



Classic Yachting

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

I Couldn't Possibly Afford a Classic

The Real Cost of Ownership: Classic vs Modern

Richard Randall and Todd Powell, Pacific Northwest Fleet

It is often assumed that owning a Classic wooden boat is unreasonably expensive, and that assumption is frequently the topic of conversation with non-wooden boat owners. We heard it so often that we decided to take a hard look at the numbers. Just how much more expensive is owning a classic wooden boat than owning a nearly new fiberglass boat?

The answer to that question depends on the size and condition of the classic boat being considered and the modern boat you choose for comparison. Surprisingly, we found that owning a classic boat in the range of 35- to 45-ft is probably no more expensive than owning a modern fiberglass boat of similar size, and in some cases may be less.

When comparing classic and modern boats, we must first consider a few facts:

- ▣ The purchase price of wooden boats, including classics, is low compared to new or nearly new fiberglass boats. Good classics, ranging from 35-45 ft length overall, often sell for between \$50,000 and \$100,000. That price range has changed little over the last 20 years.

- ▣ Well-maintained classic boats don't depreciate. In most cases, depreciation ended in the distant past. (It's important to note that they don't appreciate much either.)

- ▣ Because the purchase price is relatively low, classics commonly are purchased with cash, in which case there are no financing charges. The purchase price of many classics is about the same as the cash down-payment required on new or nearly new boats.

For our analysis we compare two boats: The 1929 43-ft Stephens cruiser *Compadre*, and a 5-year old Ranger Tug 31 we found on the internet. Ranger Tugs are popular cruisers here in the Pacific Northwest; many people obviously can afford them. We chose not to consider a brand-new boat, reasoning that many purchasers would prefer a slightly used boat because someone else had already outfitted it and experienced some depreciation. We compared the annual cost of ownership for both boats averaged over 10 years, and assumed that both boats would be sold at the end of that period, incurring standard brokerage fees of 10% of the sale price. We estimat-



Classic Wooden Yacht -- *Compadre*. Length: 45 ft; Beam 11.5 ft photo provided by R Randall



Nordic Tug 31. Length: 35 ft; beam 11 feet, 4 inches photo provided by R Randall & T Powell

From the Commodore

John Peckham, Southern California Fleet

Top of the day to everyone,

Hard to believe we are already half way through the year! I'm sitting in my favorite Irish pub (shameless plug for the Whale and Ale in San Pedro CA) as I write this.

This year has seen great turnouts at our various events and shows. People have been holed up for so long because of the zombie plague that they are happy to finally get out and do things again!



Commodore John Peckham.
photo courtesy J Peckham

Here in Southern California, we recently had Fleet Week, where the Navy brings some ships in and a big three-day festival of music and food. The Southern California Fleet has a standing invitation from the Los Angeles Maritime Institute (LAMI) to tie up along with their tall ships. Unfortunately, we didn't participate this year due to mechanical issues and people being out of town, which was too bad as this event provides our club lots of exposure to the teaming masses.



Opening Day Flag designed by John Peckham
photo courtesy J Peckham

I've attended many of our local yacht clubs' opening day events and they are all very familiar with our club and have given us standing invitations to come to their clubs and bend an elbow at the bar with them. We in Southern California have been working to promote more joint events with our local clubs and so far the response and the events we have done together have been lots of fun for all involved. I hope other fleets can promote joint events with their local yacht clubs.

Your Vice Commodore, Gerry Kamilos has been busy with his team to plot and scheme how to improve and grow our Association. They have already sent out some status updates and they've been receiving really good feedback (see **Strategic Plan Committee Report**, pg 3). It's not a secret that our family of classic boat lovers is aging and we are looking for help in attracting younger members and growing the Classic Yacht Association. I hope that more members will join the Strategic Planning Committee and help us grow and be a true international association!

So far this year we have had numerous new applications. One is from Holland! The USA Fleet is growing by leaps and bounds! If we get a few more European boats we will need to establish a new fleet!

Our friends up in the Great White North are busy working on the Association's Change of Watch which is to be held in Vancouver, BC. Hotel and activities are still in work, but fear not, it will be a great event and a wonderful time will be had by all. The Event will be held January 13-15, 2023, See the **News Flash!!** on page 6.

If you, dear reader, have never attended an Association-level Change of Watch, you having been missing a great time. I hope many, if not all of you, will attend! All are welcome to sit and listen to your Commodores' ramblings during the meetings and gain insight and perhaps be motivated to join the Bridge. This reminds me, we will need to get nominations for our next Rear Commodore. If anyone has a burning desire to be a part of the Bridge, please toss your hat in the ring and make it known.

Drop me a note anytime if the mood strikes.

As always,

John



Strategic Planning Committee Update

Gerry Kamilos, Classic Yacht Association Vice Commodore and Strategic Planning Committee Chair

On January 16, 2022, at the Annual Meeting of the Association in Hawaii, the Board approved creating a Strategic Plan and created a Strategic Planning Committee.

This committee has now been in place for almost six months. The members are Tina Stotz, Richard Randall, and Elizabeth Becker from the Pacific Northwest Fleet; Scott Andrews from the Northern California Fleet; John Peckham from the Southern California Fleet; Mike Fazio from the USA Fleet; and Gerry Kamilos, as Strategic Planning Committee Chair. Each committee member brings to the table experience in business, science, accounting, finance, law, counseling, and arts. In addition, they have knowledge of the Classic Yacht Association at all levels and are excellent stewards of their vessels.

The Strategic Planning Committee has met eight times, has spent over 20 hours in these meeting, and have contributed additional time researching and preparing for meetings.

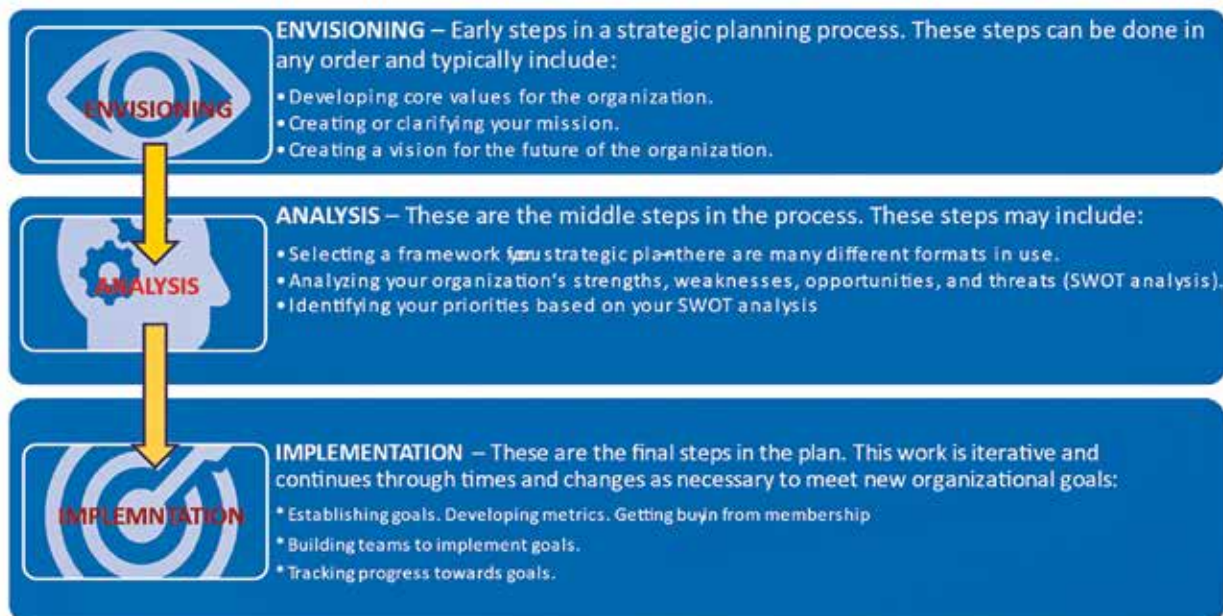
The Strategic Planning Committee formed an executive committee that includes Tina Stotz, Scott Andrews, and Gerry Kamilos to monitor progress, prepare for Strategic Planning Committee meetings, set agendas, and explore concepts and ideas to share with all Strategic Planning Committee members. The executive committee has met six times.

An outline of the process the Strategic Planning Committee created to draft a Strategic Plan for the Association is given below. Its goals are to develop a mission statement, core values, objectives, short- and long-term goals, and tasks to implement the plan.



Strategic Planning Process

Screen shot from meeting notes



I Couldn't Possibly .. continued from page 1

ed moorage-costs based on current rates at a large Puget Sound marina, assuming a 50-ft covered slip for *Compadre* and a 36-ft open slip for the Ranger Tug. Of course, costs will be different in other areas.

Note that we have not included effects of inflation in our analysis, since that adds a greater level of com-

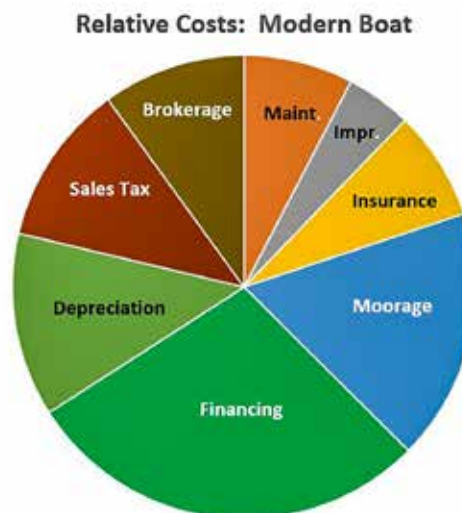
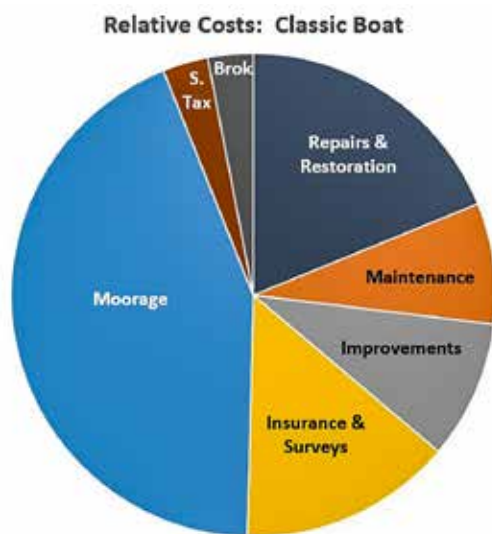
and thus have proportionally larger interior volume, often with more amenities. It is interesting to consider that choosing a larger fiberglass boat would have skewed the outcome even more in the classic's favor owing to higher financing, tax, and moorage costs for a larger boat.

First we consider *Compadre*. She is a 43-ft Stephens Brothers cruiser, currently in excellent condi-

Tables listing the actual costs of ownership, averaged over the 10-year period from 2007 to 2017.

43 ft Stephens Cruiser 1929	Purchase Price \$75,000	31 Ft Ranger Tug 2018	Purchase Price \$295,000
Repairs & Restoration	\$4700	Repairs & Restoration	--
Maintenance	\$2000	Maintenance	\$2,000
Improvements	\$2300	Improvements	\$1,200
Insurance & Surveys	\$3500	Insurance & Surveys	\$2,000
Moorage (covered)	\$10,800	Moorage (not covered)	\$4,600
Financing	--	Financing	\$7,400
Depreciation	--	Depreciation	\$3400
Sales Tax	\$750	Sales Tax	\$2,900
Brokerage Fee at Sale	\$750	Brokerage Fee at Sale	\$2,600
Average Yearly Cost (10 yr):	\$24,800	Predicted Avg. Yearly Cost (10 yr)	\$26,100

Cost analysis for a classic boat and modern boat.



plexity and we are not accountants; however, we believe the end results will not be changed significantly. But is it fair to compare a 43-ft classic with a smaller fiberglass boat? Why not choose a modern boat about the same length? Partly because modern boats are much wider for their length than classics,

tion, and is owned by one of the authors. The purchase price was \$75,000 in 2007. She was in good condition when purchased; nevertheless she has since undergone repairs that are typical of a boat of her age, including 20 pairs of sistered frames, new floor timbers and keel bolts. Some interior cabinetry that was removed by a former owner was restored.

The actual costs of ownership, averaged over the 10-year period from 2007 to 2017, are shown in the table on page 4.

Now consider the modern boat. Our example is a 2018 model currently offered for \$295,000, which we assumed as the purchase price.

We assumed the boat would be financed as follows: Down payment \$75,000 (the purchase price of *Compadre*); loan amount \$220,000; annual interest rate 4.12%; loan term 20 years (rate current at time of writing). We also assumed there would be no repair costs for this modern boat during the 10-year ownership period.

It is important to note that our cost predictions are based on information from the internet and other public sources, along with our experience as long-time boat owners. We have no first-hand knowledge about Ranger Tugs; we are simply using this one as an example, and our cost numbers undoubtedly would be different with other boat makes and models.

While the tables show that the long-term cost of owning these boats would be roughly the same, the costs are concentrated in different areas as illustrated by the pie-charts on page 4.

For the classic boat, covered moorage is the largest single cost of ownership, followed by repairs/restoration and insurance.

For the Ranger Tug, financing is the largest cost, followed by moorage, depreciation and sales taxes.

Depreciation for boats is hard to estimate, but after some online research we used what we believe is a modest 1.5% annual rate.

In conclusion it appears that the costs of owning a typical 43-ft classic cruiser and a nearly new fiberglass boat are about the same; however, the expenses are centered in different areas. This suggests that many owners of modern boats could easily be owners of classic vessels if the choice were strictly financial. So why aren't they?

An expanded version of this article is available online at <http://compadreclassic.blogspot.com/>.



Downtown Vancouver, BC. photo provided by D Peebles

News Flash!!

**Canadian Fleet to Host
2023 Classic Yacht Association
Annual General Meeting and
Change of Watch**

A committee of Canadian Fleet members are actively working at planning for hosting the Associations Annual General Meeting and Change of Watch. The meetings will be held in Vancouver, BC January 13 – 15, 2023.

The committee is currently in the process of negotiating with several hotels in the downtown core as well as several of the finest restaurants in Vancouver. The committee is planning a number of exciting events for that weekend and look forward to welcoming Classic Yacht Association members from across North America.

Mark this date on your calendar as you do not want to miss this event.



A 4x6-foot Classic Yacht Association burgee flying on the flagpole at Alderbrook Resort during the Pacific Northwest Fleet Hood Canal Cruise in June 2022. photo by D Lander

Classic Boats in Amsterdam, The Netherlands

Rick Olson, Southern California Fleet

Recently, Elissa and I went on a European holiday. We started on a small cruise ship, eighty-three guests, on both the Danube and the Rhine Rivers. We visited Hungary, Slovakia, Austria, Germany, and the Netherlands.

I had hoped to make contact with some classic yacht owners in Europe and even perhaps recruit a couple of new European members for the Classic Yacht Association. Unfortunately, that didn't happen. Not because there was a lack of cool old boats,



The *Tourist* under way. photo by R Olson

but because our circumstances didn't really allow for us to go wandering about and talking to boat owners. Cruising up and down these great rivers was a joy, but that's a story for another day.

We spent three days in Amsterdam and a late afternoon and evening on the *Tourist*, a canal boat built



in 1903. This should have been our best opportunity *Tourist's* pilot house. photo by R Olson



One of our fellow travelers entering the *Tourist's* salon. photo provided by R Olson

as the canals of Amsterdam were just crawling with great old boats. Unfortunately, all of the boats we saw were being used in commercial enterprises. The canal cruise business is a popular and booming business. I discovered that almost all these boats were operated by hired captains and tourist guides. The owners were business men, hotel chains, and corporate CEOs. Although they all appreciated their old yachts, they had no interest in membership in a US-based preservation association. They were already promoting these fine old power-driven pleasure craft on their own.



Captain Arnold threading us under an arched bridge. photo provided by R Olson

Nevertheless, one can appreciate the love and care these classic boats get. *Tourist* had been converted to electric drive and was quite beautiful. The appointments and brightwork were first class.

These canals are tight and clogged with boat traffic and tiny bridges. As a boat approaches a bridge, the captain announces his intentions on the radio and any other boat traffic works with him to make the passage a safe and courteous one. Many of these bridges are arched so only one boat can center-up and go through at a time. Our captain Arnold – he said he was Arnold Swartzeneger but he didn't have the accent – told me that it gets really crazy in the hot late summer when the water is full of kayaks and canoes. Our Southern California waterways have the same dilemma. Rookie paddlers not paying attention don't realize that a huge wooden yacht can't stop on a dime.

Plenty of gorgeous classics abound. It would be neat to have a European Fleet but would really require living there and spending a lot of time snooping around marinas, attending boat shows, and promoting the Classic Yacht Association.

It was a fabulous trip. I would highly recommend a river cruise. We saw historic sights, beautiful scenery, the cruise ship was super. We made wonderful new friends.

Unfortunately, our timing wasn't ideal. The airlines and airports are a huge mess. Primarily coming out of Covid, because there has been an explosive increase in desire to get out and travel again, the whole travel industry is grossly understaffed.

As it was, our luggage had a vacation too. It wasn't the same trip we were on but our suitcases saw Canada, Germany, Ireland, and France before reuniting with us two weeks after we returned home. They called it "delayed", and the airlines kept telling us, the bags would catch up with us in a day or two. We did a lot of quickie shopping to get by. Everyone in the ship knew us as the couple without any luggage. We survived and had fun anyway. I wasn't going to let dirty socks ruin my vacation. The ladies on board helped Elissa by lending her clothes and I just became a minimalist.

What has appeared to have happen was some dyslexic baggage guy saw BUD for Budapest and read it as DUB for Dublin. Anyway, our baggage chased us but never caught up. My socks and undies told me that Dublin was nice this time of the year. I recommend staying away from airports for a while...

Go Boating!!



Boating with Family!

*Cecilia Rosell & Maurizio Hublitz,
Canadian Fleet*



All aboard! photo by M Hublitz

Expecting to be cruising with little one later this summer. We will all be at the Victoria boat show and the Classic Yacht Association Salt Spring Rendezvous.

Will need to buy a mini life vest before we put him in the dinghy with us! Hopeful the little one will grow up to appreciate old wooden boats as much as we do!



Francis Hugo Rosell Hublitz,
born June 30. photo by M Hublitz



So what is a Plank?

by Bill Shain, Pacific Northwest Fleet with Blaise Holly, Lead Shipwright, Haven Boatworks, Port Townsend WA

In my previous world, a plank was a board that one bought “off-the-shelf”. It has three regular dimensions — width, thickness and length — and the sides are all parallel to each other and form right angles. Depending on its use, it will have a very few to a number of knots in it. For standard construction, it was cut from a spruce, pine, or fir tree.

In the world I find myself in now — replanking a 93-year old wooden boat — a plank is a very different animal. First, it is not bought “off-the-shelf”. If you are fortunate, your shipwright has a source of old growth lumber. In our case, Western red cedar. The boards are characterized by their fine, straight grain with a



Our shipwright making a pattern for the next plank. Note the planking batten above and the installed plank below.
photo by W Shain

rare small knot, if any. The boards are wide enough and thick enough to allow for cutting and shaping planks to the dimensions required.

For our boat, *Comrade*, planking began with a pile of Western red cedar boards. Each of these will be milled to produce the planks for both replanking of *Comrade*, as well as building of our new Herreschoff-designed pram. (Someday there will be more on the pram.)

The process of planking begins by striking a baseline across each frame of the boat that indicates where an original plank was positioned. This was done as the old planks were “wrecked out” (removed) after the new frames were installed (The reframing is another story, too.). To put this all in perspective, *Comrade* has 88 frames with a center-to-center 10-inch spacing. A planking batten (0.5 inches x 2 inches x 40 feet)

was fastened to the frames from transom to stem (bow) on starboard side); first with clamps and then tacked precisely to line up with the pencil marks that mark the baseline.

Now begins the fun part. A pattern was made for the first new plank, running the full length of the boat. The location of each frame (station) was marked, the curvature of each frame was measured and noted, and distance from a center point on the pattern was measured to the planking batten that defines the baseline along the hull.

A board that had been selected to optimize cutting the first two planks — planks that would be mirror images of each other for the starboard and port sides. The pattern was transferred to the prepared cedar board.

First, the board was brushed to remove dirt and grit; thus saving wear on the planer and saw blades to be used in fabrication. Then it was planed on both sides to provide

two smooth parallel surfaces. The pattern was then laid out on the board, tacked down, and marks made on the board at each station (position of each frame) from the reference point. Now a different batten was tacked to the board to enable the drawing of a line indicating one edge of the plank.

In preparation for the next step, the shipwright had calculated how much of a bevel was needed at each station. The edges of the planks are beveled so abutting planks will make a smooth, tight fit across both the thickness of the plank and along the entire length of the plank. These angles were measured at each station, and were now noted and indicated along the



Esther transferring data from the design to the board before sawing.
photo by W Shain

board. Now the board was ready to cut on a ship saw — a large band saw that allows for a constantly changing bevel down the length of the board. This is a two-person operation. Once this cut was made, the same process was repeated to cut the port plank. The next step in preparation was made by planing the edges of the planks so they are completely smooth along both surfaces of their entire length, meaning the shaving comes off as a single ribbon almost 40-feet long.



Shipwrights Esther and William cutting the first plank using the ship saw. Esther is feeding the board along the line on the board. William is adjusting the saw to match the bevel indicated at each station. *photo by W Shain*

Since most of the cedar boards are not long enough to span the entire boat, a strategy was used to cut planks of different lengths so that the butt-joints for the planks occur at a designed positions along the hull to provide optimum strength. The planks are then cut to length and turned over so the outward facing surface is down and inner surface is “backed out” as marked at each station along the plank. This process



Three planks installed on the starboard side. Note how they fit into the rabbet on the stem. *photo by W Shain*

occurs by planing, or scooping out, the inner surface to the prescribed depth and shape so that the plank conforms to the curvature of each frame all along its length. (This shape and depth are different for each station.) The width of the plank was initially planed so that the thickness of the plank, where the backing out is deepest, results in the prescribed one and one-quarter inch thickness at the narrowest place(s). Now the plank is ready to install. First the inner surface is treated with a mixture containing pine tar to help preserve the wood.

It is taken to the hull and clamped in place according to the “main” line marked at each station (frame). For some boards it is necessary to steam the planks to enable them to be bent to the shape of the hull defined by the frames. Once clamped in place, the plank is now fastened to each frame with two fasteners (in this case 2.25-inch, #14 bronze/silicon screws).



Illustration of new oak frames (verticals), locust butt block, and cedar planks. The board behind the butt block is an original fir stringer. *photo by W Shain*

Lots of screws — 2 screws x 44 frames + the stem, the transom and a butt block (a new player to be described) where 3 screws will be used — 98 fasteners for each full-length run of plank. These fasteners are installed after a pilot hole and countersink are drilled for each fastener).

These first planks were begun at the stem where a rabbet (notch) has been cut to accommodate the planks so that the surface of each plank is flush with the exposed surface of the stem. The shape of this rabbet varies from the sheer (the deck) to the keel as the shape of the stem changes as the shape of the hull changes — a most daunting task and all done by hand (see photo on page 15). Each plank is cut to end at a different location along the hull where a “butt block” is attached to the plank. The second half of the block will be used to attach the plank used to

➡ (to page 11)

Celebrating Women of Port Townsend's Working Waterfront

by Elizabeth T. Becker, Pacific Northwest Fleet, Maritime Writer and Photographer

Surrounded on three sides by water, it's not at all surprising that Port Townsend, Washington, is a magnet for mariners. And where there are mariners, there are boats. But something that makes Port Townsend even more special is the abundance of wooden boats: a recent walk along the docks counted more than 100 vessels made of wood. Also in abundance in Port Townsend is a thriving community of marine tradespeople, notably those who specialize in building, repairing, and restoring wooden boats. The town boasts the Wooden Boat Festival (now in its 45th year) and the Northwest School of Wooden Boat-building (in its 41st year). It's not surprising that Port Townsend has gained the unofficial title of "Center of the Wooden Boat Universe." Likely no other community can boast the depth and breadth of services available within walking distance of each other.

That universe was not always the most hospitable towards women in maritime careers. Fortunately, and through the tenacity of many, many women through the decades, that has changed for the better. Looking around now, women are everywhere on the waterfront. Sailing as captains and mates on tall ships; running fishing boats and research vessels; and voyaging across oceans. It is said that Port Townsend has more women captains per capita than anywhere else in the world. It is also true that the number of wom-



For decades, Joni Blanchard (right) has documented Port Townsend's marine trades through her photography. Joni, seen here with Lisa Flores, gathered many of her images to share as collages at the Women of Our Working Waterfront event. Joni's book, *Tricks, Cheating, and Chingaderos: A Collection of Knowledge and Tips for Varnishing/Painting Wooden Boats*, is a must-have for anyone inspired to do their own finishing work. *Photo by ET Becker*



A massive spreadsheet was used to collect information on the variety of maritime experiences of the women at the event. *Photo by ET Becker*

en in the marine trades in Port Townsend has grown exponentially, working as shipwrights, riggers, finishers, electricians, canvas and sailmakers, mechanics, designers...and a myriad of other related specialties. An impressive number are owners of their own marine trades businesses. Women also enrich the maritime community as marine scientists, artists, photographers, writers, and educators.

Yet women in the marine trades are still a minority that can be somewhat invisible. Recently, with a brief lull in the pandemic, it was a time to come together and celebrate the many women who are scattered throughout the community. The call was sent out mostly by word-of-mouth to meet



Diana Talley, retired shipwright, co-owner of Taku Marine, addressing all of the participants in the Working Women of the Waterfront event. *Photo by ET Becker*



The Women of the Working Waterfront event brought together several generations of women in the marine trades. This group of future shipwrights left classes early from the Northwest School of Wooden Boatbuilding in Port Hadlock to attend the event. Having been sequestered at the school's campus outside of town during the pandemic, the students were both surprised and inspired to see the vast community of diverse and deeply connected maritime women at the gathering. *Photo by ET Becker*

on City Dock on a Friday afternoon in March 2022. What transpired went way beyond expectations. More than 200 women joined in the gathering - Women of Our Working Waterfront. Emotions were high as friends and colleagues who hadn't seen one another in almost two years greeted each other with hugs and renewed connections. A massive spreadsheet collected information on each participant's maritime experience. Cookies and cider were, of course, on hand for refreshment. And a "moment in time" was captured in a photograph featured on the cover of the Port of Port Townsend's Summer 2022 Port Report which highlighted women in maritime.

While women continue to face hurdles in the maritime trades, it is important to take the time to recognize the growing percentage and acceptance of women in the trades and to celebrate the accomplishments of women who have paved the way.

Women of Our Working Waterfront was the perfect opportunity to do just that.

Kaci Cronkhite, Mariner, author, owner of the spidsgatter Pax

"Pick an enterprise, occupation, a skill, a role. I'd bet my boat there's a women who's done it, is doing it, or is on a training path to do so. The number of women in the trades, in maritime education, in political leadership, in activism is exceptional, too."

Diana Talley, Retired Shipwright, Co-owner of Taku Marine

"This event became more than I had ever dreamed it would be. When I "landed" in Port Townsend almost 40 years ago, I felt unusual working on, living in, and sailing boats. Looking around now, I am in awe of the women I see in our community who have embraced this way of life and have established themselves as skilled and respected craftspeople. Our Women of Our Working Waterfront event, as well as the Port of Port Townsend's Port Report which shared that focus, was so inspiring to me and to all of the participants. I heartily suggest checking out the Port Report online at <https://portofpt.com/posted-summer-2022-port-report/>"



Planks .. continued from page 9

reach the transom.

There are several important notables here.

1. Both edges of the plank have been cut to specified bevels.
2. The plank is not straight but is milled to conform to the shape of the hull, especially closer forward where the bow of the boat bends in and out. This shape is critical to providing the cleanest lines for the hull.
3. The face/side of the plank facing the frame needs to be additionally shaped to accommodate the curvature of each oak frame.
4. An additional bevel is added to the upper most surface to accommodate the cotton roving used during the corking process.

Now we have designed, cut, formed, and installed the first plank. Only 30 more to install on each side. Won't tell you how long this has taken for **Comrade**. Let's just say it began before we left for five weeks in Ireland and was almost complete (one plank on each side still to prepare and install) when we next visited **Comrade** six weeks later.

One, among many, lessons we have learned in this time is to appreciate the skill and dedication of the shipwrights who apply their knowledge and talents to the maintenance and repair of our vessels.

Our hats are off to them all.



Custodians of our Boats

by Kathy Weber and Bill Shain, Pacific Northwest Fleet

Three years ago, Kathy and I took *Comrade* to Port Townsend WA to talk with Stephen Gale owner of Haven Boatworks. He was standing at the dock as we came in, took the line I threw him, and after securing *Comrade*, he walked up and down the dock. He said, “She looks good to me. What do you think needs to be done?” That began our relationship with Haven.



Comrade underway in Admiralty Inlet, Puget Sound in 2021. photo by J Niederhausen

The first trip resulted in a careful inspection. Comments like, “You know electrical systems on boats have changed a lot since 1929.” And “Yes we can rebuild your old Westerbeke engine, but for another \$100 you can get a new engine that will be quieter, more efficient, will discharge less into the environment, and for which you can easily find parts.” When we left on a bleak December day in 2019, we had a new electrical system including an isolation transformer to help us be electrically safe, a new Yanmar



A portion of *Comrade*'s starboard side with new white oak frames (lighter colored vertical pieces) next to portions of darkly stained old frames. photo by W Shain

engine, the same transmission, a new drive shaft (now straight) and a prop that was a more appropriate size. *Comrade*'s repairs were our Christmas presents to each other that year (and for several to come). The seas were calm and we motored quietly and smoothly back to Everett and tucked *Comrade* safely into her boat house. One of the parting comments from the lead shipwright was that we will probably need a re-planking sometime in the next ten years.

Lots of time at sea from that moment until October 31, 2021, when we made our next trip to Haven for our re-planking — the new bottom for our *Comrade*. We have now witnessed her “dropping her drawers” — the complete de-planking, exposure of her frames — all 88 of them. Some looked pretty good, but many were in a questionable states.

They all have been replaced with new white oak frames. The stem and stem knee have been replaced. The original fir is now purple heart. Their sculpting — there is not a better word — was amazing. Not just the outer shapes, but especially the rabbets to receive the new planks. Cut by hand, a groove defined by three lines that begin where the shear plank will insert and follows their own arc to accommodate how each plank will intersect.

I have now helped our shipwright, Esther Whitmore, with steaming and installing 80 of the new frames, at a rate of eight per day, usually two days/week. It took awhile. The new frames are all in, fastened to the keel, *Comrade*'s three stringers, and the deck frame (all original from 1929). I helped “wreck-out” the remaining old frames. What a pleasure to see all the new clean lines of these new frames.



Our shipwright-in charge, Esther with the finished new stem-knee and the tools she used to make the rabbet seen at the far side. photo by W Shain

Welcome New CYA Members

Members with registered vessels

Carlice and Leo Aarens
A Dora Blu
43' 1931 Stephens Brothers
home port: Dinteloord, The Netherlands
USA Fleet
sponsor: Margie Paynton



Tim Balzer
Itineras
Vintage
46' 1964 Chris Craft
Seattle, WA
Pacific Northwest Fleet
sponsor: Diane Lander

Dino Barsotti
Isabella
Vintage
41' 1951 Kettenburg Boat Works
Oakland, CA
Northern California Fleet
sponsors: Nick Romero and Patrick Welch



Damien Bryan
Meko
35' 1931 E.R. Tooley
home port: Bowen Island, BC, Canada
Canadian Fleet
sponsor: Cecilia Rosell

Members with registered vessels



Simon Fawkes
Rhinegold
 Classic
 36' 1911 Vancouver Shipyards
 Vancouver, BC
 Canadian Fleet
 sponsor: Randy Olafson

Monica DiBenedetto and Sam MacGowan
Clupea II
 52' 1930 Boeing
 home port: Campbell River, BC
 Canadian Fleet
 sponsor: Cecilia Rosell



James Utschneider and Jenna Miller
Owl
 Classic
 54' 1942 McKenzie Barge & Derrick
 Seattle, WA
 Pacific Northwest Fleet
 sponsor: Diane Lander



Capt. Colby Snyder
High Seas
 36' 1935 Simms Brothers
 home port: Orcas Island, WA
 Pacific Northwest Fleet
 sponsors: Sally and Bob Bryan



Other New Members

Becky and Alex Endzell
home port: Port Ludlow, WA
Pacific Northwest Fleet

Jason Giddings
home port: Sagle, ID
Pacific Northwest Fleet

Bob Hardy
home port: Tenino, WA
Pacific Northwest Fleet

Children on your Classic Yacht

Have you been boating with children too young to drive a car?

What is your favorite thing to have with you when there are children aboard?

What makes it work well?

What do you avoid?

Send me a note with your thoughts..and maybe a picture or two.

Newsletter Editor (newsletter@classicyacht.org)

Welcome back returning members

William Dale Brantley
Mindful
53' 1955 Chris Craft
home port: Wilmington, CA
Southern California Fleet

Diondra Coluqhoun
Legend
48' 1948 Shain
home port: South Lake Tahoe, NV
Northern California Fleet

Gabriel and William Griffin
Shearwater
45' 1933 Schertzer Brothers
home port: Seattle, WA
Pacific Northwest Fleet

Heather and Mark Jensen
White Heron
58' 1926 Harbor Boatbuilding Co.
Northern California Fleet

Grace and Bob Salk
Ida May
46' 1926 Hugh Angelman/Fellows & Stewart
home port: San Rafael, CA
Northern California Fleet

Custodians of our Boats .. continued from page 12

Lots of take home messages for other classic yacht owners..

🚩 Be patient, every frame is different. It takes time to do this right.

🚩 Understanding your boat is amazing. We now have a better knowledge of *Comrade* and her workings than we ever dreamt of... or maybe even thought necessary. But now that we are participating in her renewal, our appreciation for her design and original construction become greater with each visit. Not to say anything about our admiration for Esther and her colleagues at Haven.

🚩 It is worthwhile to develop a relationship with the shipwrights or boatyard of your choice. They will get to know your boat and you can build a long-term relationship of trust with them

🚩 Wooden boats will last forever. You can always replace worn out or damaged wood. There are skilled professionals to help you.

Our boat is now ready for the twenty-second century.

In the meantime, we will see you on the waters of Puget Sound and beyond.



Photo showing rabbit (see bracket) carved into stem and stem knee and continuing down to original keel. photo by W Shain





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CLASSIC YACHTING

SUMMER 2022



Official Newsletter of the
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

Notices:

Thank you to all our contributors.

Please contact me with your story ideas for
future newsletters. Nominate a boat or boaters
who have a story we would all love to hear.

I am most grateful for the comments and encour-
agement that I receive.

***The deadline for submitting materials for
the Fall issue is September 15.***

- Bill Shain, Editor
Newsletter@classicyacht.org