy of Haggin Museum.

the 1950's. The *Westlake* was known as the most perfectly designed Stephen's yacht. Rusty's *Westlake* journey over months led to many former owners and ultimately to a family in Louisiana who had just completed a restoration. They told Rusty, that during her shakedown cruise, she caught fire and burned to the waterline and was lost forever. Rusty moved on. He and a partner were closing in on the purchase of *Contessa*, a 47-foot, 1956 Stephens cruiser, when he was introduced to *Miss 102* by former CYA Commodore George Homenko. George knew of Rusty's quest for *Westlake*. While *Miss 102* is only 60 feet, she was of a similar design. Rusty closed on *Contessa* and *Miss 102* on the same day. About two years ago, Rusty and another partner purchased *Joie*, a 1960 60-foot Stephens of a design similar to that of *Westlake* and *Miss 102*. All three have been fully restored.

When his good friend, Dick Stephens, talked about his favorite yacht ever built by Stephens Brothers, the 1932 *Folly II*, Rusty knew he had to assure that *Folly II* must be preserved. After several years, of talking to *Folly's* owners, Rusty put together a consortium of partners and purchased *Folly II* earlier this year. Rusty's team went to work immediately to restore and

repair *Folly II* to her original luster and have her ready to participate in the 2020 Stephens Rendezvous to celebrate Dick Stephens' Birthday.

On Sunday at 1000 hours, all the Stephens yachts left Village West Marina towards the San Joaquin River via White Slough. *Sea Breeze*, a 47-foot 1938 Stephens built trunk cabin cruiser, once owned by Theo Stephens and now owned by Northern California Fleet Rear Commodore David Cobb, joined the parade on the San Joaquin. *Miss 102* cruised out to Dick Stephens' home on the Callavaras River along with *Folly II*. Twenty-two members of the Stephens Family including 100-year old Dick Stephens, board-



The *Folly II* with Stephens family aboard parading by the site of the Stephens Brothers boatyard. Photo courtesy of B Hake.

ed these two vessels and joined the rest of the fleet to parade into downtown Stockton and passed the former Stephens Boatyard (now Five Star Marine). This was a remarkable event. Dick Stephens celebrated his 100th birthday with family and friends on board his favorite Stephens Brothers-built yacht and with a parade of other Stephens-built yachts passing by the old factory.

With the parade complete around 1330 hours on Sunday, the Stephens family was dropped off, and each of the Stephens yachts left for their respective home-ports. The 2020 Stephens Rendezvous will go down in history as the most notable Stephens Rendezvous ever. For those who participated, it will be a life-long memory. For those who read about, it will be a tale about friendships, commitment, perseverance, execution, and a love for classic yachts, especially Stephens-built yachts. A love that runs with a deep current.



(continued from pg 3, *Staying put...*)

was fine, the folks friendly, and Nere could visit every shop that was open. Me, I did a couple of chores around the outstation and turned the pages of a Harry Bosch novel and napped. On Sunday morning after breakfast we let go lines and left Eagle Harbor, bending our course south into Rich Passage, then turning north for Keyport and thence Liberty Bay. There was no space at the marina at Poulsbo, so we anchored. Liberty Bay is very much like a roadstead, wide and open. The bottom is good holding clay mud; yet successfully holding in a blow there depends upon good gear and good application of that gear.

That evening the wind came up warm and out of the north, gusting to 15 kts, No worries, our anchor and chain were out on a 6 to 1 scope with a stout bridle in about 20 feet of water. The barometer was still in the 30's with a minor drop from 30.20 to about 30.11. Not much of drop and not too quick, I figured we were set for the night.

At dawn I was awaked by a loud shout. "Hey!", followed by a string of expletive's as the person shouting from the flybridge of a tall 60-foot trawler attempted to warn us of their rapid and uncontrolled approach-and at the same time-communicate her unhappiness to a man running to the stern of their boat. Apparently, their tender's painter had fouled the trawler's rudder or prop. The wind was 15 kts gusting to over 20 kts and they were adrift without power: their anchor hung from the bow roller, just five feet out of the water, but about 25 feet of chain was doubled and snagged on the anchor. They were drifting quickly past us and heading for another boat-maybe 250 feet away. They missed the other boat and cleared the foul at their stern or so they thought, yet when the helmsman put the throttles to the max the tender had been mistakenly side tied to the stern and was drug under and sunk. More expletives followed.

The eastern sky was red across the horizon as the sun rose, while the wind made its intentions known with a howl. *Freya* moved rather gently with the gusts, the bridle was taking up the strain and we held our area; however, three other boats started dragging. Two of the boats had either fractured bow rollers or windlasses, their crews scrambling to control their slide backwards. Here and there people were appearing on decks of the other boats anchored in the bay. An updated marine weather broadcast broke

out and the Coast Guard started calling anchored commercial vessels to get ready for a blow. With so many of the boats around me sliding away we decided to leave for more sheltered waters.

In between gusts we worked our way down the chain and with a team effort brought up the anchor, turning east out of the bay for a tentative look into Manzanita Bay.

Now, the north wind found its way into Manzanita Bay, but at that moment the waves were not as tall or closely spaced as Liberty Bay and certainly not like the open area between Keyport and Agate Pass. Only one anchored boat was lying way down inside: Manzanita Bay looked like heaven to me. We went in quite a way anchoring in 20 feet of water with good scope. The bridle was attached and dropped so that its chain plate was below the waterline. With the bridle secured we had breakfast.

An hour later a 50-foot sloop came into the bay and anchored in the shallower area behind us. Sometime after 2 PM the classic yacht *Compadre* slid into the bay and anchored behind us. For almost eight hours we rode out winds that averaged 25 to 32 kts with gusts many times greater than 40 kts with waves of often three to more than four feet.

By 5PM it was over. Winds dropped to the teens and then down to a flat calm by 9 PM. We had wanted to go to a restaurant in Poulsbo Sunday night, but there were no openings, so now in Manzanita Bay, as the winds and seas quieted, I made a celebratory seafood stew and served it with a crisp white wine. The first toast was to *Freya*, for while the lines of her bridle had strained and often voiced a complaint her anchoring gear held, allowing us a comfortable – yet interesting day – with a deep and comfortable sleep as night fell.



## In Remembrance of Christine Rohde – CYA Commodore 2012

by Rick Olson, Southern California Fleet, CYA Staff Commodore



Christine on the bridge of her *Sparkle*.  
Photo courtesy of R Olson.

Cris Rohde passed away on Labor Day after a long battle with cancer. Being a personally private person she did not want everyone to know that she was sick. She was outgoing, enthusiastic, and a good friend to all. Her

leukemia reappeared after five years of remission. It was business as usual for Cris and she worked and did CYA business right up till the last few weeks.

Christine was a CYA Super Star. She was a mainstay of the Southern California Fleet. She was always bright and smiling and enthusiastic about wooden boats, their people, and our organization. In Southern California she was constantly recruiting new members and promoting the club. One potential new member said that she gave him a glass of wine and a CYA hat...How could he say no? He became a very active member.

Christine's resume included: a year as International Commodore in 2012, many years as a CYA Director, and a long-standing tenure on the Yacht Registration Committee. In the Southern California Fleet she was fleet Commodore in 2007 and 2011. She also held the positions of Treasurer, Historian, and was Membership Chairperson for so long that no-one can remember anyone else ever doing it.

For the last dozen years or more she has been organizing our Old Fashioned Day even. This is the SC Fleet's largest event of the year and incorporates a car show with the yachts displayed. Most of our business meetings were held either on Cris's boat *Sparkle* or at her marina's club house. She had her

fingers in almost all of our events, always ready to pick up the load wherever help was needed. When not involved with CYA business and events, she was involved in planning Marina del Rey events including their Christmas parade and other annual events.

It is not likely that we will ever find another Christine.

We will badly miss her.

A true friend to the CYA.



## Norm Blanchard - Stories of boats and their people

by Steve Wilen, Pacific Northwest Fleet

In 1999 the late Norm Blanchard (1911-2009) and I published *Knee-Deep In Shavings: Memories of Early Yachting and Boatbuilding on the West Coast*. The publisher required that we trim the manuscript of almost one-third of Norm's stories, 27 in all, to keep the book in the \$20 range. These stories remain unpublished. Some of the less interesting ones were easily excised, but others contain wonderful memories of this extraordinary man and the yachts and yachtsmen he knew. Norm insisted that stories about living persons not be included.

In the 31 years since *Knee-Deep* was published, we have not only lost Norm shortly after his 98th birthday, but also many of the subjects of these stories. It seems appropriate, then, that this is a proper time to present some of these stories in the CYA Newsletter. Not all twenty-seven can be published. Indeed I will have crossed the bar (or that great vineyard in Walla Walla or wheat field of the Palouse) in the sky before that could be done. Newsletter Editor Bill Shain is interested in including one of these stories in the newsletter from time to time. I'm grateful for Bill's support and hope that you will enjoy reading these stories. Since this introduction has taken up considerable space, a story will appear in the next issue.



# She is 108-years old – time for a new covering

by Tom Burnett, Canadian Fleet

It's very likely that those who read this share the common interest of messing about in boats. There is no need to over analyze this. It's just what we do. It is our art, if you like – and art doesn't need to make sense. Over this last winter my boat interest got slightly out of hand – with time and funds. It has been most satisfying.

As is common in our old craft, there came a time to address the freshwater leaks of a worn-out deck. *Gleniffer* is an Edwardian-era flushdecker that has been actively cruising since 1912, so an upgrade to the long foredeck after 108 years came as no great surprise. The existing deck was painted canvas over tar-felt with lead trim and copper nails in white lead putty. This had done a heroic job for who knows how long. I have been patching this – temporarily – for thirty years. I have not commercially hauled the boat since moving to Salt Spring Island in 1993. All work such as replacing keel bolts, a new cutlass bearing and other regular maintenance, has been done simply on a tide grid off her boathouse.

The scale and importance of this deck replacement was another matter. But what upgrade method to choose? Fortunately, *Gleniffer* found herself on a cradle winched into the workshop of Abernathy &



A new teak deck replaces the original canvas. Photo courtesy of T Burnett.

Gaudin Boatbuilders in Brentwood Bay, British Columbia. In the October 2019 issue of *Wooden Boat* magazine (#270) there is a feature article on this yard. Among the builders' accomplishments there is mention of modern techniques shared on-line globally with other boatyards, blending the traditional with the contemporary. In *Gleniffer's* case the decision was made to use the torsional



Stripping the old deck. Photo courtesy of T Burnett.

strength of marine plywood over the original tongue and groove, bedded in epoxy without permanent fastenings. This was followed by the timeless traditional look of a laid-teak deck. There is teak-compatible seam caulking between the epoxy-bedded teak planking. A sharp-looking result without any bunged fastenings. New covering boards were laid, and there was much discussion amongst friends whether these should be varnished or painted. What an escapist tonic such decisions are in the context of modern global events! I am thankful for these details and it's one of the ways our old boats give back.

A not uncommon outcome of such large rebuilds is the exposure of unrelated structural issues, and this case was no exception. So, along with a super strong new deck came other unexpected rebuilds. The fore deck was removed and new sapele deck beams and timbers were installed under the windlass. The hatch was rebuilt further aft. A section of the upper teak stem was found to be punky, and this too was expertly replaced. All these were dealt with very thoroughly and will assuredly see her well into her next century.

From a personal perspective, I find the sculpture apparent in the slim and dignified lines of *Gleniffer* to be very rewarding. Somehow, whatever one puts in, there is inexplicable satisfaction. I look forward to joining you all as together we pursue the craft of our craft.



*Gleniffer* resplendent with new deck, hatch covering, and brass railings. Photo courtesy of T Burnett.



# COVID-19 Summer – Experiences & Thoughts

by members of the CYA



A pod celebrating sundown on the bow of the *Donnella* – Rust & Alexis Areias, Hillary & Janice Wiseman, Julie Areias and Thom Wiseman. Boating in Walnut Grove (The Sacramento Delta). Hillary Wiseman, “A summer filled with beautiful memories. It’s what saved our family during the last six months of quarantine, making us realize it\* has been the best decision we ever made!”

\*Buying the *Donnella*.  
Wiseman Family, *Donnella*  
Photo courtesy of B Wiseman.

This image is from a video made on Railroad Cut, also known as Locke Slough. It is located very near the historic town of Locke. It is a great example of the best of the California Delta. My family has been boating on this water way for over three generations. The vessel filmed is a beautiful 45’ Stephens cruiser built in 1928 -

Geoge Homenko  
<https://www.youtube.com/watch?v=SXr82J82v5s&t=127s>  
Image: grabbed by W Shain from video



2020 was on hold! We celebrated Opening Day in our hearts this year with memories of previous Opening Days. This is the *Merrimac* all dressed for opening day in 2019. Current owner John Fettig (right) with former owner George Beall (left). Looking forward to 2021!”  
John and Karen Fettig; *Merrimac*  
Photo courtesy of N MacGregor

As one might detect from her expression, the owner of *Wet Paint* (home port Everett, WA, owner’s residence, Helena, MT) is not pleased with her 1st Mate. With the advent of COVID 19, Montana residents were restricted on out of state travel; so we retreated to our remote cabin astride the Continental Divide. To satisfy the owner’s longing for the sea, her 1st Mate created a hot tub from an antique claw foot bathtub. Peace prevailed until the 1st Mate produced a camera. Please go away COVID, so we may return to *Wet Paint*! Jackie (in the tub) & Peter (in hot-water) Lenmark

Jackie & Peter Lenmark, *Wet Paint*  
photo courtesy of P Lenmark



## Hauling out in Pandemic Environment

by Gerry Kamilos, Northern California Fleet, CYA Rear Commodore

Improvisation is now the necessity of our pandemic state of being. We all feel the effects of our evolving new normal. This story is about what started as a typical haul out that happens thousands of times every year, but evolved as we complied with California's rules to minimize the risks of today's pandemic world.

Bayside Boatworks (BSBW) is a commercial shipyard in Sausalito that services commercial ferries, tugs, and yachts. Their yard and crew are one of the few in the Bay Area that are highly experienced in wood hulls and are now completing several wood hull keel-up restorations. Mike Linder, the owner of BSBW, has over 40 years of experience as shipwright and knows how wood hull yachts are built. *Aurora V* is a 58 foot, 1969 John Trumpy and Sons-built yacht whose old growth Douglas fir keel was laid in their Annapolis shipyard. This yacht is double planked with Honduras mahogany from the garboard to the cap rail with a layer of 3M 5200 sealant in between the planks; her hull is a planing, semi-displacement design. Yes, this 47 ton vessel goes on plane at 12 knots with assist from her trim tabs. The 3M 5200 came into use during WWII and was the "secret sauce" used to assure a water tight hull by many boat builders including Stephens, Matthews, Consolidated, Blanchard, Hinkley, Wheeler, Huckins, Pacemaker, and others. 5200 sealant is still the "go to" sealant for all through-hulls regardless of hull material type.

Under California pandemic directives, all shipyards are considered essential businesses and must operate under strict operating guidelines. This includes self-distancing of all workers; a face mask must be worn at all times; handwashing stations in place onsite; employee-temperature monitoring; and no clients on site (a rule, I am sure, favored by shipyard owners).

*Aurora V* was last hauled out in 2018 and was due to be hauled this year, as a small seep, along the garboard at the keelson developed and she was taking on about four to six gallons of water a week. Being a displacement planing hull, *Aurora V* has a wide flat aft bottom that can take on at least 30 to 40 gallons before even triggering the automatic bilge pumps. About every four to six weeks, the bilges had to be evacuated. (Note: wet vac becomes very handy to

have onboard.)

BSBW called on April 5, 2020. Several cancellations had occurred due to clients' COVID concerns. They had just finished a haul out for a commercial ferry and had a crew ready for *Aurora V*. If we accommodated, they could keep their crew busy and employed.

California restrictions on operations required us to create a plan that incorporated broader services, technology, and communication.

A local marine surveyor, Terry Tucker, was brought onto the team, to permit a



*Aurora V* on the rails at the Bayside Boatworks. Photo courtesy of S Kiehl.

full bottom hull inspection once *Aurora V* was out of water. Terry is a CYA member and a well-seasoned surveyor of wood-hulled yachts. He understands the construction techniques that built them. Professional surveyors were allowed in the shipyard.

A detailed plan was created:

1. BSBW would pick up *Aurora V* in Emeryville, California and make the 8-mile journey to their yard in Sausalito.
2. Once hauled out, the surveyor and BSBW would inspect the hull below the waterline, make their assessments, and make a work plan.
3. Communications to me would be by text, video, and cell phone on a near daily basis. I was not allowed in the yard.
4. Once work was completed the BSBW crew would return *Aurora V* to her homeport slip.

Culturally this was a most difficult change for me. I have been the only helmsman of *Aurora V* since she arrived in San Francisco Bay seven years ago. I have made the journey from Emeryville to BSBW many times in pre-pandemic times and always personally inspected ongoing work and final repairs. However, given the circumstances, I embraced the new normal and made the paradigm culture shift. I was reassured

knowing Mike's great appreciation of classic yachts and that he would be at the helm.

On April 9th, 2020, the nine counties of the Bay Area were in lockdown. California daily infection rates were spiking, and the COVID-infected cruise ship *Diamond Princess* was looming over us as she was docked upwind and visible from *Aurora V's* homeport slip. The BSBW crew boarded with masks and social distancing and started their journey.

The rails at BSBW are historic, and go back to the turn of the 20th Century when Sausalito was a mecca of shipbuilding in California along Richardson Bay. These rails or "ways" were used to build



Flaking paint near the bow stem at the worm wood and keel. Photo courtesy of M Linder.

commercial and war ships during WWI and WWII. After WWII most of these rails were used to maintain commercial fleets of the Bay and private yachts. Two years ago, a friend walking near the BSBW rails, found a horseshoe. When these rails were first used, vessels would enter a cradle, and the vessel and cradle were pulled up the rails together and out of the water by rope and a team of horses. Fortunately, BSBW now uses steel cable and electric winches to pull out watercraft.

In the Bay Area, opportunities of lifting a wood hull vessel out of the water appropriately are diminishing, as several yards with elevators and rails have gone out of business. The best method to raise a wood hull out of the water is with its full weight on its keel either by rails or elevator. Although, success has been achieved with a gantry crane with straps; a highly experienced operator is critical to avoid compression of the hull by the straps and the potential to break ribs. Using a gantry crane, it's hard to avoid abrupt moves when the operator balances the loads coming out of water. The elevator or rails slowly bring the vessel out of water evenly with no abrupt movements and less stress on the hull.

Once *Aurora V* arrived at BSBW and was up on dry land secured in the cradle, a text and picture was

sent to me. The first procedure is a pressure wash of the hull below the water line. The next day, the surveyor and the shipwright inspected the hull. *Aurora V* has been routinely hauled out every two years for a simple protocol of sanding and three coats of bottom paint. This year was to be no different. Later that day I received a video via text showing significant flaking of paint going down to the surface of the mahogany planks. Several serious areas of paint were flaking off at the bow, keel, and chine areas. Areas where the hull takes on the most stress underway. After years of sanding paint and then layering another two or three coats of paint on top of that; the paint just builds up, no different than varnishing brightwork. The first layers of paint in contact with the wood planks was no longer adhering, likely due to brittleness and moisture between the paint and wood. It was clear that we needed to evaluate how much work it would take to remove the bottom paint without harming the wood and fairness of the planks. It has been over 30 years since the mahogany planks below *Aurora V's* waterline have seen the light of day. The color of the paint actually touching the planks was light blue which dates to 1980's or earlier. A blue bottom color was used when *Aurora V* was built. After reviewing several text pictures and an end of day conference call, we decided to determine how to proceed to remove the layers of paint below the waterline.

The next day, a six-foot square area forward was used to test the best methods. Many of the paint layers came off with a strong pressure wash using a needle tip. About 30 percent came off with just scraping; 20 percent came off with paint remover; and a small part had to be sanded.



Boatworks crew member with mask removing paint. The bare mahogany planks are visible as are the keel and worm board. Photo courtesy of M Linder.

When you buy any yacht, you do your best to assess the condition of that vessel, especially the hull, before buying. With 30-plus years of paint on a wood hull, it's almost impossible to

know exactly what's underneath. Fortunately, *Aurora V* was doubled planked with 3M 5200 bonding and traditional cotton and linseed oil/wood shavings caulking. It was reassuring that past owners had been very responsible. The planks were generally in good shape.

All the paint was removed exposing the pure mahogany. Within two days 80 percent of the old paint layers were removed and the rest was sanded off in two more days. Both the surveyor and the shipwright inspected the hull. After several texts and pictures, we decided to remove the bronze stem guard to see what was underneath. We were almost certain that the stem guard had not been removed since *Aurora V*'s launching in 1969.

It was clear that re-caulking between the garboard and the keel was needed from the aft of the stem to just past the engine room. This was the culprit of the seeps into the bilge that inspired this haul out. The wood behind the bronze stem guard was in good condition and no repairs were needed. Full replacement of the worm shoe was needed, which is the sacrificial timber secured to the bottom of the keel to attract sea worms that tend to bore through wood and can cause damage to the keel. It's like having zincs below the waterline to attract electric current instead of the through-hulls and fasteners. One way to kill off sea worms is take your vessel into fresh water for a week or two. The sea worms will die.

After the inspection, with pictures, texts, and several



Bronze fasteners removed from the transom showing different states of erosion. *Photo courtesy of T Tucker.*

phone calls, the authorization was given to complete the work yet to be done.

All the bronze through-hull screens were removed and checked. The functioning of all the sea cocks was confirmed. All of our through-hulls fasteners are bronze. There is

no mixture of metals below the waterline. When there is a mixture of metals, such as bronze and stainless steel, regardless what anyone tells you, electrolysis will occur that is potentially very damaging to a wood-hulled yacht or any hull type for that matter.



Upon inspection of the fasteners all forward and

Below waterline all painted and Prop-speed being applied to props and shaft as final preparation for launch. *Photo courtesy of M Linder.*

mid-ship fasteners were tested and deemed in excellent shape. Less could be said for the transom as below the waterline a few of the fasteners were compromised. Eighty-five new fasteners were installed with new caulking of the transom planks at the waterline to the bottom of the hull. Fortunately, we caught this propagating issue early in time since no prior seepage at the transom or aft hull had been observed.

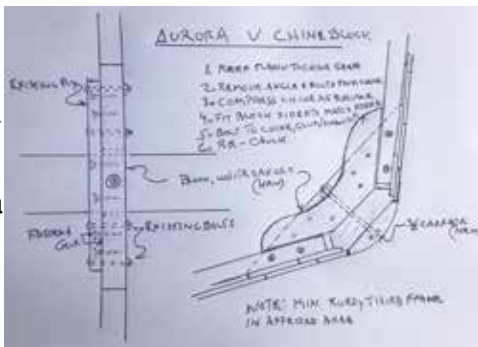
Another matter surfaced after exchanging several text messages, photos, and a schematic, resulting in a conference call regarding the tie-in of the hull planks, transom, and chine blocks. New chine braces were designed and installed replacing the original plywood struts. Chine braces are simple. Our new ones are made of white oak (same material as the ribs and the chine boards). Each brace straddles the upper and lower ribs, and the chine block; thus, the brace connects all three to minimize movement and not allow separation. Since this repair was more preventative than an immediate need, we only installed two, one on each side. We will install the remaining eight (every third rib) during our next haul out in two years.

The propellers and shafts were cleaned and Prop-speed was applied to minimize bio growth.

After the re-caulking of the hull and especially the transom, a first coat of paint-thinner diluted wood

penetrating epoxy was applied to the exposed planks. Then 3 coats of Petit Pro “red” was applied. After the completion of the bottom work, photos were taken and texted to me.

*Aurora V* was relaunched and stayed at BSBW docks over the week-end to assure the planks and through-hulls were not leaking badly. On the following Monday she was delivered back to her slip in Emeryville just two and half weeks since leaving. Once *Aurora V* was secured at her homeport a confirming text was sent.



Original plywood Chine brace showing stress cracks (upper). Drawings for new Chine brace (lower). Photos courtesy of T Tucker.

Once back at her homeport, the hull had a few gallons of seepage into the bilge per week. After about six to eight weeks the bilge had dried up and there was no further seepage. For a wood planked hull it is critical to minimize the time out of water to reduce the amount of drying of the hull planks below the waterline. Shrinkage of the planks that opens up seams. Once back in the water the planks will re-hydrate and expand to close the seams, water tight. Prolonged drying of the hull may require re-caulking of portions of the hull before relaunching. The length of time out of water and their consequences are a function of temperature, humidity, and wind. For example, in Sausalito, during the Spring, the humidity ranges from 60-90% with high temperatures in the 60's; where as in the Sacramento San Joaquin Delta the humidity ranges from 20-40% with high temperatures of 80 plus degrees (summer temperatures can peak at over 100 degrees). So, a wood hull can stay out of water longer near the waters of San Francisco Bay than in the Delta.

Regardless of the hull material, wood, fiberglass, aluminum, or steel, keeping to a regular maintenance

schedule is critical. With vessels in the water year-round, we are always fighting nature. A season delay, and especially two, can end up costing a boat owner much more. Haul outs are meant not only to repair the obvious, but also provide an opportunity to take preventative measures to minimize cost in the future.

Working in the current pandemic world and adhering to the rules given to protect the population is tough; especially when time is not our friend. Integrating trust, innovation, technology, better communication, and clarity can allow critical projects like a haul-out to proceed effectively. This pandemic environment is an opportunity to improve our systems, create new channels and relationships in getting projects done, and most importantly, moving life forward with meaningful and positive results.



## Editor's Deck!

### All Hands on Deck!

*Classic Yachting* is your newsletter. Please submit ideas, stories, and more of your cruising experiences.

- What kinds of sea life do we see while cruising?
- What was the best – or the worst – decision you made the last cruising season?
- What projects are you most proud of?
- How do you include the next generation in your boating?
- How do you share your love of our wooden boats?

**Thanks** to all who helped the CYA obtain its 501(c)(3) mailing certification. This newsletter will be the first issue mailed using our new mailing rates. This change will not reduce the length of time for the newsletter to arrive within the USA, but will result in a significant cost savings. Foreign mailings must still be sent First class mail.

**Reflections.** This is my third issue as your editor. I am still learning. My hope is to publish a newsletter that we can all enjoy..and maybe learn something too.

- Bill Shain, Editor

# Welcome New CYA Members

*Members with registered vessels*



John Almer  
**Pied Piper**  
33', 1940 Mathews  
Pacific Northwest Fleet  
Margie Paynton, sponsor



Michael & Jane Asbury  
**Tyee**  
45', 1960 Marine Construction Co.  
Pacific Northwest Fleet  
Margie Paynton, sponsor



Peter and Brenda Carr  
**Kalua**  
41' 1957 Monk McQueen  
Canadian Fleet  
Mike O'Brien, sponsor



Ron & Mary Ellen Green  
**Morganna**  
30', 1931 Schertzer Brothers  
Pacific Northwest Fleet  
Margie Paynton, sponsor



David & Kimberly Griffin  
**Vintage**  
60' 1962 Broward  
Pacific Northwest Fleet  
Margie Paynton, sponsor



Marc Johnston and Anne Leckie  
**Sannox**  
38' 1920 Y. and E. Kobayakawa  
Canadian Fleet  
Owen Bubb, sponsor



Robert & Barbara Schumacher  
**Vagabond**  
40', 1909 Consolidated  
USA Fleet  
David Gillespie, sponsor



Danny Hinds and Sylvia Watt  
**B.O.B.**  
35', 1960 Chris Craft  
Canadian Fleet  
Owen Bubb, sponsor



## Welcome New CYA Members

### Other new members

Henry Elliott  
Pacific Northwest Fleet

Steve and Kim Pile  
Pacific Northwest Fleet

Peter and Susan Erkkinen  
USA Fleet

Bobby and Carol Green  
Southern California Fleet

### Reinstated Members

Rick and Sheila Banach

*Dagon*

35', 1932, CA Morse  
USA Fleet



## More COVID-19 Summer – Experiences & Thoughts

*by members of the CYA*

Our first trip after restoration and the birth of our newest child was for 3-4 weeks cruising in the Abaco's. Here we are anchored off Green Turtle Cay. On the way home we caught the tail end of a hurricane and *Dagon* sailed through it all beautifully.

Sheila & Rick Banach, USA Fleet

*Dagon*

*Photo courtesy of C Bannister.*



## More COVID-19 Summer – continued

Down in “South Sound heaven”. Since our traditional Canadian cruise was not possible, we have explored our own “backyard” - the Southern Puget Sound and Hood Canal. Found some amazing new treasures. Here is one – an August sunset at Filucy Bay, Longbranch, Washington. Our majestic Mt Rainier watching over us the whole three weeks.

Tina Stotz & Larry Benson, Pacific Northwest Fleet  
*Thelonius*

*Photo courtesy of L Benson.*



Quartermaster Harbor (South Puget Sound). Kathy's big birthday required creativity in 2020. Kathy's sister and partner paddled out with a Thai take-out dinner in a borrowed inflatable raft. Lot's of open air social time. Kathy's Mom was along for the three-day cruise. Met new friends while on their kayak outings. Bill is standing on the swim deck and Kathy is on stern deck of the *Comrade*.

Kathy Weber & Bill Shain, Pacific Northwest Fleet  
*Comrade*

*Photo courtesy of S Long.*





Classic Yacht Association  
 10203 47th Avenue SW, #D-4  
 Seattle WA USA 98146

CLASSIC YACHT ASSOCIATION

FALL 2020



Official Newsletter of the  
**Classic Yacht Association**  
[www.classicyacht.org](http://www.classicyacht.org)

Commodore.....Diane Lander, PNW  
 Vice Commodore.....John Peckham, SC  
 Rear Commodore.....Gerry Kamilos, NC  
 Staff Commodore.....Garth McBride, CAN

Please send queries, suggestions, complaints, articles, artwork, and photographs to [newsletter@classicyacht.org](mailto:newsletter@classicyacht.org)

The deadline for submitting material for the Winter 2021 issue is **December 9**. Depending on space availability some contributions may appear in the Spring 2021 issue.

**Notices:**

**Thank you's.** I wish to thank all the contributors to this edition of the CYA Newsletter.

**Print vs Electronic Newsletter.** All members will receive the electronic version of the Newsletter. The printed version will be sent to all members except those that opt not to receive it.

- *Bill Shain, Editor*