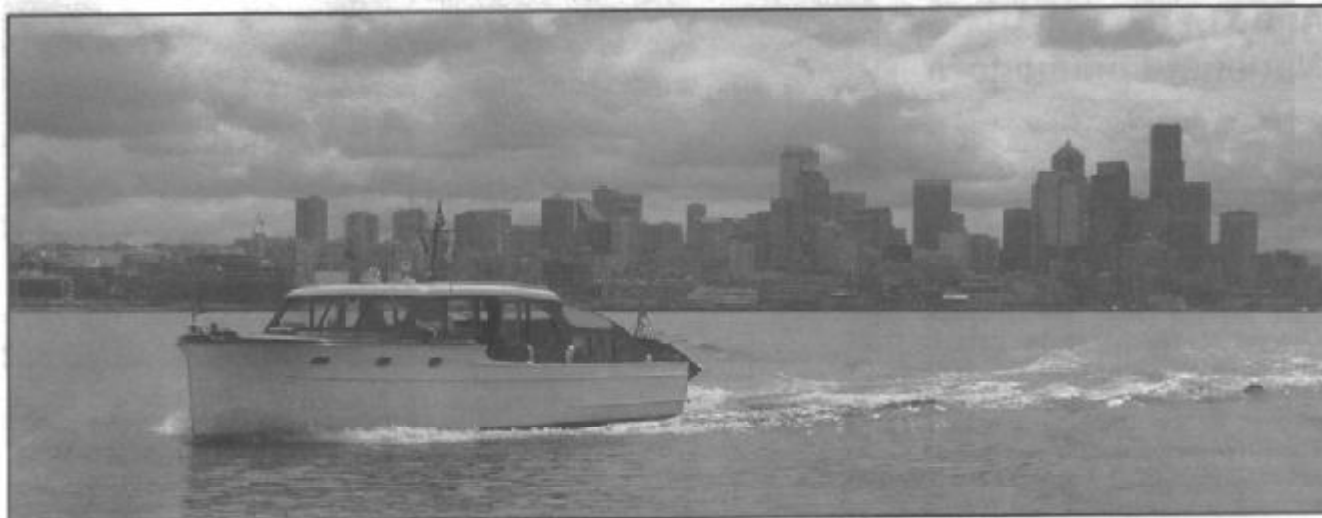




Classic Yachting

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



See You In Seattle -

PACIFIC NORTHWEST FLEET TO HOST 2007 BOARD OF DIRECTORS MEETING AND CHANGE OF WATCH JANUARY 11-14

It is late summer and the PNW CYA is well into planning for the January Change of Watch meetings. Committees are forming and decisions are being made by the PNW Bridge. We are holding the meetings in Seattle, Washington with the south Lake Union area as the base. It is the home of the Center for Wooden Boats. We took a note from last year's meeting in Mystic about what the participants liked the best and we will harmonize with those ideas. We plan to utilize the Center for Wooden Boats for a meeting area and also the welcoming cocktail party. Other suggestions have been "on-the-water" activities that include the 1922 Steamship *Virginia V*, and a cruise on Seattle's inland waters with the fleet vessels of the PNW.

We would like to begin activities on Thursday and Friday with tours of the local boatbuilding and repair facilities

that cater to wooden boats as well as local schools of boatbuilding and maritime academies. The historic Fairmont Olympic Hotel in downtown Seattle has been chosen as the site for housing our guests and the Change of Watch Banquet will also be held there. The usual sights and ambience of the city are just blocks away such as the Pike Place Market and cosmopolitan shopping, as well as a multitude of art museums and galleries.

Seattle is one of America's most scenic cities, set on the shores of Puget Sound between the Olympic Mountain Range and the Cascade Mountains. 107 miles of shorelines lie within the city limits, with a network of freshwater lakes and canals complementing the saltwater on the city's doorstep. Direct access to the cruising waters of Puget Sound and the Inland Passage to Alaska

make Seattle the hub of what is considered by many to be the best cruising waters in the world.

Lake Union, the geographic and emotional heart of the city, was the location for many of the finest boat builders during the classic yacht era. Blanchard, Lake Union Drydock, Grandy, Schertzer Brothers, Vic Franck, Jensen, and Shain all christened yachts in the waters of Seattle's Lake Union.

Look forward to an invitation in the mail, and please plan on coming to see us January 11-14th. Hotel reservations should be made directly with the hotel. See our web site for more details.

- Ken Meyer, PNW Commodore

FROM THE BRIDGE OF THE *GLAYVA*

**Andy Blair,
National Commodore**

Now that summer is winding down and for most of us, the fair weather cruising is coming to a close for the year, we start to think of the business at hand for running the organization. This coming year the National Change of Watch will be held in Seattle on January 11th to 15th. Note that some activities are being planned for the Thursday (the 11th). The PNW bridge and its committees are busy planning a wonderful event, so mark your calendars and plan to attend. Invitations, with brochures for accommodations and planned events will be forthcoming in the near future.

Since I retired at the end of June this year after 34 years working at Harborview Hospital in Seattle, I had great intentions of visiting the other fleets for some of your summer events. I have found, however, that



what retirees say about retirement, i.e., I don't know how I had time to work, has proven truer than I had expected. This does not mean that you have not been in my thoughts, and I look forward to seeing you in Seattle in January, 2007.

I would like to remind the Bridges of all the fleets to send me their proposals for changes to the organization by November 1st, 2006 so that I can distribute them to the other fleets, prior to November 13th, to satisfy the required 60 day

notification period.

Wearing my other hat as Roster Editor, I will be mailing out the membership renewal forms at the end of October and if at all possible, I would like to get them back by the first of December. This will help me get the database updated well before the National Change of Watch and hopefully get the Roster published in record time.

I hope you all had a good summer cruising and that the seas were calm.

AROUND THE FLEETS -

FROM THE NORTHERN CALIFORNIA FLEET -

Alexey D. Kanwetz, Commodore

Where has the summer gone? It seems like last weekend our fleet had the San Francisco Bay Opening Day to officially begin the boating season.

In addition to our events listed in prior reports we have had some excellent events well participated by our members and guests.

As mentioned briefly before, Staff Commodore Jim Sweeney coordinated two events from San Rafael, with the Marin Yacht Club and a joint event with the South End Rowing Club which were a great success. Jim is very excited about

having the events again next year as this year was the first.

"The Stephens Rendezvous", with coordinators George Homenko and Greg Sabourin in Petaluma was even better than last year. Boats were berthed in the turning basin at the Yacht Club and the locals had a great weekend viewing our beautiful yachts. Our social events were fantastic and George and Greg are to be congratulated for their fine work.

This year as well as last our membership has been growing with the fine work being done by our Port

Captains on the lookout for new members and their classic boats. We know of the good results as our Sacramento Port Captain Larry Hazelett and his gang of five, (other new members), put on a fantastic event at Rio Vista in conjunction with our Bridge meeting at the same locale. There were in excess of twenty vessels with a pot luck dinner, a BBQ, and a brunch. In addition the news media and television were on hand on Sunday. We feel that with this type of new member, willing to pitch in and do the job, the future looks bright for the Northern California Fleet.

NORTHERN CALIFORNIA FLEET—Continued

Coming up events are a "Weekend at Tahoe", with members staying at our various homes, etc for a BBQ, boating on the Lake with local boats and visiting the ACBS annual meeting at Tahoe that week with approximately 80 boats for display.

Speaking of Tahoe, I attending the annual volunteer meeting at the Tahoe Maritime Museum at Homewood, Lake Tahoe on Sept 3rd and presented our framed certificate designating them as a Honorary Member of the Classic Yacht Association signed by myself as Commodore of the Northern California Fleet and George Homenko and Beverly Partridge, National Directors. Approval was given for this at our National Bridge meeting in Mystic last January.

Other events coming up include the Classic Boat @ Tower Park in the



Delta which also will have a joint brunch held with the ACBS group of Northern California. This event will be coordinated by Bill Wells who does this each year and makes it always a success.

December is slated for the Fleet Change of Watch at Jack London Square in Oakland on Dec 9th and the Lighted Boat parade in San Rafael on Dec 16th.

Until next time: Full speed ahead!

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

Summer is definitely winding down here in Southern California. The days are getting shorter, and we face a hazard not known to many other sections of the country - Wild Fires! We have had an extremely hot summer, breaking many records that have stood since the beginning of weather recordkeeping. Even as fall has joined us, we continue to break records.

This July, we were fortunate to have participated in two sponsored events. The first is a new event for us, "ShoreFest". Originally conceived by the City of Long Beach two years ago, overplanning caused a complete shutdown of the initial event. Past National Commodores Jim Butz and Peter Riess attended a planning session for the original only two days before the scheduled kick-off, where the event chairman stated that as an addition to the other venues, "the US Marines will be invading the beach from an aircraft carrier at 1:30 pm". This was said in all honesty and with a straight face. At that point, both Jim and Peter knew the event was a goner, and it was. 2006 saw the city

trying again, but on a much smaller scale, with events spread throughout the entire summer, rather than all in one weekend.

We were hosted at the event by the Shoreline Yacht Club, who really rolled out the red carpet for us. Cocktail parties, dinner parties, photographers, parade escorts were all provided. All of the members who attended had a great time. Our vessels were berthed in Rainbow Harbor, immediately adjacent to CYA Honorary Member *RMS Queen Mary*. Seeing the fireworks over the *RMS Queen Mary*, while sitting on the deck of our own classic yachts was a rare treat. The evening was made even more special by a visit from Past National Commodore Scottie Dobson and Bruce Dobson. Since passing the helm of *Golden Time* on to brother Dale Dobson, we don't see them often enough. It's always a treat!

The following weekend found us gathered in Marina Del Rey for "Old Fashioned Day in the Park". This was the 30th Anniversary of this event,

which is co-sponsored with Los Angeles County, Department of Beaches and Harbors. They provide all of the publicity and also the slips in busy Marina Del Rey. Joining us are classic cars, steamboats and antique farm implements. This year it was much hotter than in the past, but no one really seemed to mind. Saturday found all of the attendees aboard *Riptide*, for the annual Heather Perkoff/Martie Butz Breakfast, held in memory of these two great ladies who loved this event so deeply. We had a surprise on Sunday morning. The new owner of *Phoenix* (ex. *Old Age*), brought her by for us to see. For those who are not familiar with *Phoenix*, she was built in 1937 by Consolidated, to a Sparkman & Stevens design. Owned for many years first by Richard and Carolyn Gardner, and then by Bob and Alice Swaim, she was always the first boat you saw at Marina Del Rey. The new owner (who picked up a CYA application at the event) was able to find launching day photos of her from 1937, and using the photos has returned her to her original color scheme; dark blue hull and white

SOUTHERN CALIFORNIA FLEET—Continued

cabin, with gray decks. Striking is the only way to describe her now!

Monday's voyage from Marina Del Rey back to Los Angeles and Long Beach harbors was an interesting one. The day started off still, warm and clear. By the time our little fleet was off Redondo Beach, the fog had set in so thick you could not see 20 yards in front of the bow. All of us except our expert navigator, Rear Commodore Tom Brown, have radar and chart plotters. Eyes glued to these electronic aids, we separated and moved up the coast at a steady 5-6 knot pace. Entering Angeles Gate, all of us were greeted by the site of Tom and his trusty ship *Madrigal*, who had left after us, passed us in the fog, and entered the gate ahead of us. Hat's off to Tom and his skills, but we all eagerly point out that since that day, *Madrigal* now sports a state-of-the-art radar and navigation system. Tom states that he does not wish to have a voyage like that again!

August is our Marina Pacifica event. Always a favorite, this event is much

more casual than most. The public is welcome to view the boats, and we had quite an enthusiastic crowd this year. Marina Pacifica is a mixed-use venue, consisting of an upscale mall, condo complex, marina and public docking facility. Most participants arrive on Friday and have dinner in one of the fine eating places in the mall. Others just meet fellow boaters and host a dinner aboard. Ron and Kathy Yatch hosted a sunset cocktail cruise aboard their magnificently restored Chris Craft, serving frozen tropical drinks to all takers. Saturday night, Drew Miser hosted a fete in his Marina Pacifica condo. Mass quantities of food and libation were consumed, and a good time was had by all.

September will be the first time we have a new event, White Island Raft Up. This will be an interesting test for most of our fleet members, as we will actually try to deploy a never before used piece of nautical hardware called an "anchor". Most of us here in the sunny south have these antiques aboard, but have never used them. What with marinas available, with

electricity, what possible use could these often forgotten implements have, other than cracking walnuts while at the dock. Rest assured, there will be stories to tell, both by fleet members and by Lifeguards, Baywatch and Vessel Assist.

October is our landlocked event, "Desert Fest". We started this event last year, and had a great turnout. Saturday night features a pool party and Bar-B-Q, at the desert home of National Rear Commodore Anna Erving, and her husband Bill. Fleet members stay at the International Lodge, where many of the fleet members own condos. Members of other fleets are invited to attend. Call Peter Riess at 323.841.1335 for details.

Our fleet Change of Watch is being held in early November this year, due to holiday scheduling conflicts. As has become tradition, the event will be held at the Long Beach Yacht Club, with our vessels at the long dock in front.

Fair winds and following seas to all of our CYA comrades.

FROM THE USA FLEET - David Gillespie and Barry White, Directors

The featured boat of this year's Rendezvous at Mystic Seaport was *Aphrodite* which arrived looking



absolutely stunning after an 18 month re-build in Maine. The CYA opening cocktail party was ably hosted by Capt. Kirk Reynolds, giving all the members a chance to see this amazing boat up close. Attending in addition to the boaters were Jim Cassidy (of Heritage Marine), Rick

Baker (*Proteus* stayed home) and Becky and Howard Hopps who forsook boating in favor of barn raising this year. Our thanks to owner Chuck Royce for hosting the cocktail party and for providing leadership to the Classic Boating community by having no fewer than four boats at the Rendezvous.

For the first time in memory, the weather was uncooperative. Scattered showers over the weekend kept the boats damp but did not dampen the spirits of the owners who look forward to the weekend all year. Of the more than 40 boats arriving at the seaport 18 were owned by CYA members. It was nice to see the new vintage burgee flying on *Dorsey Dee* and *William S* along with the classics—*Annie Laurie*, *Aphrodite*, *Corsair*, *Golden Girl*, *Mavourneen*, *Mrs.*



Madrigal, *Nisca*, *Secret*, and *Shiloh*. Fog and rain greeted us on Saturday but the crowds arrived and we all enjoyed showing off our vessels and chatting with visitors and friends. The Awards Dinner that evening honored Bob Tiedemann. Bob was a major figure in the Northeast operating a successful charter business with his wife, Elizabeth who gave a very moving acknowledgement on his behalf. Awards went to *Aphrodite*, *Mavourneen*, *Secret* and *Shiloh*.

USA FLEET—Continued

Seaport Staff had arranged a dance following the event and "Swing Under the Stars" on the Village Green certainly made it one of the more memorable evenings at the Seaport.

Grey skies and showers dominated the day on Sunday but did not dampen the spirits of the abnormally large crowd along the parade route. David and Ruth Gillespie left *Secret* at the dock, taking advantage of the offer to take the helm of *Corsair* for the parade. All of us were happy to see *Mariner III*. The 1926 Geary designed motor yacht had tied up at the mouth of the river, having arrived

too late to take part in the show. She looked magnificent nevertheless and we will have to work on her schedule for next year.

The big problem now is how to outdo ourselves next year. Rumor has it that Earl and Elizabeth McMillen have added *Enticer* to their fleet. She is a nearly perfect 1935 84' Trumpy so perhaps she will join us next year. Are you reading this Earl & Elizabeth?

We proudly note that the USA Fleet continues to grow and mature as an organization. Balloting was recently

completed for a full slate of fleet officers for the upcoming year. Based on the return of the nomination forms, here is the lineup of USA Fleet officers for 2007.

Commodore: Ruth Gillespie
Vice-Commodore: Abbie Coderre
Rear Commodore: Frederick "Ted" Crosby
Staff Commodore: Stephen Wilen
Treasurer: Kent Berwick
Membership Committee Rep: Stephen Wilen

Port Captains will remain the same as in 2006.

FROM THE PACIFIC NORTHWEST FLEET - Greg Gilbert, Director

One of the oldest events held here in the Pacific NW is the 4th of July Wooden Boat Festival at the South end of Lake Union. In the recent past, the event has combined sailboats, motor yachts and runabouts. The weather was great for all four days. About 11 CYA member boats attended. The big attraction was Rayma and Doug Mery's golden retriever "Shami" swimming behind *Island Runner*. Hasn't anyone seen a dog swim before? The annual 4th of July potluck on the dock was organized next to *Winifred* on the dock, with the usual abundance of food and wine provided. Since I didn't have to work on the 5th, I slept on the boat at the CWB docks and was awakened first by a gentle rain not seen in more than three weeks sometime in the middle of the night, then by the knock on the door by Dave Ellis telling me that LAKE UNION DRYDOCK IS ON FIRE!!!! As it turned out, it was the NOAA docks just north of Luddco, which gave us all a sigh of relief.

It was great to see new members Elizabeth and Jack Becker with their 42-foot 1928 Lake Union bridge deck *Emmeline* at the gathering they cruised down from Pt. Townsend. Welcome aboard!! Also, not seen on the docks for several years, the impressive *KayDee II* is back in circulation.

Not surprisingly, Betsey and Les Gunther's showroom condition Chris



Craft, *Althea* took all the honors.

The South Sound Cruise ringmaster was this old salt. The mid-July



weather was sunny and warm. In fact I don't recall a nicer summer in the Pacific NW in many years. As for tradition, we meet at Longbranch Marina, just west of Eagle Island.

Winifred was the last

to show on Saturday afternoon, having a nice flood push south through the Narrows at three knots. It was neat to see the new Narrows

bridge under construction, rising up from the water, just south of the old bridge. Other boats had saved us a spot, but WHAT A SPOT! With sweaty palms and no bow thruster (what is a bow thruster, anyway?), the *Winifred's* helmsman backed the 80-

PACIFIC NORTHWEST FLEET—Continued



The view of Mt. Rainier from Longbranch Marina is absolutely stunning

year-old girl around a tight bend, without the aid of tugs.

Boats and people this year were *Blueback* (McVitties), *Forevermore* (Ellis family), *Pat Foss* (Matthews), *Winifred* (Gilbert and Cantu and family). First timers to the event were *Rita* (Barretts), *Esther William's* (Grafts), *Gwendoline* (Ericksons), and

The reason why we gather at the funky Longbranch Marina is not only the fabulous view of Mount Rainier, but also that Mike Wollaston's summer home(s) are on shore next to the marina. Mike opens up his home(s) for this event, and even furnishes hot dogs and hamburgers for the Saturday night pot luck. **THREE CHEERS FOR MIKE!**



A giant Osprey nest looms over the inner harbor at Oro Bay, South Puget Sound

coming all the way from Japan, *Skookum Maru* (Asia and Christie). Driving or riding on other boats were Steve Moen and Dorin Robinson.

Herron, and Stretch Islands before mooring for the night at Fair Harbor Marina, behind Reach Island. Cocktails were served at 1800 hours aboard *Winifred*.

Monday morning *Rita* and *Winifred* headed back to Seattle. *Skookum Maru*, which came all the way from Japan, stayed out and *Blueback* headed for home port at Gig Harbor.

A fine get together with new boats and old boats, all exploring the South Sound, the well kept secret of Puget Sound. By the way, did I mention that *Skookum Maru* came all the way from Japan?

The CanAm cruise, traditionally organized by Betsey and Les Gunther for many years, has been held mid-week between Victoria Wooden Boat Festival and the Pt. Townsend WB Fest at Roche Harbor. This year, the location was changed to charming Deer Harbor Marina, on the SW corner of Orcas Island, near Pole Pass. A totally delightful event took place with both CYA member boats and a sprinkling of classic wood sailboats. A barbeque on the lawn near the marina featured fresh caught salmon and home brew beer. What could be better! Boats attending included *Althea*, *Arequipa*, *Cle Illahee*, *Comrade*, *Esther William's*, *Freya*, *Kona Trader*, *Island Runner*, *Rita*, *Winifred*, *Zanzibar* and *Zella C*. With the help of Lindy and Lou Barrett's radar on *Rita*, *Winifred* and *Zella C* followed close behind in the mist all the way to Pt. Townsend. What's better than a boating buddy? A boating buddy with RADAR!!!



*Official Newsletter
of the
Classic Yacht Association*

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FIRST NATION CANOE JOURNEY—Ann Hay, PNW#1015

After a delicious week in South Puget Sound, the *Pied Piper* and I got back into our moorage just up inside the Locks in Seattle on Sunday, July 29. I took Monday off to tidy the boat and to watch about 70 First Nation canoes (handcarved and some LARGE) come in through the Locks (they needed four separate lockings!). This year, the Mukleshoot Nation was hosting the largest gathering of canoes in recent history for the annual potlatch of First Nation people.

After watching the canoes come in through the Locks, I was deeply impressed so drove over to Sand Point with a friend to join the crowd to watch the canoes arrive en masse for



an amazing once-in-a-lifetime event .. some coming from the Aleutian Islands in animal-skin-covered kayaks. Stop and look at a chart/map and think about that for a moment.

A lot of people had tears in their eyes as the canoes first appeared around the point at Sand Point with drums pounding and paddle crews chanting loudly and proudly .. beautiful canoes, beautiful people. Mainstream, traditional media hasn't covered these events much ... this event was truly amazing.

A canoe of women, the Pink Paddle Project, consisted of 11 cancer survivors .. this was their first journey. It's also a first for the Grande Ronde

Tribes of Oregon who paddled up the Oregon and Washington coast. The crew named the boat *Stankiya*, (Coyote).

As each Nation's canoes approached the beach as a solid raft of canoes, a speaker from that Nation asked permission (each speaker in her/his own language) of the Mukleshoot Nation to bring their canoes to shore. A very old man, the only person living who still speaks the Mukleshoot language fluently, welcomed every Nation, spoke of the honor and risk and hard work of the journey, the pride of all nations, and the joy they would share at the potlatch .. and welcomed all to Mukleshoot land and to the potlatch.

As they came ashore, the canoes, some with long cracks along the wood grain from the force of ocean waves, some so large they took 30 and more people to carry them up on shore, were all carried into the shade of a building at Sand Point so they would not sit in the sun and crack further.

My friend and I talked with one man who came from the northern-most tribe on western outer Vancouver Island. For weeks he paddled with others in their canoe down the length of the outside of Vancouver Island, joining other canoes from other tribes as they passed their areas, then in through the Strait and down the Sound. The canoe of his people capsized once in the Strait because of commercial ship wakes .. everyone was in the water .. the canoe flipped with the first wake wave and landed on one paddler trapping that paddler under water .. then the canoe flipped again with the second wake wave and freed the man, though his ankle was sprained so badly he had to be taken off the canoe. The man we talked with, though, made the entire journey in the canoe. I saw the two 10-foot-long cracks in that 20-foot canoe

from those waves .. and heard that the paddlers got back in the canoe and continued on knowing the canoe would carry them on whatever journey was theirs to make. These days, there are escort powerboats, yet the depth of spirit of the journey remains the same.

Many of you will have heard already, too, that the Chief of the Mowachaht-Muchalaht First Nations of Gold River, British Columbia, died in a capsizing of their canoes off Dungeness Spit. The Chief, Jerry Jack, had been involved in the saga of Luna, a young killer whale who became separated from his pod and made his home at Gold River until he was killed by a boat propeller in March of 2006. Some First Nation people in the area say they believe Luna embodies the spirit of a dead chief.

Other links to info about the Journey and the potlatch are:
<http://tribaljournays.wordpress.com/>
<http://www.peninsuladailynews.com/sited/story/html/261761>

One of the photos online is of the two Lummi Nation canoes waiting for their northern neighbors (from the area that we call Canada) to arrive and join them before proceeding south. I wonder why some of us seem to be threatened by First Nation people, seem to feel a need to belittle them, and minimize their culture and spirit. This canoe journey that joins First Nation people is indescribable. I wish you all could have experienced seeing it.

The internet links above lead to a story about the Pink Paddle canoe .. the one paddled by women who are cancer survivors. On their journey, they pulled into another tribe's shore to stay the night (along with other canoes from other tribes). The local tribe people all came out and sang a welcome song in their language for each canoe as each came ashore. The last to come ashore was the Pink Paddle canoe .. but the local tribe did not sing the welcome song for them .. they sang a love song.

Featured Classic:

* RITA * By Lew Barrett, PNW#788

Continued from last issue -

Over the course of our ownership, some prior work that would prove to have been "well-done" made a few of our decisions easier when we decided to bite the big one and buy new machinery. The 1994 purchase survey turned up some soft exhaust plumbing, which we corrected during our first haul out that next spring. We installed 4" fiberglass exhaust tubes. While not overwhelming, this was no small task as the existing system was a three-inch setup. We decided to make the new exhaust system Diesel-ready, so that *Rita*, if she ever were to be re-powered, would have the extra flow. That first year's haul-out saw Charlie Life, his two sons Paul and James, Shaun Breese, Troy Walker and myself spend a frenetic week wooding and slamming planks into the bottom, fairing and painting the topsides, and opening the boat enough to jam the 4 inch tubes where the three inch exhaust had been, among a dozen other tasks. This would be a job we were happy to have completed when years later we made the decision to go to Diesel engines. A few years following that, a fuel leak from the port tank created havoc for a day and a replacement project for the following winter. It was by good fortune that the Ellis family, then on *Palamar*, was anchored by chance nearby us in Todd Inlet. The events of the night merit another story, but it should suffice to say we justly earned the "Up The Crook" award that year. When it came time to have the new tanks made, we contacted Dennis Feragan of Viking Marine, who fabricated and pressure tested the replacement tanks from 3/16 inch alloy. Providentially, we decided to have return line fittings installed "just in case." James and Paul also built a proper fuel manifold and installed new fuel lines with Racor filters and return line fittings installed but capped off, also "just in case." We lifted *Rita's* rear deck and I put it back in place, caulked and paid it after the tanks were installed. A great relief to have a new fuel "containment" system, and one organized for Diesel at that.

Years later it should have come as no surprise to us that we were re-powering *Rita*. In fact, we'd built the options into our updates all along the way although I had for years denied the need for new motors every time friends might bring the subject up. Despite my denials, and to our later benefit, even as I eschewed the need to re-power, we'd made the right decisions as we picked at the smaller jobs. Now that we were committed to new motors, we weren't faced with re-tanking and building new exhaust runs, so we'd spread out the expenses and had that much less to deal with during the following processes.

Regardless, as was plain to all, there would be no shortage of work. The question was, just how far should we go?

We would of course clean up the "hole" after we'd removed the old engines, but it was clear that *Rita's* point-to-point fabric wiring needed replacement. Now would be the time to come up with a new scheme for that, as well as to define our future electrical requirements and capacities with an eye towards upgrading with some modern amenities. Although we'd replaced the exhaust runs, we also needed to consider mufflers, which were missing in the "old boat." Adding Diesels would add weight and we'd have more torque to manage, especially if we elected to go with medium speed motors rather than the high speed (faster turning) Diesels that are popular for deep V and planning hulls. The choices we considered most appropriate required greater deck height so there was the question of modifying the engine stringers to accommodate the new machinery. Then there was the question of noise and vibration. Diesels are thought to be noisier than gas engines, but in our perfect world, noise and vibration would be reduced and not increased. Other questions followed. Would we be able to use our existing shafts and propellers? Should we consider some form of isolated drive system and matched

engine mounts? How about an inverter? Things were getting complicated, but above all we wanted to keep *Rita's* easy-going nature intact. Because *Rita* is a bridgedeck design with engines forward, we stand directly above the machinery. The gas engines, though old and tired, were reasonably smooth and quiet. Diesels would present new challenges in this regard. From our point of view, managing noise and vibration would be key to the success of the project. On the other hand, being a genuine certified classic, we didn't want to intrude in any way on *Rita's* vintage charms. We had a fine line to walk.

MAKING CHOICES

Though I am comfortable (comfortable is not exactly the word I want, maybe familiar would be better) with basic mechanics, re-powering *Rita* was not in my brief. I didn't have the time, the experience or the skills, to take on the project. We wanted guaranteed results. A professional re-power was in order.

I shopped the project Around the Sound (as we say here in Washington) and listened to everyone's input, but remained concerned about the noise and vibration issues because nobody really addressed those; nobody, that is, until Dennis Feragan (my friend who had previously fabricated the replacement fuel tanks) threw his hat in the ring. Through my research I developed a sense of what a professional job might cost. As we discussed my requirements, Dennis developed a budget that was in line with the other estimates I had collected. The difference was that his approach encompassed a more customized program, especially as it related to noise and vibration.

Dennis was suggesting something unique, unusual and even controversial....

Continued next issue

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



BARNACLE—1932 38' Blanchard. Marcus E. Raichle and Marcus E. Raichle Jr., Pacific Northwest Fleet. Andy Blair, Sponsor. St. Louis, MO.



SEA OTTER— 1952 32' Richardson. Rick, Terrill and Amelia Powell, Pacific Northwest Fleet. Jim Paynton, Sponsor. Lake Forest Park, WA



WEST WIND—1956 36' Thrillkill. Thomas and Susan Mitchell, Pacific Northwest Fleet. Greg Arhart, Sponsor. Bainbridge Island, WA



RIVERCAT— 1958 23' Owens. Les Cochren, Northern California Fleet. Larry Hazelett, Sponsor. Folsom, CA



KING GUSTAF—1952 36' Jensen. Tad Unger, Pacific Northwest Fleet. Dorin Robinson and John Schrader, Sponsors. Vancouver, WA



ORBIT—1959 27' Chris-Craft. Jon Bengtsson, Pacific Northwest Fleet. Steve Tomlinson, Sponsor. Seattle, WA



ITCHIN—1953 35' Chris-Craft. Dick and Kathy Dow, and Ron and Diane Stevenson, Pacific Northwest Fleet. David Huchthausen, Sponsor. Mercer Island WA



LADY GRACE—1940 40' Edison Vocational. Geoffrey Genter and Joan Cavagnaro, Pacific Northwest Fleet. John Jacobsen, Sponsor. Seattle, WA



TOUGH COOKIE—1940 33' Chris-Craft. Scott Lee and Klaudia Kramer, Pacific Northwest Fleet. Lloyd Shugart, Sponsor. Bainbridge Island, WA

NEW AFFILIATE MEMBERS:

Mark and Natalie Sturm, Northern California Fleet, South San Francisco, CA; **John Woodard**, Pacific Northwest Fleet, Bellevue, WA