

# CLASSIC *Yacht*

ISSUE THREE

for those who love great boats



**Insurance Anxiety**

**Vintage Hatteras Parts**

**RARE VIDEO OF DESIGNER BILL GARDEN**

# CLASSIC

# *Yac*

ISSUE THREE

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hit

for those who love great boats

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On the cover:

1976 58' (17.7m) Hatteras LRC

Photo by Brian Sproule

[classicyachtmag.com](http://classicyachtmag.com)

SALLYANNE SANTOS/WINDLASS CREATIVE

# PENMANSHIP

## *Stepping Up*

When *Classic Yacht* was launched in late 2006, proverbial champagne bottle spraying into the internet ether, I watched her slide down the ways, hopeful that she'd float without need of too much bailing. Now that she's sitting nicely on her lines I'm happy to tell you that *Classic Yacht* is, from this issue forward, a bi-monthly publication.

We're stepping up to six issues per year because our enthusiasm for the topics at hand, great boats and the people and places that make them so enjoyable, is without limit. Our ability to find and compile timely, interesting stories is constrained only by our resources, which continue to grow in proportion to your interest in good things on the water.

We're now embedding video into the digital pages of the magazine. We are launching this feature with one of the rarest bits of footage in the classic yacht world. The legendary and reclusive yacht designer Bill Garden

very rarely grants interviews or appears on camera, but we've got him in his own workshop on page 33.

We're also fortifying our ranks with more seasoned contributors. I am pleased to introduce our newest addition, John Sabella. John is a writer and media producer with twenty five years of experience creating safety training resources for the marine industry. His column, Sabella On Safety, begins in this issue and is a highly practical source of information you can use every time you're on the water. Sabella's books and DVDs are used aboard boats and ships all over the world, as well as by Coast Guard officials, maritime schools and captain's license course providers. For a look at the current safety training resources utilized by the pros, log on to [johnsabella.com](http://johnsabella.com).

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## (mast - head)

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real estate and internet efficiency, both in terms of spending power and the ability to sell you a widget or a watermaker with just one click to their online storefront.

These are some of the ways *Classic Yacht* is stepping up. There are a few things you can do to step up as well. One, brush up on your seamanship skills with John Sabella's sage advice. Everyone on the water could stand to learn a new skill and keep up with the latest safety advances such as the Rescue 21 system John covers in his column.

Two, support the advertisers who open this new window on the boating world. They have made a commitment to *Classic Yacht* and to you, our readers. Reply in kind as your travels and boat improvement projects allow.

Finally, tell your friends that their free subscription to *Classic Yacht* awaits. Click [this "tell a friend" link](#), especially if your friend is the moderator of your group's online forum or the membership director of your club.

Bill Prince

# ROGER THAT

## *Kudos, Connies, Berts and Tollies*

I just went to your site, signed in and read the issue. Your presentation is simply brilliant! Inclusion of small craft content such as ours will ensure that I'll await each issue eagerly! I showed the presentation to my wife who's a magazine maven and she was stunned!

Congratulations - *Classic Yacht* is the wave of the future!

Peter Crowl  
FiberGlassics member  
Denver, CO

I want to commend you on having put together a fantastic magazine! The stories are great, the layout and color are both inviting and engaging, and the software makes browsing through it fun and easy. We have two classics—a 17' 1950 Chris Craft Special Runabout we bought in grad school (we didn't have a sofa, but we bought the boat), now with a rebuilt engine and re-bottomed, and just got a wonderful

45' 1969 Chris Constellation in 2006. We're looking forward to your magazine for ideas, parts, supplies, and inspiration, not necessarily in that order. May you prosper!

Dr. John Kmetz  
Newark, DE

I'm getting close to geezer status, and I honestly never thought I'd enjoy reading a magazine on-line. Love your format, and the magazine even more.

Ever onward,

Mike Spence,  
Vancouver, WA

Hello and thank you for publishing your magazine. I love it so far and am looking forward to more stories on classic boats. I have a Bertram 33 Sportfish. Bertram made 700 33s in total, 350 of which were the Sportfish model and 350 were the convertible, or flybridge cruiser. The 33 is, in my mind, the next logical choice for someone looking for a classic Bertram but who might want some cruising capability, things like a decent shower



## Why not buy a little boat as cool as your big boat.

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# Performance Meets Sensibility



photo by Jack Kintner

## Classically Inspired Performance Daysailer

*"The e33 has several smart design features that make it well worth a closer look. With its overhangs, gentle sheer and unimposing square cabintrunk, the e33 may, at first glance, look like any other imitation classic, but this boat was built to perform, and perform without taxing the skipper or crew."*

*Sailing Magazine, May 07*

You are welcome to join us to sail an e33. Call 312.371.6929 or visit [www.esailingyachts.com](http://www.esailingyachts.com)

*Your presentation is simply brilliant! Congratulations—  
Classic Yacht is the wave of the future!*

stall or a livable-sized salon. The 33 was also built into the early nineties, so the later ones have nice oak interiors. It's not too difficult to find one that doesn't need a complete and total refit. The average owner can do a lot to make a difference on his boat without having a professional do everything. If you do have any interest in doing any type of article on the B33's, I would be happy to help with info or pictures of mine and you will also find a relatively enthusiastic group of owners at [bertram33.com](http://bertram33.com)

Thank you again for your magazine.

Frank Price

I didn't see the PDF download option in the first edition, but it's a great addition in the second. Thanks for a wonderful magazine! May it endure as well as the boats it celebrates!

Frank Hartranft

What a great magazine. My friend emailed me about *Classic Yacht* and I have just finished reading through it and have subscribed. My first

experience with Zegapi; what an excellent way to flip through the pages.

Roy Pringle  
Sloop *Vida*  
1965 Bristol 27



*Sheila Pringle aboard Vida in the San Juan Islands.*

We couldn't put it down! Or should I say, couldn't quit clicking the corners to read more. It just keeps getting better. We enjoyed the informative articles and great photos. We are addicted to Tollycrafts; we have 2 of them...a '63 32' *cruiser* and a '63 17' *fishabout*. It looks like now we also have another new craving...*Classic Yacht Magazine*. Thank you and keep up the good work,

Dale and John  
Sacramento, CA

*"With Panera  
as their dev*

# ON WATCH

## Robert H. Tiedemann Classic Yachting Weekend

### Newport's Museum of Yachting



#### Newport, Rhode Island

The Museum of Yachting will host the Robert H. Tiedemann Classic Yachting Weekend from July 6 through 8, 2007.

The event, first organized in 2006 as a regatta exclusively for 12-metre yachts, honored the passing of Museum Founder Robert H. Tiedemann. Due to the success of the 2006 RHT Regatta, the event has been expanded to include classic yachts of all description as a fundraiser for the Robert H. Tiedemann Restoration Fund at the Museum of Yachting.

Who was Robert H. Tiedemann, you ask? A lifelong sailor, Capt. Tiedemann was a resident of Newport and a founder of the Museum of Yachting.



*The Museum of Yachting is housed at Fort Adams in Newport, RI.*

The son of a naval architect, his love for classic sailing yachts drove him to restore several historically significant boats including the vintage 12-metres *Gleam* and *Northern Light*. During the 1958 America's Cup, *Gleam* served as a trial horse for both the defense candidate, *VIM*, and the challenger

*...as our title sponsor, we couldn't be more thrilled  
...tion to classic yachts worldwide is unsurpassed."*

Bill Doyle, Chairman, Museum of Yachting



*Sceptre.* Those two yachts were made even more famous in one of the most recognized yachting photographs of all time, Morris Rosenfeld's *Flying Spinnakers*.

Proof that "if you do what you love, the money will follow", Tiedemann turned his passion into a thriving business by persuading companies

that sailing vintage yachts made for good team-building exercises. He began chartering *Gleam* in 1976 on Narragansett Bay off Newport and over the years he added five more boats to his fleet with the help of his wife Elizabeth.

Robert Tiedemann passed away in 2006 at age 56.

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With each purchase of *Vintage Yachting* products, a donation is made to our partner, The Museum of Yachting to help preserve the artifacts of the tradition we all love.

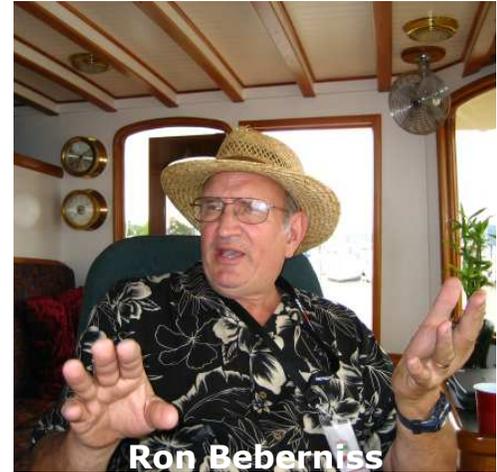
*Experience it today... purchase online at... [www.museumofyachting.org](http://www.museumofyachting.org)*

# ON WATCH



## Keels & Wheels '07

*Classic Yacht magazine was all over the 12th annual Keels & Wheels Concours at the Lakewood Yacht Club in Seabrook, Texas. This year's featured marques were Ferrari and Riva, but there was a fantastic array of toys both ashore and afloat. **Click here for a complete gallery.***



**Ron Beberniss**  
Owner & builder of 53' Annie



BILL PRINCE PHOTO

*Tender to 1877*  
*iron barque*  
*Elissa*

BILL PRINCE PHOTO



# ON WATCH

## About Our Publisher

*We've been getting e-mails from readers who apparently have way too much time on their hands, because they're actually interested in knowing about who publishes Classic Yacht. Thanks for writing, mom!*

Bill Prince is the publisher of *Classic Yacht* magazine. Bill has been publishing for over twenty years, dating back to his role as editor and publisher of his school newspaper. Prior to that, he appeared in the "Letters" section of the September 1985 issue of *Boating* magazine at age eleven, asking their salty staff something about saloons. Bill founded his first business, Prince Desktop Publishing, at age sixteen.

Bill is also a degreed mechanical engineer and award-winning yacht designer. He has worked directly for America's Cup winner Ted Hood and has been involved in the design and construction of sailing yachts and powerboats for Chris Craft, Hinckley, Island Packet and other builders around the world. Bill is continually



*Prince posing in front of someone else's boat*

developing new design ideas for a wide variety of vessels. In 1996 he won the National Marine Manufacturer's Association yacht design competition among professional naval architects. At the time, he was in his junior year at the Milwaukee School of Engineering.

Bill's marine engineering experience usually helps him sniff out the conjecture and general hooey often directed at yachting magazine publishers. Usually.

*In the next issue: The scoop on Editor Elizabeth Prince, affectionately known around the Classic Yacht office as "the Editrix".*

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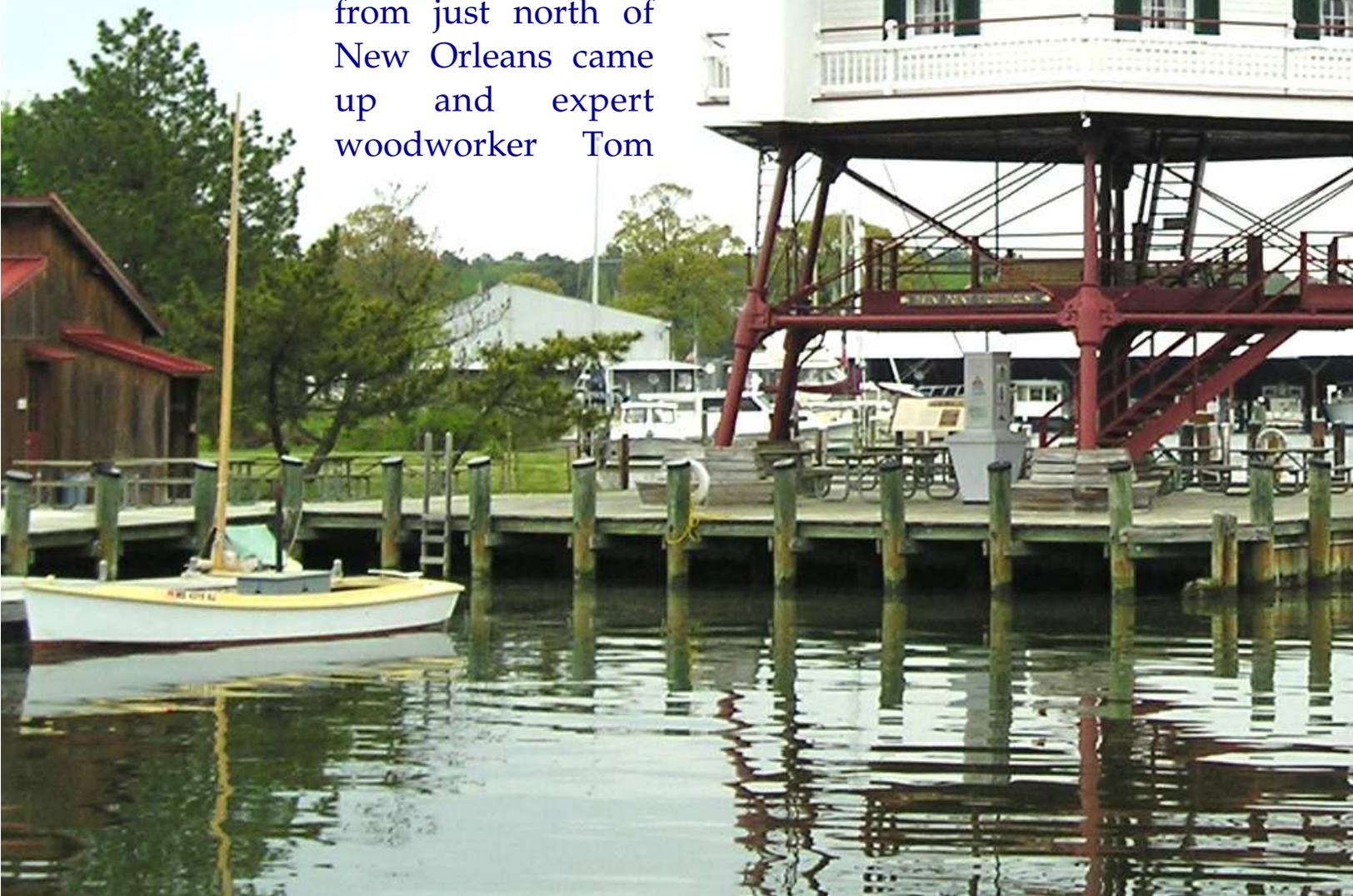
# ON WATCH

## Calvert Marine Museum Antique Marine Engine Expo

Story: Ernie Darrow

Photos: Ernie Darrow and Bob Long

Solomons, Maryland The 7th Annual Antique Marine Engine Exposition was one of the best. We had enough sun, great fellowship and even more engines and boats than ever. A total of 54 exhibitors attended from near and far. Our usual Louisiana bunch from just north of New Orleans came up and expert woodworker Tom



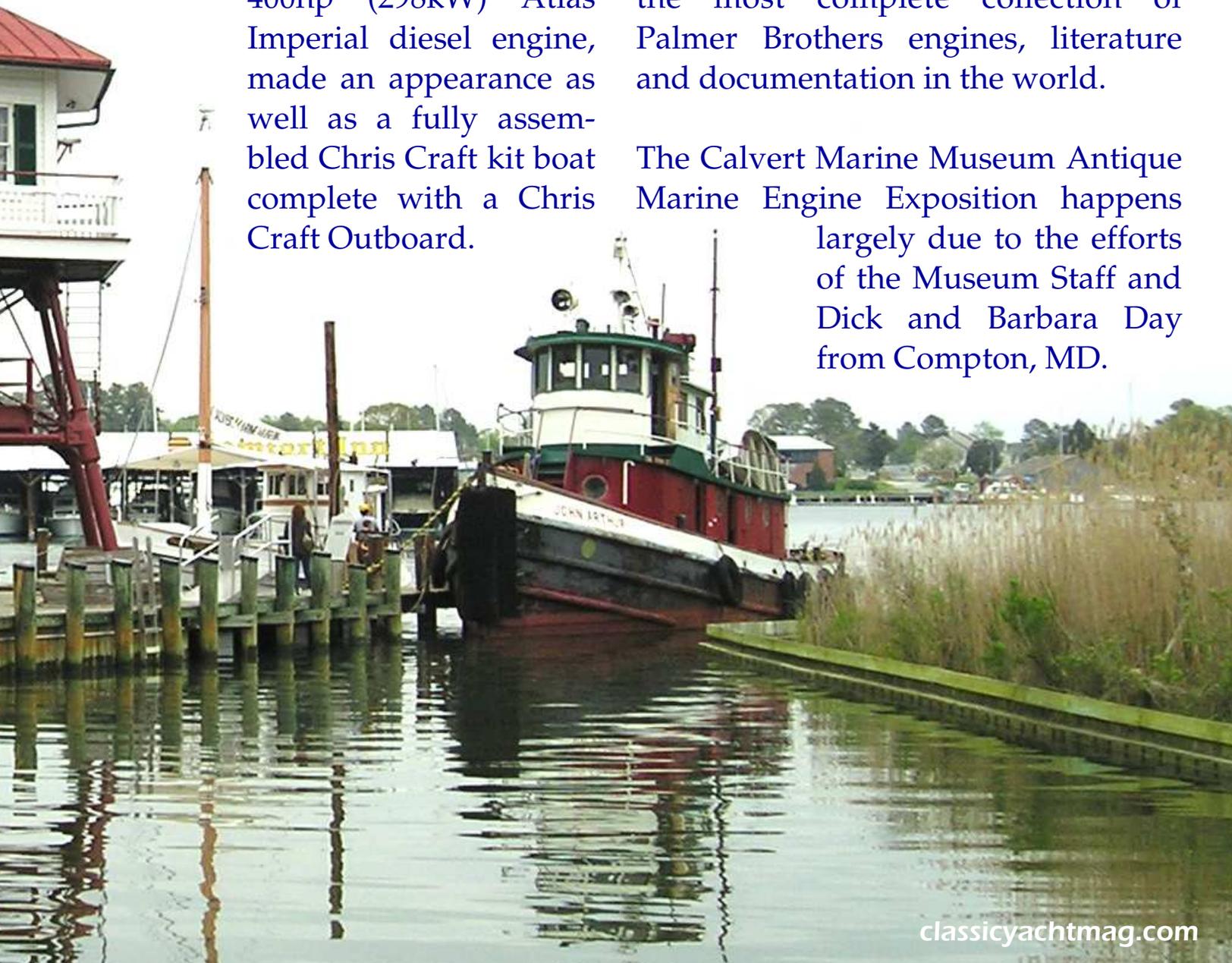


Day came down from Northern Vermont.

Some of the antique engines actually come with boats, large and small. The 70 foot (21.3m) tug *John Arthur*, with a 400hp (298kW) Atlas Imperial diesel engine, made an appearance as well as a fully assembled Chris Craft kit boat complete with a Chris Craft Outboard.

Engines came in all sizes, manufacturers and types including Dick and Barbara Day's collection of Palmer Brothers engines made in Connecticut and dating back to the first Palmer made in 1895. The Days must have the most complete collection of Palmer Brothers engines, literature and documentation in the world.

The Calvert Marine Museum Antique Marine Engine Exposition happens largely due to the efforts of the Museum Staff and Dick and Barbara Day from Compton, MD.



# ON WATCH



## Class in Session at Wooden Boat Rescue

**East Haddam, Connecticut** “Real restoration for real people” is how the Wooden Boat Rescue Foundation’s Bruce Elfstrom describes classes now being offered at the growing organization’s shop fifteen miles up the Connecticut River from Long Island Sound.

Elfstrom originally founded WBRF to act as an intermediary, connecting those who would commit to the restoration of a wooden boat with owners willing to give their boats away, knowing they’d be brought back to life. The idea has proven to be a popular one and those adopting the classics have been asking Elfstrom to begin teaching classes on-site. Initially hopeful that the invitation would be met with enthusiasm, Bruce was not surprised to find that the first

classes filled speedily.

“Everyone I talked to said this would never work”, said Elfstrom. “But the classes are filled with aspiring shipwrights from Rhode Island to Virginia.”

Not claiming to be a seasoned shipwright himself, Bruce has attracted the talented Wade Smith, supervisor of the John Gardner Boat Shop at Mystic Seaport, to help teach most classes. Each third weekend another experienced shipwright steps in to guide the class. Teachers include Ross Gannon from Gannon & Benjamin on Martha’s Vineyard and Walter Ansel of the WoodenBoat School.

Classes run \$200 per month with discounts for a 4-month commitment

*"Real restoration for real people."*

Bruce Elfstrom,  
Wooden Boat Rescue Foundation



working on three boats including a 19ft (5.8m) 1940 Danish Spitzgatter and a 17ft (5.2m) 1937 Clipper 17, similar to the Herreshoff twelve and a half. Elfstrom is preparing how-to documentaries as the classes progress, as well as another on the role of wooden boats in American society.

and are typically in session from 8:00 a.m. to 6:00 p.m. on Saturdays and Sundays. WBRF students are now

[woodenboatrescue.org](http://woodenboatrescue.org)

## Gage Completes Circumnavigation at 74

**Henry R. Keller and Greg Scotten**  
**United States Power Squadrons**

Raritan Bay, New Jersey Adventurer John Gage became one of the oldest sailors to join the exclusive list of circumnavigators on May 12, sailing into Raritan Bay on the New Jersey coast. Gage is a long time member of the United States Power Squadrons,



On the island of Efate in the Vanuatu Archipelago, a local inhabitant greeted him and reassured him that “We are very friendly, we are not going to harm anyone in

# ON WATCH

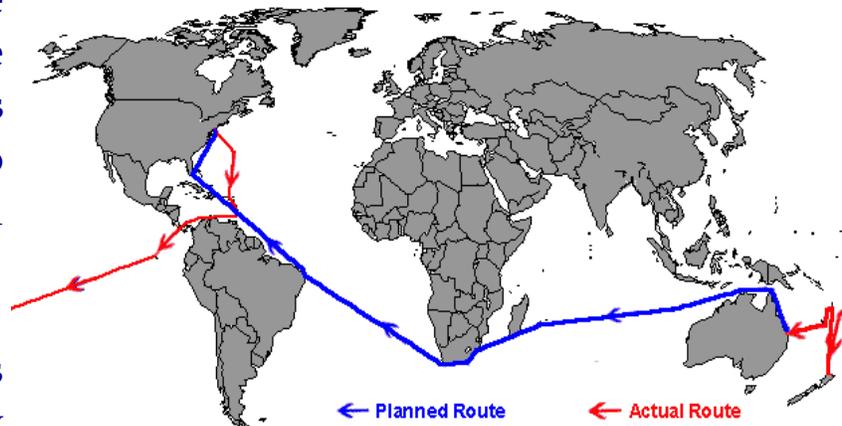
the nation’s largest boating education organization. After several years of study and planning, he set off on December 18, 2003 aboard his 42-foot (12.8m) Passport for the adventure of a lifetime. The final leg of the journey was from Brazil to Saint Lucia and then home.

His return was highlighted by members of the local Shrewsbury Power Squadron who formed a flotilla of vessels to escort their courageous fellow sailor as he rounded Sandy Hook. The parade lasted two hours followed by a well-deserved celebration at the Raritan Yacht Club.

Gage dreamed of sailing around the world since 1977. In 2003 he came to the realization that those “dreams were golden, but time was a thief”. He looked for the ideal boat and when he first saw his sloop, he became convinced that this would be the vessel to share his journey. He

thought of no more fitting name to christen her than *Dream Catcher*.

Gage says that the most gratifying aspect of the journey has not been the



successful completion but rather the individual legs taken and the people met along the way. On the isolated Pacific Island of Suar-

row, boat folk joined him in singing, dancing and story-telling while dining on tuna, crab and rice prepared by the sole island resident, Papa John (*crab and rice pizza, anyone?*-Ed). In the Figis, he met with island chiefs and was presented with their traditional beverage, kava, a purported mood mellowing drink “which had the taste and consistency of mud”.

At Port Vila on the tiny island Efate in the Vanuatu Archipelago, a local inhabitant greeted him and reassured him that: “We are very friendly, we

uatu Archipelago, a local inhabitant greeted  
"We are very friendly, and we haven't eaten  
anyone in seventy-five years."



are Christians and we haven't eaten  
anyone in seventy-five years."

Gage advises all who have dreams  
that "the pursuit of dreams is part of  
our life's mission. They define who  
we are and contribute to the quality of  
our life. It is the *pursuit*, not the *arrival*  
that is the most rewarding part of the  
experience." He further offers five  
steps to those who would follow his

example. Write down your dream  
where you can view it regularly.  
Read about and confer with people  
who have pursued a similar dream.  
Prepare a list of requirements includ-  
ing supplies and equipment as well as  
personal skills and conditioning. Plan  
for financing based on anticipated  
expenditures. Set a launch date and  
then, "Just do it! Time is a thief!"

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# ON WATCH



## B.Y.O.C.C.

*The entire guest moorage area of the Port Orchard marina has been reserved for the 18th Annual Chris Craft Rendezvous*

**Port Orchard, Washington** Over one hundred Chris Craft cruisers and motoryachts will be on hand this year at what's said to be the world's largest Chris Craft gathering. The 18th

annual event is great dock-walking for owners and onlookers alike, as the public is welcome to saunter the transient docks of Port Orchard Marina all weekend. Port Orchard is



*Jerry Toner's 1955 34' (10.4m) Chris Craft  
Captain steams across Puget Sound with  
Mount Rainier in the background*



CHIP KOCHHEL PHOTO

a quaint small town 13 miles (21 km) west of Seattle. The boats in attendance will span much of the brand's 133-year history, as Sundance Yachts of Seattle will have the classy 2007 Chris Craft models on hand.



The event will take place over four days, July 19th to 22nd. According to John Deane, Chairman of the Pacific Northwest Chris Craft Rendezvous, "Chris Craft owners are encouraged to bring their boats, whether in perfect condition or not," he said. "Part of the fun is seeing the progress boat

owners make from year to year."

He said there is a swap meet and a lot for boat owners to learn and, if their boat is a "showboat" already, it will be in good company. CC faithful should register in advance to ensure moorage and participation in the gathering's activities. A catered awards banquet takes place Saturday evening and an impromptu boat parade Sunday is a great photo opportunity.

[chriscraftrendezvous.com](http://chriscraftrendezvous.com)

# CALENDAR



MARIO GONZALEZ PHOTO

## Labor Day Festivals

2007



*Herewith we provide a thoroughly incomplete list of Labor Day weekend cruises, races and rendezvous throughout the United States*

## **Labor Day Weekend** ***August 31 to September 3***

Bristol Yacht Club  
Labor Day Rendezvous  
Bristol, RI  
[oscafleet.org](http://oscafleet.org)

Bush River Yacht Club  
Labor Day Cruise  
Abingdon, MD  
[bushriveryachtclub.org](http://bushriveryachtclub.org)

Castine Yacht Club  
Labor Day Races  
Castine, ME  
[castineyachtclub.org](http://castineyachtclub.org)

Coronado Yacht Club  
Labor Day Games & Chili Cook-Off  
Coronado, CA  
[coronadoyc.org](http://coronadoyc.org)

Diablo Sail & Power Squadron  
Devil's Isle Labor Day Rendezvous  
San Joaquin Co., CA  
[diablosquadron.org](http://diablosquadron.org)

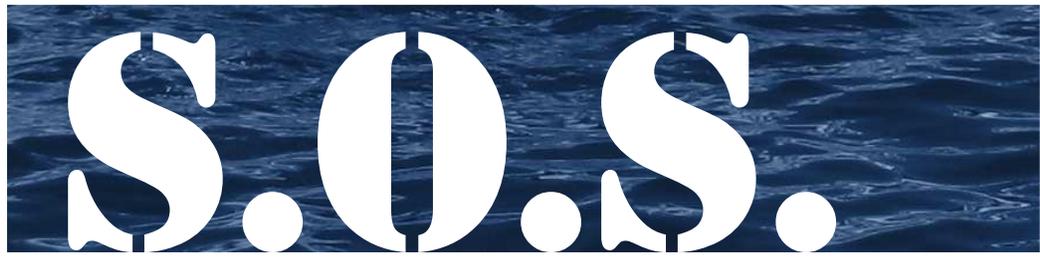
23rd Annual Gloucester Schooner Fest  
Gloucester, MA  
[capeannvacations.com/schooner](http://capeannvacations.com/schooner)

Harlem Yacht Club  
Labor Day Rendezvous & Beach Party  
City Island, NY  
[hyc.org](http://hyc.org)

Friends of Hudson River  
Labor Day Boat Ride  
New York, NY  
[fohrp.org](http://fohrp.org)

Kingman Yacht Club  
Labor Day Fleet Cruise  
Cataumet, MA  
[kyc.us](http://kyc.us)

Stuyvesant Yacht Club  
Labor Day Weekend Raft Up  
City Island, NY  
[stuyvesantyc.org](http://stuyvesantyc.org)



## **SABELLA ON SAFETY**

**Seattle, WA** It's been a long wait for the Coast Guard to get its much-ballyhooed Rescue 21 System up and running, but the time is arriving... steady by jerks. The system is currently operational in the following regions: Atlantic City, NJ; Eastern Shore, VA; Mobile, AL; St. Petersburg, FL; Seattle, WA; Port Angeles, WA.

I won't propose to forecast when the system rollout will extend to other areas because every announced deadline seems to be missed, but here's a link to the Coast Guard's implementation schedule: [www.uscg.mil/rescue21/about/impsched.htm](http://www.uscg.mil/rescue21/about/impsched.htm).

Ultimately, the system will provide coverage to 20 nautical miles (37km) from the coasts of the contiguous United States, Hawaii, Puerto Rico, the Virgin Islands, Guam and the Gulf of Alaska. Also included are the Great Lakes, navigable waters of the Intracoastal Waterway System and the Western Rivers. Assuming your radio and navigation equipment are

configured properly, Rescue 21 provides reliable voice and data communications between vessels and shore stations, together with instantaneous information about the location and identity of a vessel in distress.

The system relies on the new generation of VHF radios that feature Digital Selective Calling (DSC). If you're not already taking advantage of the convenience features of DSC, you're making a mistake. And, when the Rescue 21 System is operational in your area, if you don't take advantage of the full extent of its safety capabilities, you're just plain missing the boat.

What does it take to climb aboard? First, make sure your radio is DSC equipped and capable of making digital distress calls on Channel 70. A DSC radio is readily identifiable by the distinctive red button marked *Distress* and all models currently on the market incorporate this technology. Along with offering all of the familiar voice communication capa-

*If you don't take advantage of the full extent of its safety capabilities when the Rescue 21 System is operational in your area, you're just plain missing the boat.*

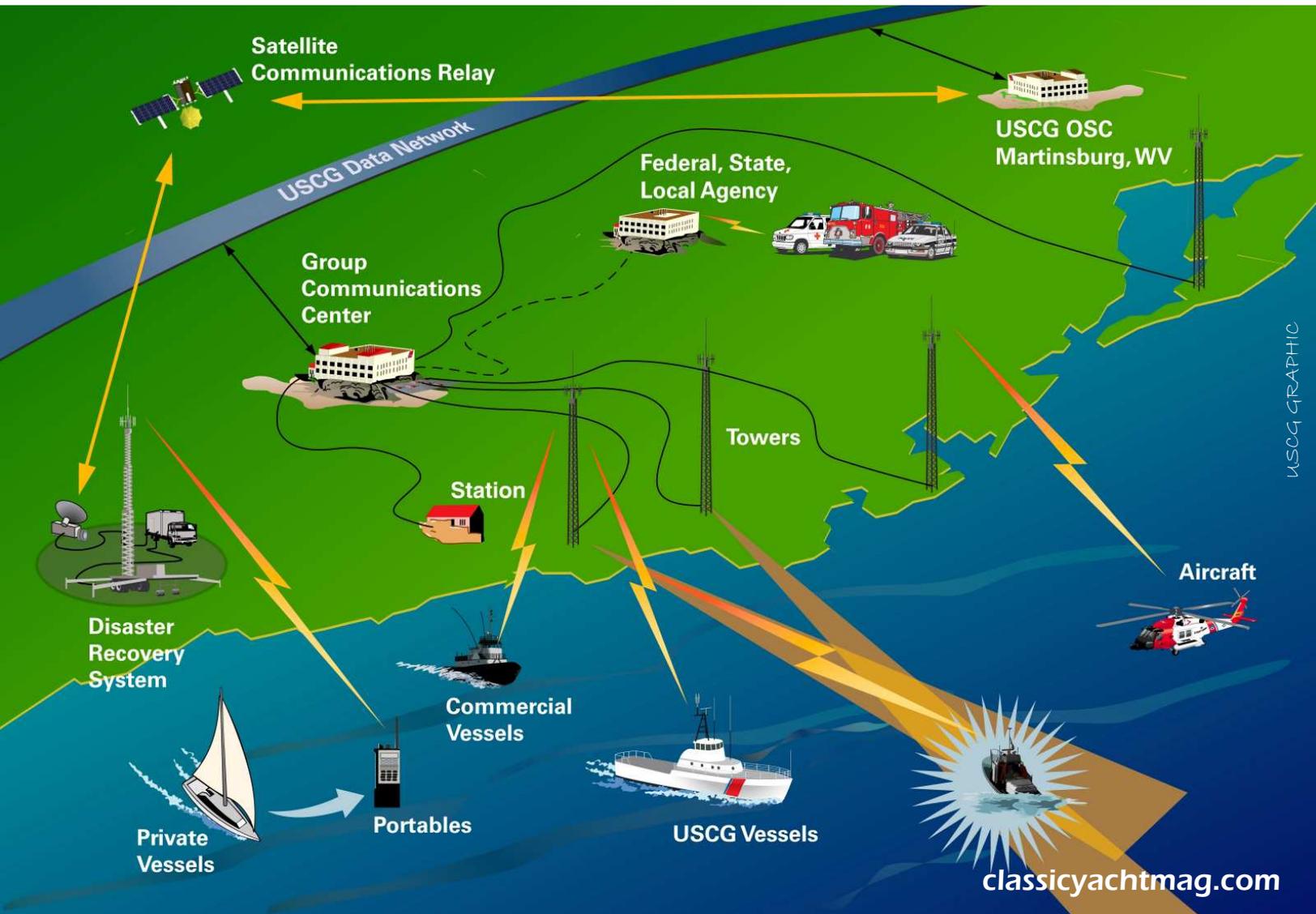


bilities on traditional VHF channels, DSC makes your radio work like a telephone, which means you can direct dial another vessel or shore station and transmit both voice and data.

Next, obtain a free Maritime Mobile Service Identity or MMSI number from the Boat/US or SeaTow websites. This gives your radio a unique

identity number which provides search and rescue authorities with information about who you are and how to contact you. Finally, interface your radio with your GPS receiver.

Now, transmitting a distress alert instantly transfers your unique identity, location and the time of the



*Your MMSI number is like a telephone number. It means other people who know your MMSI can call you directly and you can call them.*

communication to the Coast Guard, dramatically improving your chances of being rescued. Making a distress call is a serious matter and it's every boater's responsibility to learn how to

While safety is the critical feature of DSC radios, convenience is the aspect of the new technology you're going to appreciate on a daily basis. Your MMSI number is like a telephone

number. It means other people who know your MMSI can call you directly and you can call them. If you operate in a fleet, use your DSC radio to make a Group Call and keep all of your cruising mates up to date without ever having to hail them on a public channel. Or, send a digital position request and instantly learn the whereabouts of your DSC and MMSI equipped partner.

If you're a boater who uses a marine radio, DSC and Rescue 21 are going to change your life for the

do it properly. [Click here for a link](#) to an instructional DVD that will show you everything you need to know about exactly when and how to make a distress call "by the book".

better.

*John Sabella's firm produces safety training DVDs and books used on boats and ships all over the world.*





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# DESTINATIONS

## *Newport's New Eats*

**Newport, RI** If I had to pick just one place to be in the summer for a great combination of sailing, waterfront antics, people watching, eating and drinking, it might well be my old home town of Newport, Rhode Island. Clearly, Newport has long been a summer destination of choice for the yachting elite and those who want to pretend they're either yachting, elite, or both. But over the years some of the established watering holes and eateries have become a bit tired, musty from the saltwater-soaked Sperrys of summer sailors. The proprietors of Forty 1° North have noticed this too, and seek to grab the title of Newport's best restaurant this summer with their sleek waterfront eateries and top-shelf marina.

Forty 1° North is located in the heart of Newport at 351 Thames Street, home to a state-of-the-art marina, popular Christie's (I remember *most* of my social outings there from my younger days), private event space, a specialty retail shop and four luxury rental units.

The service-committed marina is being completely rebuilt with brand new floating docks, slips for vessels up to 250 feet (76.2m), 480-volt electric service and a full program of yacht services including pumpouts, wash-downs and launch.

Forty 1° North will feature an open-air restaurant, The Grill, with table-side and lounge seating, and a covered bar pavilion on a fixed pier directly over the water. The Grill will specialize in prime cuts of beef and seafood with a full complement of salads and appetizers. It will be open for lunch and dinner seven days a week beginning this summer.

For the seasonal throngs, Forty 1° North offers several special summer programs. The Summer Guest Program allows access to the facilities for the season and includes house charging privileges, dinghy dockage and special events. The fee for the program is credited in full against a guest's food and beverage account at The Grill. The Yacht Tender Program

*The proprietors of Forty 1° North seek to grab the title of Newport's best restaurant this summer with their sleek waterfront eateries and top-shelf marina.*

allows daily access by boat for tenders under 36 feet (11m) and use of the marina services. If your "big boat" is under 36 feet and your tender is rolled up in the lazarette right now, they'll still pour you a cold beer.

Forty 1° North is available for private events, including weddings, corporate meetings and possibly even reenactments of Judge Smails' sloop launching in *Caddyshack*. A large, landscaped courtyard and additional outdoor spaces can be configured and tented in a number of ways. Two indoor rooms with water views and decks can accommodate receptions of up to 150 people in each or can be used together for receptions of up to 300. Hosts will choose from an extensive catering menu and take advantage of on-site event planning services.

Forty 1° North will re-open Christie's

on Perry Mill Wharf at the intersection of Thames Street and America's Cup Boulevard. A modern take on an old classic featuring lobster-in-the-



*A rendering of the waterfront bar at Forty 1° North*

rough-style dining in a retro environment, Christie's will attract foodies, fun-seekers and families alike and will serve breakfast, lunch and dinner seven days a week. Executive Chef Howard Snitzer, a CIA graduate, will oversee both Christie's and The Grill along with the catering program.

*Bill Prince*

# Throwbacks

## *Documentary Includes Rare Footage of Designer Bill Garden*

I think we can agree on a couple of things right off the bat. One, you're reading *Classic Yacht* magazine for a reason. It probably has something to do with a fondness for great boats and the people and places that make them so enjoyable. Two, legendary naval architect Bill Garden, an

octogenarian at this writing, so rarely grants interviews that the video clip on the next page is probably the first you've ever seen of him. The clip is part of a fascinating documentary highlighting the Golden Age of Northwest boats and includes footage of Garden on Toad's Landing, his



*The Lake Union Dream Boats of the 1920s were built to be as close to a turn-key pleasure vessel for the middle class as possible. Lake Union Drydock and Norm Blanchard pioneered this concept of having stock boats for sale.*



*The Norm Blanchard yard on Seattle's Lake Union was a staple of the Pacific Northwest boating scene, building and maintaining many of the region's prominent yachts in the Golden Age of Northwest boats.*



*Footage aboard Westward circa 1925 reveals excursions led by Campbell Church, Jr.'s Alaska Coast Hunting and Cruising Company. Rich and famous clientele stalked big game, using Westward as their luxurious base camp.*

*Legendary naval architect Bill Garden, an octogenarian at this writing, so rarely grants interviews that the video clip on this page is probably the first you've ever seen of him.*

private island home, office and boatworks.

Throwbacks, written and produced by *Classic Yacht* columnist John Sabella, is a tribute to the designers who penned the lines, the builders who bent the frames and the owners who labor in the care of the irreplaceable wooden motor yachts plying the waters of the Pacific Northwest. A who's-who of characters from the era are also given their due, including Norm Blanchard, Vic Franck, Ed Monk and designer to Hollywood's yachting crowd, Ted Geary.

The Hollywood connection to depression-era yacht building lends itself to some juicy tales, particularly with regard to actor John Barrymore, a Geary client who commissioned the

120-foot (36.6m) *Infanta*. Barrymore's alcoholism and eventual financial ruin prevented him from passing the yacht down to granddaughter Drew.

Throwbacks is a rich and detailed work; more than a dozen chapters cover such tasty topics as the finer points of fantail motor yachts, the Mosquito Fleet of cargo and passenger vessels, Lake Union Dreamboats of the 1920s and the Canadian "come to Jesus boats".

*Bill Garden in his shop at Toad's Landing*

Throwbacks features a great mix of contemporary videography and grainy black & white footage, helping to stitch together all the historical details. The Bill Garden footage alone is worth the price of admission (\$19.95 in DVD or VHS at [johnsabella.com](http://johnsabella.com)).

*Bill Prince*



Story: Bill Prince

Photos: Capt. Jan Hadley

# M A T R I A R C H

## 1940 Elco 57' Motor Yacht on Lake Keowee

**Seneca, South Carolina** When Jan Hadley discovered a tired but floating 1940 57' (17.4m) Elco in LaConner, Washington, he knew she was one of just seven 57' Elcos built in the period. Only three survive today. He also knew that *Legend*, her name at the time, would be the ideal platform on

which to build a new business three time zones away. A carpenter and cabinetmaker by trade, Hadley had restored a 1964 24' (7.3m) Chris Craft and three other boats prior to discovering the Elco. Deciding to create his own job, he purchased *Legend* in October 2003 with the intent



of hauling her 3,400 miles (5,470 km) to Seneca, South Carolina to be restored and live a cushy new life as a high-end charter yacht on Lake Keowee. Sounds easy enough, right?

Although afloat, the grand old Elco was a mess. Rotten gunwales, teak and mahogany indistinguishable from one another by decades of neglect, and a helm with no controls or instruments were evident in just

the first minutes of Hadley's initial inspection. *Legend* had not been treated with much respect for years. "Sometimes bad upkeep is worse than none", Hadley offered. Add to that list all of the liabilities that come standard with a 60 year-old, 82,000 lb. (37,200 kg) wooden motor yacht and the scope of what Jan Hadley has accomplished in such a short period of time is clear. "The engine room was a complete disaster", he says.





*Top:* The grand old Elco leaves LaConner, Washington for perhaps the last time

*Below:* The engine room in October 2003



**P**ORT  
**O**RDERLY  
**S**TARBOARD  
**H**ALFWAY THERE



*Top:* Matriarch's big day at South Cove County Park

*Below:* Cummins 903 V8s found in Martha's Vineyard fit neatly in the engine room



*Below and right: Matriarch's galley, then and now. Fine wines and cheeses are served for up to twenty guests, with more substantive meals saved for brunches and dinner charters.*



From the oily bilge to the rotten windshield frame, every piece aboard the yacht was revived before her re-launching in September 2005.

Refurbished engines, Cummins 903 V8s, were found on Martha's Vineyard. Installed but not running at

launch time, they give 21 knots now, although captain Jan rarely requires such a display on Lake Keowee.

The cruise schedule has filled in quickly since *Matriarch* was re-launched. The summer of 2006 was her inaugural season on the lake,

*Dam Details: The images of the dams that created Lake Keowee are neatly obscured in Google Earth even though their surroundings appear in sharp focus. The lake functions as a source of cooling water for three nearby nuclear reactors.*



which runs from April 1st through November 30. *Matriarch* did well in her first season according to Hadley, cruising four times per week on average. Cruises are scheduled once on Fridays and twice on Saturdays with occasional Sunday or mid-week events. *Matriarch* hosted 42 cruises in

the 2006 season. Hadley expects to double that number in '07.

Lake Keowee is a 20-mile long (32 km) reservoir created by two dams, the Keowee and Little River. A fascinating man-made basin, Lake Keowee has hundreds of fingers and

*Patrons find the old Elco, now registered with the Classic Yacht Association, a unique and relaxing way to host business functions, entertain clients or simply toss half-empty jars of Grey Poupon at passing jet skis.*

scores of uninhabited islands, an idyllic backdrop for the three-hour cruises.

*Matriarch's* patrons often come from nearby Greenville or Atlanta. They find the old Elco, now registered with the Classic Yacht Association, a unique and relaxing way to host business functions, entertain clients or simply toss half-empty jars of Grey Poupon at passing jet skis.

The food and cruise booze come a number of ways. Routine cruises

include light hors d'oeuvres but can be had with more substantial finger foods. Dinner or Sunday brunch charters include complete meals. The wine list is remarkable considering the space available; I counted over sixty unique bottles as well as a good beer selection.

*Matriarch* has come a long way since 2003. Classic yacht buffs should thank Jan Hadley for saving a rare and beautiful vestige of yachting history.

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CASEY LAWS PHOTO



# HIGH ANXIETY

## Premiums increase, coverage declines as the effects of storm damage and repair costs mount

*Dear Editor,*

*Recently I was blessed with a 68% increase in my insurance premium when it came due for my 1980 58' (17.7m) Hatteras in south Florida. This followed a year where no hurricanes touched our coasts and I had never made a claim, ever. And for the nearly \$10,000 annual premium I would have enjoyed a \$56,250 deductible on a \$375,000 hull value. That was the only offering for insurance that included windstorm coverage. I told the insurer to go pound sand and kept shopping.*

*I was told by another insurer that they would not write a policy that included windstorm in Florida to a new customer, but they were kind enough to quote me an ex-wind policy for \$18,000 per year with a \$300,000 hull value. I bet you can guess what I told them, too.*

*The most recent potential insurer had me do a new survey. So, I did. They approved the boat after reviewing the survey, provided I performed the surveyor's recommendations. I did. Today, they said they have changed their mind and would not write the policy. I'm again out thousands of dollars jumping through hoops only to be rejected after doing so. I'm not for government intervention, but that's just not right.*

*I have chatted with several of my dock mates about their insurance situation. Guess what—they are all uninsured too! If the marina knew that, we'd all be up for eviction. We are ready and willing to buy insurance, and we are required to have it, but no one will sell it in Florida at what we believe is a fair price.*

*Many boaters have no good way of obtaining insurance unless they leave Florida.*

*John E.*

The effects of three incongruous hurricane seasons and other calamities have rippled through the marine insurance market, leaving fewer providers and diminishing coverage. Boat owners and insurers around the country struggle to come to terms in this aberrant market.

**previous page:** *A Grand Banks in New Orleans after hurricane Katrina*

**this page:** *Boats burn at the South Shore Harbour Marina in League City, TX on March 25, 2007*



KEITH EMMONS PHOTO

While higher fuel costs and rising slip fees provide headwinds against boat ownership and operation, their impacts generally aren't threatening the very decision to keep or sell one's boat. The dramatically rising cost of insurance premiums combined with reduced coverage in the form of rising

deductibles is doing just that for many boat owners around the country, especially on the Gulf Coast. Even those who don't live in hurricane-prone areas are feeling the effects as insurers raise rates further afield to compensate for regional risks.

# What to do?

**Recommendations from experienced agents can help you obtain the most coverage for your insurance dollar.**

## **Wood Boats** *Hire the best surveyor available*

Underwriters consider the experience of the surveyor and read surveys cover-to-cover, looking for reasons to decline coverage. "Project boats" are not looked upon favorably since restoration work like onboard welding poses higher risks.

## **Trailer Queens** *Boat insurance vs. yacht insurance*

Small boats that spend most of their time on trailers are easier to insure than yachts which are in the water most of the time. Store them out of the water whenever possible. Companies like Hagerty issue policies for classic trailerable boats on an "agreed value" basis, often waiving deductibles in a total loss.

## **Change of Ownership** *Beware the catch-22*

Yacht policies are often contingent upon satisfying surveyor recommendations. Buyers often flinch at making expensive repairs to a seller's boat, but waiting until after the buyer takes delivery exposes them to a lapse in coverage. Reduce the price and have the seller make repairs before taking delivery.

"It's about the need for boat owners to take more responsibility for the well being of their vessels" says Scott Croft, director of public relations for BoatUS, when asked about rising deductibles and less "named storm" coverage. "It's not all bad news", he says. "Our policies cover half the cost

of a haulout, or captain's fees to move the boat", if that manpower exists in the rush before the storm.

Jill Landback is a marine insurance agent for Anchor Marine Underwriters in Seattle. She has been in the marine insurance industry for 14

*Hurricane Katrina changed every insurance company's appetite for certain business. For us, it forced us to tighten our approach to hurricane evacuation plans and storage facilities. We currently do not offer coastal coverage for boats over 26 feet (7.9m) in Florida.*

McKeel Hagerty, Hagerty Insurance CEO

years and knows that hurricanes are not the only threat to her clients' vessels. A spate of marina fires in the Seattle area in the past few years has affected the availability of insurance, particularly for vintage wooden boats which are becoming more expensive to insure. "With wooden boats, the age of the vessel is huge. Boats in excellent condition are more insurable than project boats, which bring additional risks associated with work like welding taking place onboard", she says. "I suspect the cost of wood and thus the cost to repair is driving the wooden boat pricing in the Pacific Northwest."

Anchor Marine has clients around the country, including Florida. "Florida is just what it is right now, a strange dilemma for all of us with little change in the offing given the predictions of meteorologists", she says.

Landback suggests boat buyers and owners hire the most experienced and well-regarded marine surveyor available when asked to submit an insurance survey. With older vessels,

especially wooden boats, "Ninety-nine percent of underwriters read every word of those surveys. They're looking to find a reason to decline coverage", she says. Anything that represents a bump on the smooth surface of insurability is a reason to decline a given boat.

*Classic Yacht* reader Dick D. owns seven boats. "I'll be darned if I can drive them all at once, so it would make sense to primarily insure the operator—me—on one policy instead of paying over and over for the same (liability) coverage on different craft. Operative term 'make sense', so it's not likely to happen."

"That's an interesting speculation about rating the operator and not the boat", Landback replies. "But sensible as it might sound, the industry has an underwriting system so historically in place that they'll not in the foreseeable future change the way that they rate the vessel first." They do rate the operator, she says, "But as a class, the wooden boat has its own designation."

*Below: The covered slips at the Moorings Yacht Club at the Lake of the Ozarks collapsed under the weight of ice and snow in December 2005, causing damage in the millions of dollars.*

Best known for its collector car policies, Traverse City, Michigan-based Hagerty began offering agreed value policies for classic boats in 1983, before entering the car market. "Antique, classic, collectible and traditional are the key words for us" says CEO McKeel Hagerty. Hurricane Katrina changed every insurance company's appetite for certain business. It forced us to tighten our approach to hurricane evacuation

plans and storage facilities. We currently do not offer coastal coverage for boats over 26 feet (7.9m) in Florida."

Insurance situations vary widely by boat type and region, so there's no universal solution for everyone. Keeping your boat in top shape and hiring the most reputable surveyors and insurance agents is the best battle plan for the long term.



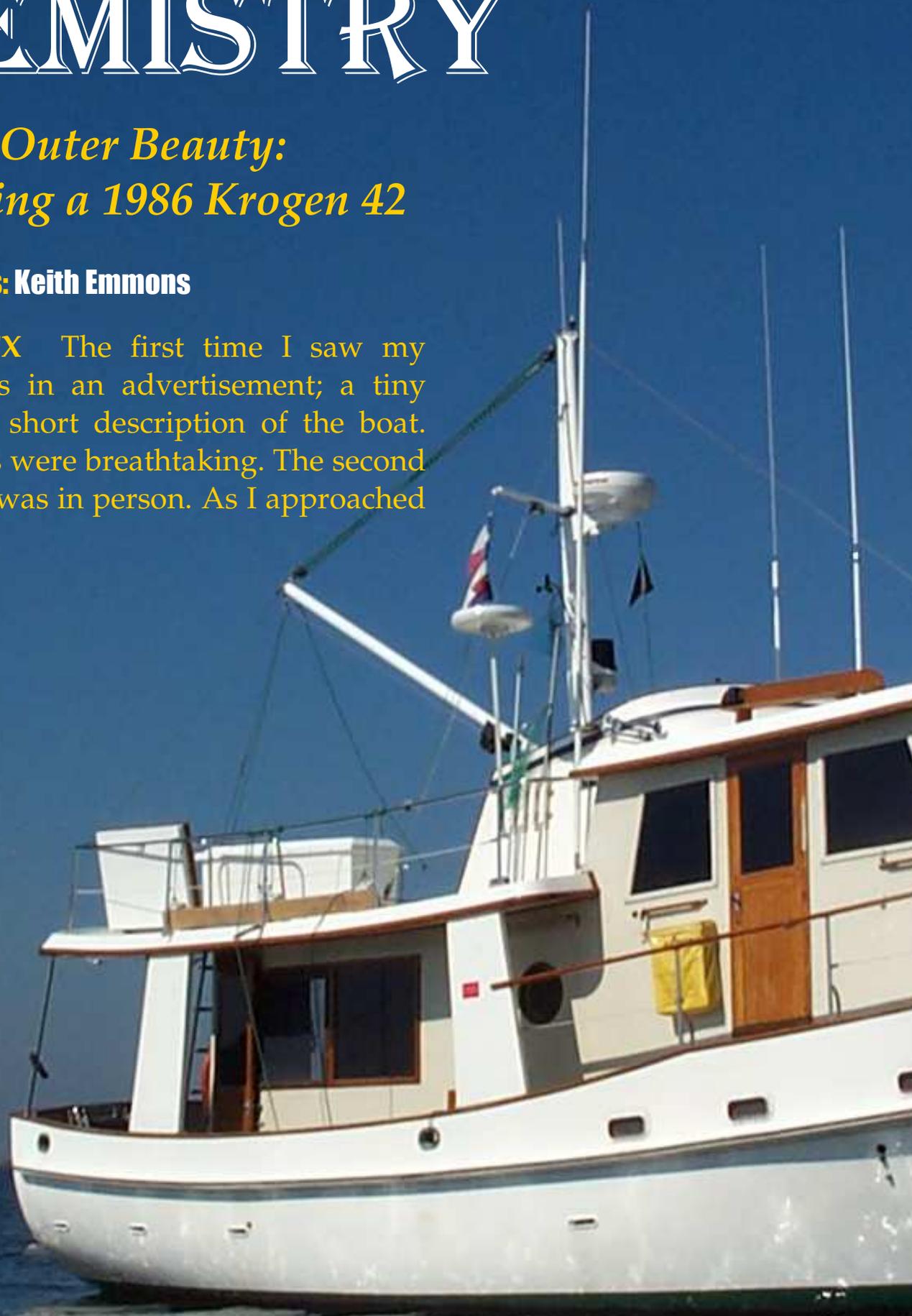
JOE MAY PHOTO

# CHEMISTRY

## *Inner and Outer Beauty: Refurbishing a 1986 Krogen 42*

**Story and photos: Keith Emmons**

Clear Lake, TX The first time I saw my Krogen 42 was in an advertisement; a tiny picture with a short description of the boat. The boat's lines were breathtaking. The second time I saw her was in person. As I approached



the boat, I noticed that the teak was painted in some sort of tan paint. It turned out to be deck stain, like you would paint a hot tub deck with. Yuk. Not a good first impression!

As I looked over the boat and visited with the couple who owned her, I was impressed with the equipment on board and the way it had been maintained. The captain was a retired naval officer who had purchased the boat with his wife to live aboard and cruise. The boat was really set up for cruising, with propane cooking, cold

plate refrigeration, single diesel, etc. The more I got to know the boat, the more I loved her. The poor cosmetics outside could be fixed. The sturdiness and seaworthiness of the boat were what I fell in love with. I made an offer and left them a deposit on the spot.

We went through the sea trial and survey a couple of weeks later. We found nothing major, with the exception of massive hull blistering that the owners had told me about. I was expecting blisters on a boat of



*Keith Emmons is a chemist and keeps Anastasia III in Clear Lake, Texas.*

this vintage, but when we hauled the boat I was aghast! I saw thousands of blisters, some as large as 3" (75mm) across. I had to think this over, as I knew what it would take to properly repair this problem. We worked out a new price for the boat that we were both happy with, and I brought her home to Clear Lake, just South of Houston, TX.

On the trip home, we found a few things that needed attention. On this 1986 boat it appeared that all the equipment, electronics included, were original or at least added when the boat was commissioned. While cruising along the ICW at 7 knots we enjoyed the quiet humming of the single Lehman 135hp (101kW) diesel, viewing the water birds, alligators and other wildlife. It was so peaceful and quiet. Wait a minute...it's *too* quiet!

I realized that I hadn't heard a peep out of the VHF for awhile. I'd wiggle the volume control, bang on the radio and it would suddenly come back to life. Great, let's get out the handheld VHF backup. That old VHF was the first thing that got replaced after we

were home. I installed a great Standard Horizon with a remote mic up on the fly bridge. It's the only VHF I've ever owned that is so loud it doesn't need a remote speaker.

The engine would overheat if we went up on the RPMs to full throttle. I had an oyster between the intake screen and thru-hull intake. The screens were those 4" (100mm) round hull strainers, screwed into the hull over the mushroom thru-hulls. I had to haul and block the boat to remove these for cleanout. I replaced all these during the blister repair with neat little hinged hull strainers from Groco. They have a removable pin arrangement so at a quick haul, or even in the water, you remove the pin and they swing open for cleaning. I used similar strainers from Groco for the engine and generator, with wedge shaped strainers and very fine screens with a large surface area. Other than these two problems, the trip home was very fun and the boat performed admirably.

Once home, the refurbishment began in earnest. I started down in the "holy place" (the engine room). *Anastasia III*

*I was expecting blisters on a boat of this vintage,  
but when we hauled the boat I was aghast!  
I saw thousands of blisters, some as large as 3" across.*

has a single Lehman 135 hp (101kW) diesel for propulsion with no backup or get-home power. I've always said that most single engine owners take much better care of their engines than those with twin engines. We know that if our single stops, we're in trouble! Before I even left for home, I had a mechanic change all the fluids, filters, raw water impellers and belts.

Once home, I proceeded to replace the rest of the rubber on the boat. Every

hose on the engine got replaced, including the high pressure oil hoses. Lose an oil hose underway and you've got a mess including a big chunk of useless iron unless you stop it immediately. I also replaced every hose coming from a seacock on the boat with new Gates wire-reinforced hose.

I think the yard was both excited and nervous when I arrived with *Anastasia III* for the blister repair. I insisted they use the Hotvac system to "dry" the

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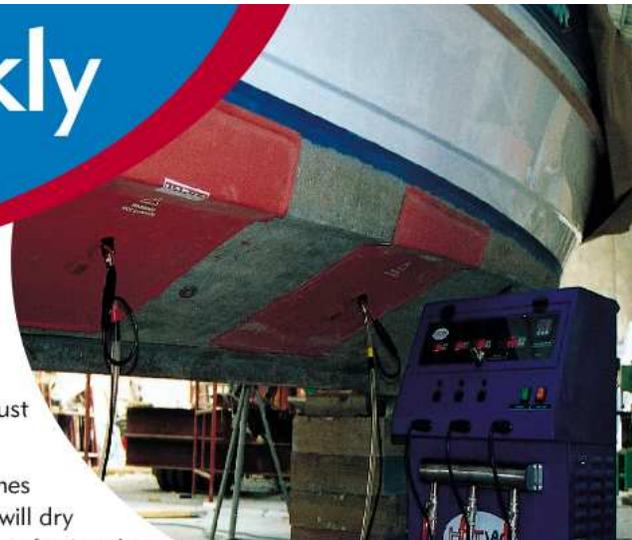
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*"Gelplane gets our customers' jobs done in the shortest time possible, therefore saving them money, which has equated to repeat business and increased profits for our company."* Kathleen Stewart, All Points Boats, Ft Lauderdale, Florida, USA.

*"The Hotvac is brilliant – we don't have boats hanging around anymore, cash flow is the best it has ever been and our customers know that they have had the best job done."* Cambrian Marine, Penarth, Cardiff, UK.



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*From top: Blisters galore, some 3" in diameter; stripping paint and gelcoat; Hotvac system attached; fiberglass mat applied to newly dry hull*



hull. They didn't have one, but after reviewing it and talking to the manufacturer, they leased one on a trial basis to do my boat. They liked it so much that they went ahead and purchased it in the middle of the work on my boat. We removed all the hardware from the hull then peeled it down to the outer layer of fiberglass cloth. The hull was then dried with the Hotvac system. It took longer than anticipated because of the cored hull. We had to use a lower temperature than you would normally use on a solid hull. The drying took about two months, even with the pads and vacuum. After peeling and drying the hull, here is what we applied:



**3 layers 1.5 oz. fiberglass mat  
with vinylester resin**

**2 coats Interprotect 1000  
High build epoxy primer**

**2 coats Interprotect 2000  
2-part epoxy barrier coat**

**1 heavy sweep Interprotect VC tar2  
Watertight 2-part epoxy putty**

**3 coats Interprotect 2000  
2-part epoxy barrier coat**

**2 coats antifouling  
Petit Trinidad SR (4 gallons)**



Right: Epoxy primer being applied to supplemental hull laminate



Once this was done, we installed all new Groco seacocks with the hull strainers mentioned earlier. Lots of other work was done during this time out of the water. I completely rebuilt the entire sanitation system with new toilets, holding tank, hoses and diaphragm pump.

I installed a new SSB radio with an external sintered bronze ground plate. The boat had no radar when I purchased her, so I installed a new

color radar unit. She also came with an old Radio Shack car stereo unit that was on its last legs. That was replaced with a very nice Alpine stereo with an additional 100 watt amplifier (good for dock parties!) and Bose speakers inside and out. The old GPS was flaky as well, so it was replaced with a new Garmin unit. This was a very basic



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*Right: Running gear, before and after*

*Opposite: After 500 hours of sanding and stripping, the exterior teak gleams*

model, since I also installed a Big Bay computer navigation system, complete with Nobeltec's Visual Navigation Suite. I split the GPS output by simply using a terminal strip to send the output to the computer, the VHS and SSB radios, and the radar.

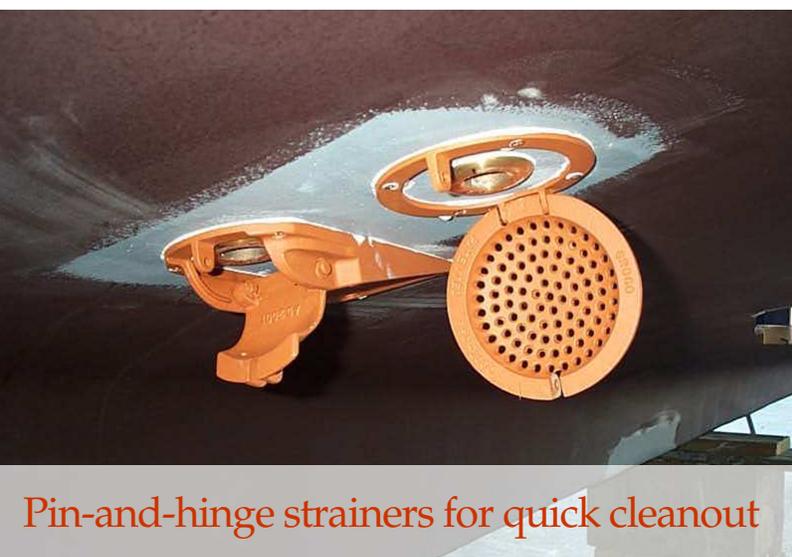
After 16 years in the sun, the lenses on all of the running lights and anchor light were cloudy and crazed. After looking into replacement costs for the lenses/housings only, it was only a bit more to install new fixtures, so they all got replaced with the new models of the original Aqua Signal series 41. Wow, they are bright! I should mention here that most of the stuff I removed from the boat was sold on eBay to folks who were building or refurbishing boats on a budget. This included the



old navigation lights, toilets, seacocks and the like. Don't just throw that stuff away—recycle it and save everybody some money in the process!

I dinged the prop a few months after purchasing the boat. While she was in the shipyard, we pulled the prop shaft and found severe crevice corrosion and pitting, so I ordered a new shaft and had it installed. While the shaft was out, we replaced the rubber tubing that holds the shaft log to the hull. When the new shaft was in, we repacked with Gore-Tex's GFO packing. This stuff is wonderful! After the initial break-in tightening, I've only had to tighten the packing nut twice over the past five years. *Anastasia III's* inner beauty is now truly beautiful!

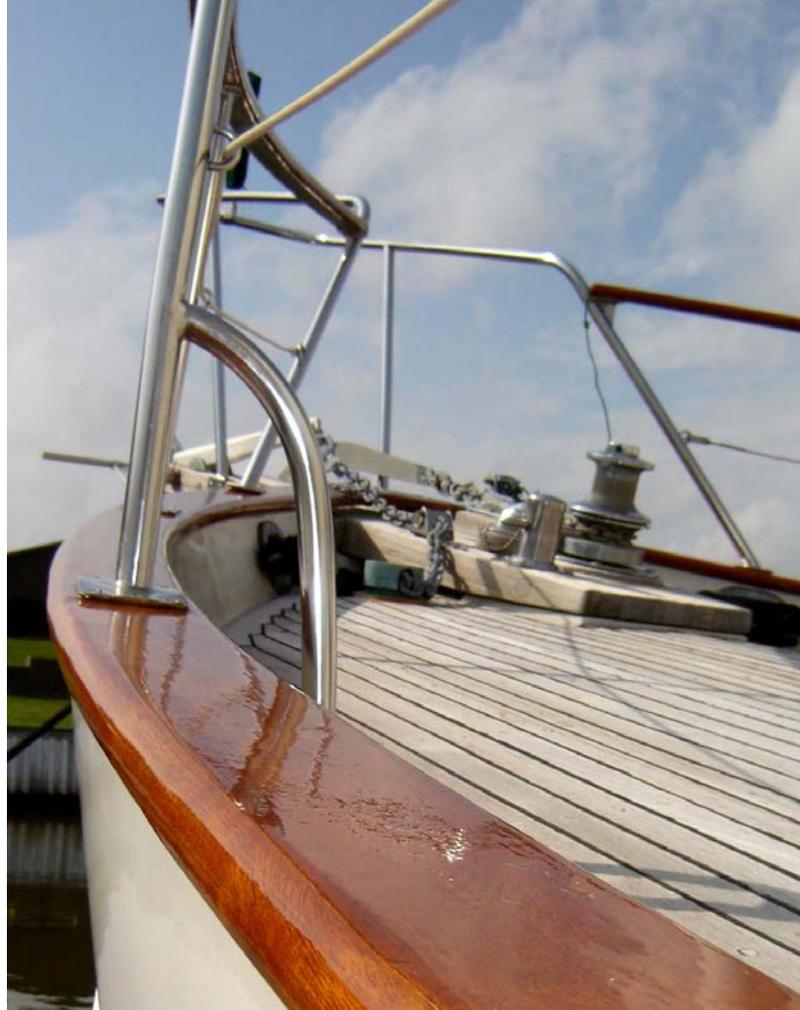
Now, back to the external beauty. It took about three sessions of compounding and waxing to bring the luster back to the 16 year-old fiberglass. We used 3M's brown compound followed by Finesse-it polishing



Pin-and-hinge strainers for quick cleanout



compound, then Collinite's Fleetwax paste to accomplish this. Remember that deck paint on the teak? I think the previous owner spent all his time maintaining the inside of the boat and ignored the exterior completely. I believe that he had let all the teak on the boat just go gray, like the decks. When he got ready to sell it, he must



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*The people I hired to restore the teak did a ton of work sanding, then did a terrible job putting the coating on. I had to re-do their work myself, renewing the old adage that if you want the job done right, do it yourself.*

have had someone lightly sand the teak and paint over it with that tan paint. I hired some folks to refinish the teak. They sanded and sanded and sanded. I didn't keep up with the hours they spent, but it would be somewhere in the vicinity of 500 hours of sanding. The teak had grooved due to weathering. The old paint was down in those grooves and we had to take a lot of teak off with 60 grit (or coarser) paper. Of course we had to sand in stages to get a good finish. The finish I

chose, based on Powerboat Reports' (sadly, now defunct) testing, was Signature Finish's Honey Teak. This is a very good multi-part polyurethane. It consists of a tinted base coat covered with a clear coat that gives it a beautiful and durable finish. Once you've got this on properly, all it requires is another coat or two of clear once a year or so.

The people I hired to restore the teak did a ton of work sanding, then did a

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terrible job putting the coating on. I had to re-do their work myself, renewing the old adage that if you want the job done right, do it yourself. After I did the job myself, it is as beautiful and durable as the manufacturer claims. I get comments all the time about how beautiful the teak is. It's a labor of love, for sure!

If you're planning to refurbish an old boat, there are several things you should expect. First, pretty much all the electronics are going to need replacing. Second, everything rubber, or that has rubber in it, like pumps, is going to need replacing. You should know the condition of the main

systems if you had a good surveyor at purchase. Engines and generators are often good for longer than you will own the boat (with proper maintenance) as long as they are good when you buy. Bring all the maintenance up to date so you have a good baseline and know when to do it next. This will save you a lot of headaches and dollars in the long run.

The outer beauty is what people see and admire. Personally, I prefer the inner beauty, the kind you never notice because everything works every time you're out cruising. That's the unseen beauty that usually only the boat owner notices. But why not have both?

# STUFFING BOXES 101:

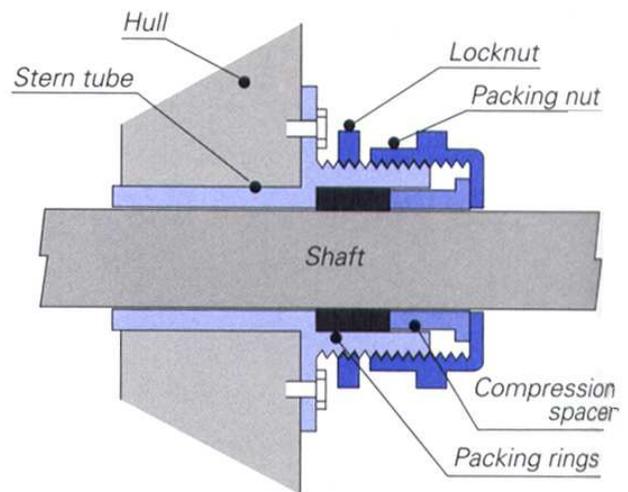
## *Like Opinions, Everybody Has One*

**Story: Bill Prince**

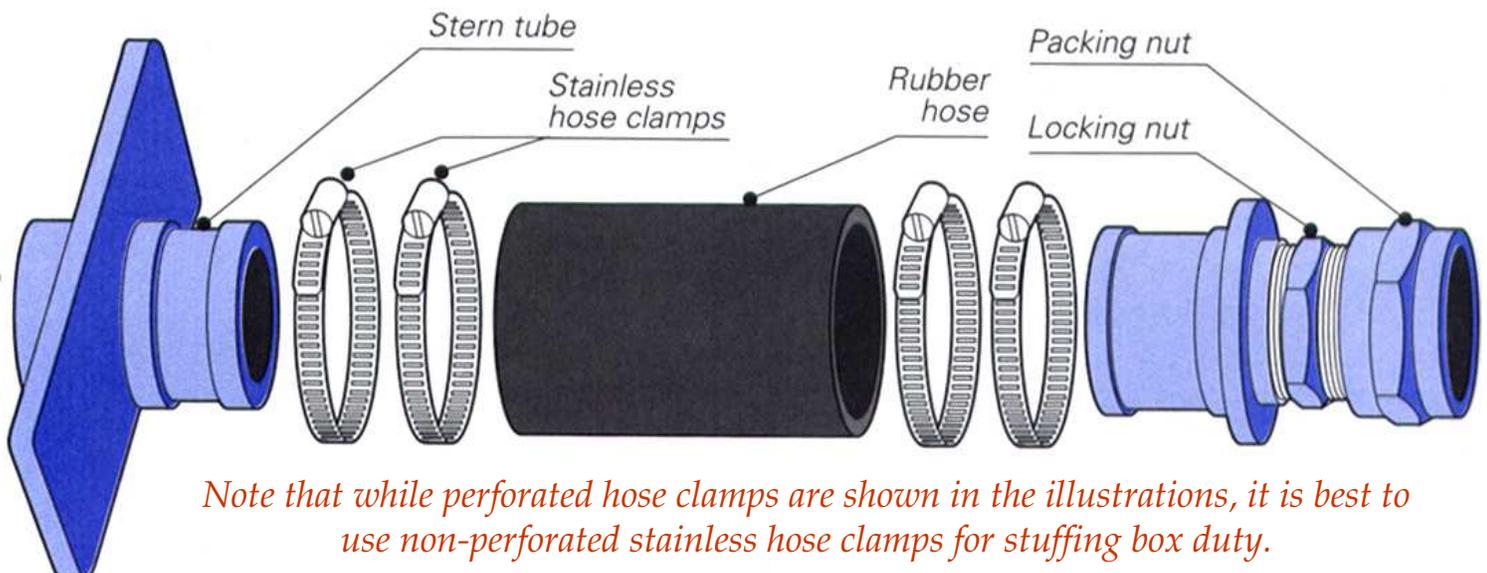
**Illustrations by Charlie Wing,  
author of "How Boat Things Work"  
courtesy McGraw-Hill**

Like opinions and elbows, everybody has one. Or two. Anyone with an inboard-powered sailboat, runabout, motor yacht or amphibious Wienermobile likely has one of two types of propeller shaft seals, a stuffing box or a more modern (and occasionally temperamental) dripless shaft seal.

The tried and true stuffing box has been around forever and provides the (mostly) watertight seal around this most common through-hull penetra-



tion. Designed to hold flax packing (see sidebar) or braided roving impregnated with Teflon in a compressed state, traditional stuffing boxes rely on a large packing nut about twice the diameter of the shaft



*Note that while perforated hose clamps are shown in the illustrations, it is best to use non-perforated stainless hose clamps for stuffing box duty.*

*In the unlikely event of a complete loss of packing flax, a number of onboard items can be substituted in an emergency. An oily cloth will do, or greasy length of rope. Maybe even beef jerky, although I've never had the occasion.*

to drive a donut-shaped spacer into the packing, pressing it between the shaft and the stern tube to affect a seal.

Because rotational friction can generate heat and eventually damage the shaft, a small amount of water is required to infiltrate the packing for lubrication. Typically five to ten drops per minute should seep through to ensure good lubrication for flax, a little less for Teflon.

The simple beauty of this arrangement is that the packing nut can be infinitely adjusted as the flax gradually wears down. In the unlikely event of a complete loss of packing flax (and similar lack of foresight to carry spares), a number of onboard items can be substituted in an emergency. An oily cloth will do, or greasy length of rope. Maybe even beef jerky, although I've never had the occasion.

Rigid stuffing boxes are simple and reliable, but they can transmit vibration through the hull and are sensitive to any misalignment of the propeller shaft. Flexible stuffing boxes complicate things incrementally by separating the stuffing box and stern tube with a short length of five-ply underwater hose.

## **flax facts**

The square rope that's stuffed into the stern tube around the shaft is usually made of greased flax, one of the oldest fiber crops in the world. Flax has been used to produce linen for 5,000 years.

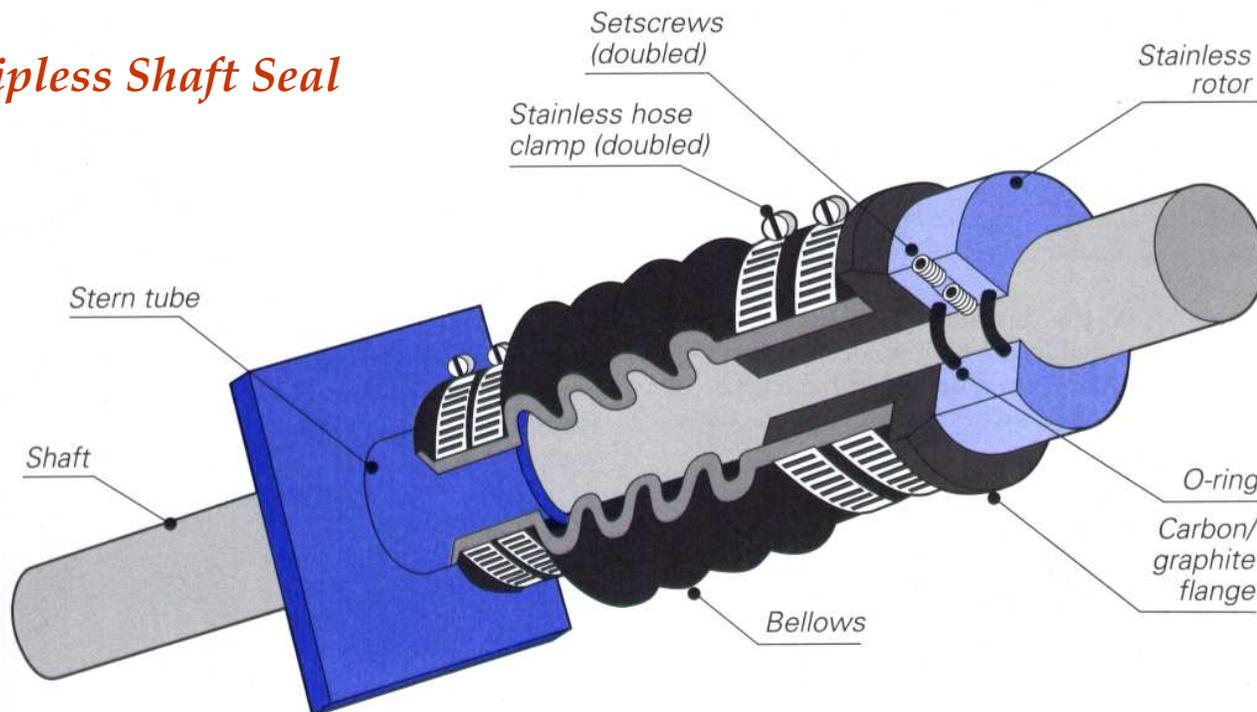
Stronger and less elastic than cotton fiber, the good stuff is used for linen and lace while you get the coarse grades to keep the sea out of your schooner.

Flax fans are quick to point out that this stuff is no relation to the New Zealand Flax, as the Kiwi kind is not used for nearly as many industrial purposes.

Flax packing often comes in 2-foot (60cm) lengths and in a range of widths to suit a given shaft log's concentric offset from the shaft it seals.

*A rubber bellows replaces the straight length of hose found on the flexible stuffing box. The watertight seal is formed by a graphite flange that nests inside the forward end of the bellows with the double solid hose clamps.*

## ***Dripless Shaft Seal***



This reduces the sensitivity to misalignment of the shaft but introduces the possibility of hose damage or failure allowing water to flood in. Four hose clamps are required, two on each end, to secure the hose. The clamps and their screws need to be all stainless steel; bring a magnet along to the ship's store to check the screws in particular. Marine stainless steel alloys are austenitic and should not be magnetic. The clamps should also be the non-perforated type.

In addition to the old-fashioned stuffing box being too simple and

reliable for the contemporary marine marketplace, a few other shortcomings have driven the development of the dripless shaft seal. This "better mouse trap" has become more common in recent years aboard new boats and for those retrofitting older vessels. Aside from the obvious claim inherent in its name, these seals benefit from not needing packing at all.

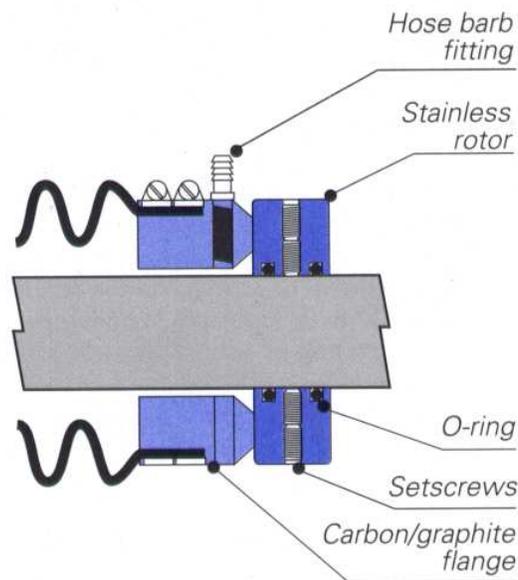
A rubber bellows replaces the straight length of hose found on the flexible stuffing box. It, too is clamped to the stern tube at the propeller end of the shaft. The watertight seal is formed by a graphite flange that nests inside

the forward end of the bellows with the double solid hose clamps.

This graphite flange has a highly polished face at its forward end that presses tightly against the polished surface of a stainless steel rotor, itself attached to the prop shaft via set screws. The bellows presses on the graphite flange all the time, even as the stainless rotor spins with the shaft. Graphite is a natural lubricant, and combined with a thin film of water it can effect a completely dripless seal if all goes well.

All does not always go well. Set screws can back out and allow the rotor to ride up the shaft under the influence of the bellows. A less than perfect seal can make a bit of a mess, too. As one user (who's also a naval architect) says, "I'm thinking of switching back to the old style unit with Teflon packing. My face-seal works pretty well, but I think it sprays a super-fine mist once the face gets a little dirty. When working right they don't drip at all. When leaking a little they fling it all over the

place. I've seen some people put clear plastic over them to contain the spray, which is something I should do."



Dripless shaft seals meant for fast-turning shafts require an injection of cooling water, often taken from the engine's cooling system, to quell friction. This hose must be underwater-rated, as a breach of the hose will allow water to flood in.

The old fashioned stuffing box may not be perfect, but neither are dripless shaft seals. The trade-offs are to be considered carefully when the time comes to replace or refurbish.

*Chris Piazza's 1979 53-foot (16.2m) Hatteras convertible busting seas on Lake Huron.*

## **Edited by Elizabeth Prince**

**Ramseur, North Carolina** Hatteras Yachts has operated under a slowly twirling corporate umbrella for decades. The preeminent American motor yacht throughout the 1970s and '80s (whose convertibles have been a force to be reckoned with on the billfish tournament scene), Hatteras was owned by American Machine and Foundry during the years of its dominant market share. Minnesota-based Minstar enveloped AMF and Hatteras in 1985, only to have the corporate name change again in 1994 to Genmar..

In those days the boatbuilding industry was still trying to recover from high interest rates and the luxury tax of the early 1990s. In 1997 Hatteras management elected to close the High Point plant where Hatteras began producing the industry's first fiberglass yacht in 1959. This would move all of their boat building operations nearer to the coast to its larger manufactur-

# The Hatter

*Over 7,000 Hatteras yachts have been produced over nearly fifty years. Owners have grown to rely on one company's expertise and parts availability to keep their classic Hatteras in top condition.*

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*Sam's Marine stocks hard-to-find parts  
for classic Hatteras yachts and convertibles  
in their North Carolina (below) and Florida (right) locations*

ing plant in New Bern, NC. Along with this move came the decision to outsource its parts functions for older models, allowing their own personnel to concentrate on new product. This would streamline operations and eliminate the positions of several people who had been with the company for decades. Steve McPherson and Doug Langley were two of those people.

Both Steve and Doug went to work at Hatteras as teenagers back in the early seventies. Steve started out in the stockroom and Doug was a third shift computer operator while finishing college. "I think I heard rumors about them closing the High Point plant and consolidating everything to New Bern the second week I worked there", laughed Langley. Steve worked his way up to the company's parts manager and Doug eventually became the head of Hatteras' computer and IT department.

Both Steve and Doug strongly considered relocating to New Bern but in the end decided against it. "One morning during our last days as



employees, Doug asked me what I planned to do" said Steve. "I told him that I didn't know how to do much of anything other than help Hatteras owners with parts for their boats. It was pretty much all I had ever done!"

With change comes opportunity, which was also realized not only by Steven and Doug but by Hatteras management.

"Steve and I sat down over breakfast one morning and decided that it would be in everyone's best interest if we started a company that specialized in the older models. All we had to do was sell Hatteras on the idea", said

*Below: Dan and Chris Sullivan's  
1967 34-foot (10.4m) Hatteras Convertible,  
hull #34C-326*



Doug. "Steve even came up with a name for the business that day; Sam's Marine. When I asked him why that name, he reminded me those were his initials."

Hatteras management endorsed the idea, allowing their own personnel to concentrate on building and servicing newer product while insuring that older product was still taken care of. Steve and Doug started Sam's Marine



DAN SULLIVAN PHOTO



JIM ROSENTHAL PHOTO

in 1998 in the back of the small screen printing business Doug had started on the side a few years earlier. "I was so bored those first couple of weeks, I helped make caps and t-shirts just to keep busy. I don't have time for that anymore", jokes Steve.

With those internal changes at Hatteras, there also came some changes in Hatteras' dealer organiza-

tion about the same time. Hatteras replaced its longtime South Florida dealer Allied Marine with MarineMax. Other than Steve and the guys at Hatteras, the only other major source of parts and information was Ed Tysenn who had spent the prior fifteen years selling parts and helping Hatteras owners in the Hatteras of Lauderdale ship store. "I was like Steve in that regard", said Ed. "My

*Left: Jim Rosenthal's 1971 36-foot (11m) Hatteras Convertible*

*Below: Kent Britting's 1970 58-foot (17.7m) Hatteras Yachtfisherman*

expertise was in Hatteras parts and service. It was a real blow when I found out that was all changing because I wanted to work with the boats I knew something about.”

After three years of growth, they decided to expand the business. The logical place to do that was in South Florida and the logical person to head up that location was Ed Tysenn with his years of Hatteras parts experience.

“Sam’s business model has always been to strive to provide the very best in customer service”, said Tysenn. “We may not sell a part every time we take a call or spend the time to answer questions, but eventually people will remember us when they need to purchase something for their boat”. Doug’s son Jeremy joined the business in 2003 and relocated to Fort Lauderdale to learn from Tysenn at the new location.



KENT BRITTING PHOTO

*The first Hatteras, the 41-foot (12.5m) Knit Wits, was built in 1960 and was the largest fiberglass yacht in the world at the time this photo was taken.*



PHOTO COURTESY HATTERAS YACHTS

“Since my background is in business and computers, I’ve tried to blend technology with good business principles and I think it has really paid off”, said Doug. Doug created the online Hatteras owner’s forum to give customers and the Hatteras

community a place to congregate. The forum has proven to be a great success with its members helping each other with technical and service issues. It also gives proud Hatteras owners a place to show off their vessels and document their restoration efforts. Sam’s also



created their own database to document nearly every hull Hatteras produced.

In this scenario, there have been no losers, only winners. The winners include Hatteras and their dealers, but the biggest winners are the owners of

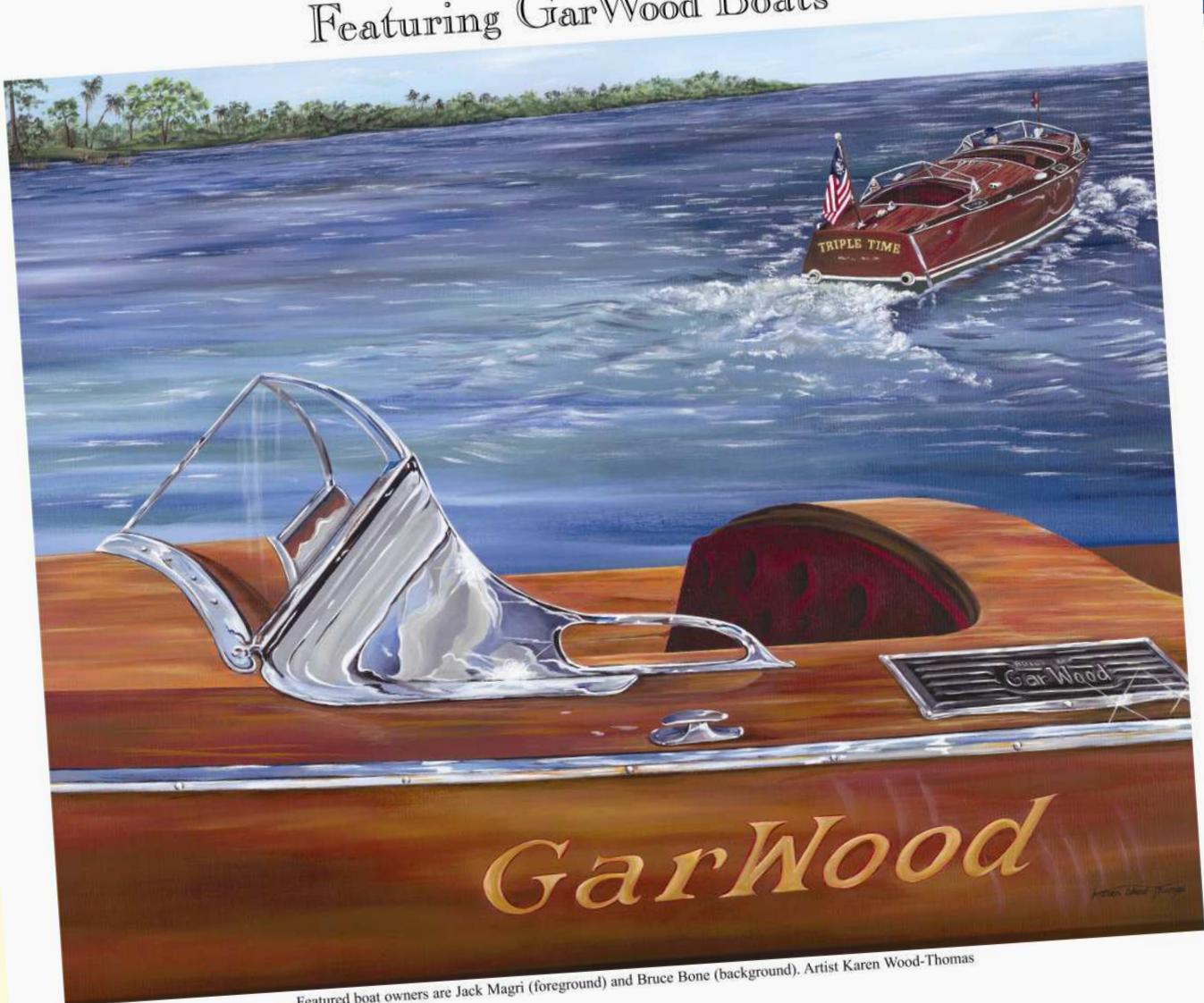
vintage Hatteras yachts who know that an experienced third party with deep roots in Hatteras history can help with their service and restoration plans. With 7,000 fiberglass Hatteras yachts extant, there are decades of upgrades and restorations to come.

# MOUNT DORA

20th Annual Antique Boat Festival

March 22-25, 2007

Featuring GarWood Boats



Featured boat owners are Jack Magri (foreground) and Bruce Bone (background). Artist Karen Wood-Thomas



OFFICIAL 2007 POSTER BY KAREN WOOD-THOMAS



Story & Photos: Bill Prince

**Mount Dora, Florida** This is the Florida you don't see on the Weather Channel or cable news at election time. Just 25 miles from artificial Orlando stand old brick buildings with genuine architectural charm, hilly terrain covered in lush oak trees, Spanish moss and enough freshwater lakes to make you think you're in

Minnesota in July. For twenty years this has been the setting for one of the largest wooden boat gatherings in the United States, the Antique Boat Festival hosted by the Sunnyland Chapter of the Antique and Classic Boat Society. While the sheer quantity of boats in attendance may have been down this year in accordance with the



lake water levels, the quality of the 200-plus boats on hand was as good as ever.

This year's featured marque was Gar Wood; a 1941 24-foot (7.3m) GW Overnighter took best-in-show honors. A century- old racing boat, the 24-foot *Atosis*, was on hand for this 20th festival, powered by a 20hp (15kW) Roberts aircraft engine and

displayed by owner Burt Norris from Tequesta, Florida. Boats from 23 states and Canada were on display for a crowd estimated by the Mt. Dora police at 50,000 over four days in a city of 11,500 residents.

The Mount Dora show is popular among classic boat owners from far afield because it is scheduled as a halftime intermission of sorts for the



St. Johns river cruise which takes place for several days before and after the festival.

A large fleet of Amphicars, not a trailer queen among them, got wet throughout the weekend, giving floating car rides to the public. Vintage plywood raceboats and classic fiberglass runabouts filled the grassy shore of Lake Dora in addition

to the mahogany jewels on the water.

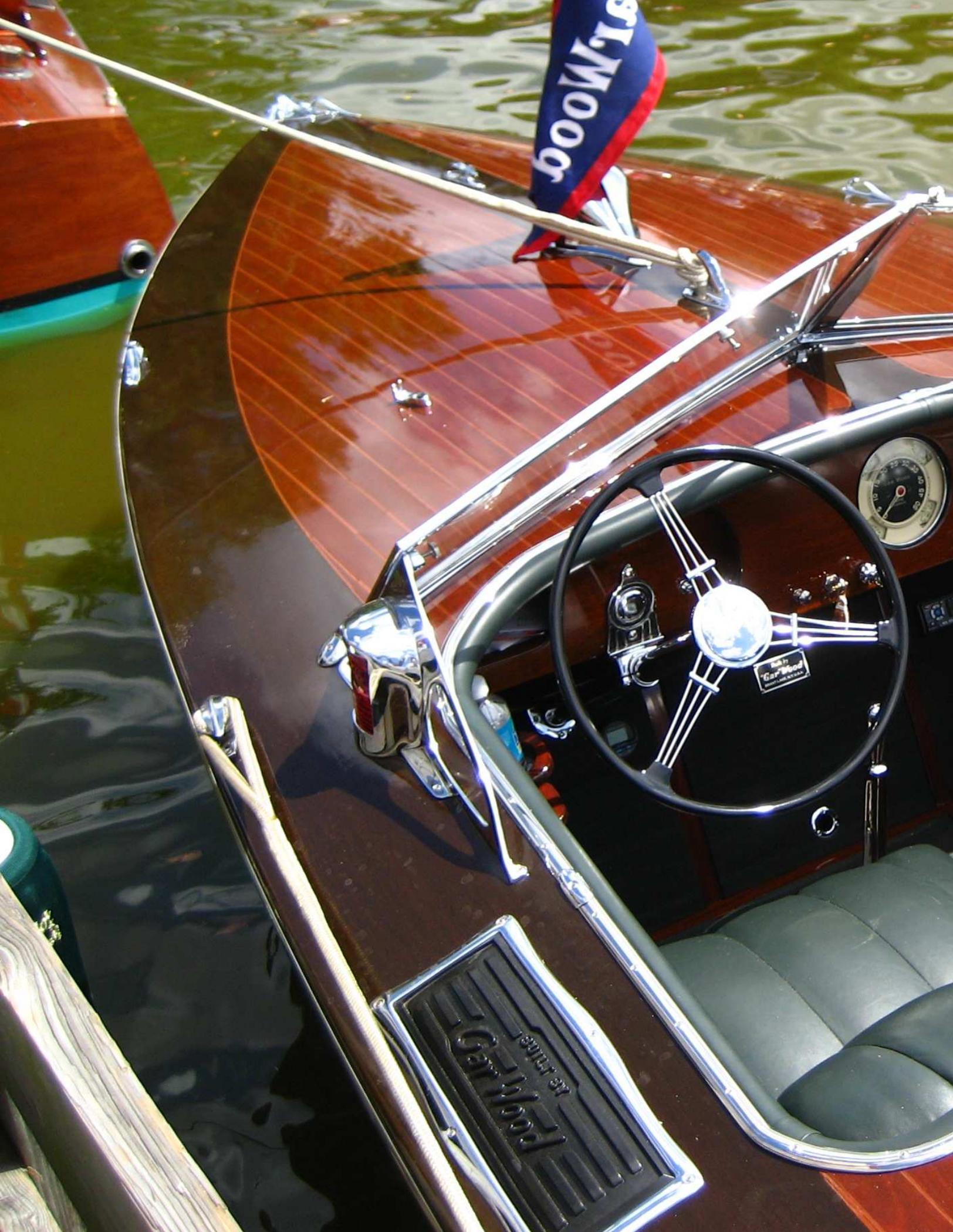
Need a cleat for a 1956 18' (5.5m) Chris Craft Continental? How about a wet bar that looks like the bow of a 1920's commuter yacht? Or an original outboard from the 1930s? All of that and everything in between can be had within steps of the busy launch ramp, itself run by valets for everyone's safety and convenience.

Classic fiberglass boats are increasingly creeping in to events traditionally dominated by the mahogany memorials; six are visible in this photo.

A sign along the shore advises park visitors to look out for alligators, as if the weekend could be any more interesting.







St. Moors

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Le Mans  
1961  
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1911 Mullins launch with 25hp (19kW) Buchanon Midget

**[Click here for more photos from Mount Dora](#)**



# READER'S *Own*



JASON RICHER PHOTO

## *Cape Codders don't need no stinkin' boat ramps*

*"Many of my friends and I have been fishing for stripers off the coast of Cape Cod for 30-plus years. We launch our boats without trailers. We drop them in the sand and push them into the water with brackets fashioned to the fronts of our trucks. To get them back on the beach, we do so on plane and power slide up out of the surf. It is a sight to see!*

*With a rope we pull them above the*

*high tide mark until the next time out. It just takes a rope and the truck to spin them back around, pointing the bow to the water and we repeat. There are many boats from different manufacturers on the beach doing this but none hold up so well as the classic Whalers. I just sold my previous 17 Eastport after 14 years of this abuse. It is still going strong with minimal maintenance.*

*For boats without trim and tilt, we*

*We launch our boats without trailers. To get them back on the beach, we do so on plane and power slide up out of the surf. It is a sight to see.*

*unlock the motors and let them drag as we land on the sand. They wear a bit but I've never seen one wear through. With power trim and tilt, we trim up as far as possible, shut the motor off at the last second and trim the rest of the way.*

*Some guys also back off the pressure relief valve and just let the lower unit drag. I think that puts too much stress on the transom, as the fluid*

*takes a bit to move through the lines as the lower unit makes contact with the beach.*

*The beach we do this on has seen closures due to Piping Plover nesting the past few years and I've stayed home. Hopefully, this summer I'll return and get some video. Lots of people have voiced an interest in seeing this."*

**-Jason Richer**



# JERSEY speed skiffs

*Mike & Tom Vezzosi's Senti-Mental Value, a Jersey Speed Skiff used recreationally without a modern roll cage. She was built in 1990 by Bud Bender*



**Story: Bill Prince**

Cue the Bruce Springsteen track now, maybe *Born To Run* or *Thunder Road*, and ask yourself one question: How would a 16-foot (4.9m) flat-bottomed, V8 inboard-powered lapstrake boat handle at 70 knots? Compared with the 23-degree deep vee hull shapes and carefully balanced (about 65

percent of the way aft) layout of today's state of the art offshore powerboats, the answer could be a frightening "not well!"

The classic Jersey speed skiff formula has, ah, *evolved* to this point, having been worked on by generations of

*By 1948 the Jersey speed skiffs had their own APBA class and the horsepower war commenced. By the end of the decade, these supersized ironing boards were hitting 40 knots. They now exceed 70.*



JEFF LAMARCO PHOTO

BILL PRINCE PHOTO

racing enthusiasts with no shortage of Jersey attitude.

The speed skiff is a shirrtail relative of the traditional Sea Bright skiff, typically rowed or sailed through the surf en route to fishing hotspots. Harold "Pappy" Seaman built the

first speed skiff in the 1920s in Red Bank, New Jersey. He installed a 22hp (16kW) 4-cylinder Gray engine amidships, allowing the boat to skip and slap over the chop at 20 knots.

The genre slowly proliferated through the 1930s, and by 1941 the American

*Since the skiffs can easily trip on their chines and change direction uncontrollably, the safety cages protect drivers and mechanics from having their competition literally come down on them.*

Power Boat Association allowed the type to appear as a special event with the help of the Long Branch Ice Boat and Yacht Club.

Speed skiff racing returned to Red Bank in 1946, still as a special event. By '48 the racers had their own APBA class and the horsepower war commenced. By the end of the decade these supersized ironing boards were exceeding 40 knots.

Fiberglass skiffs hit the scene in the 1960s, by which time speeds were over 50 knots. With wood and fiberglass boats racing together, it was time for the design rules to be more carefully defined in order that the racing series be competitive. The rules agreed to in the 1960s are still used today. Engines used in competition cannot exceed 305 cubic inches (5.0L) and the boats are all 16 feet (4.9m) in length.

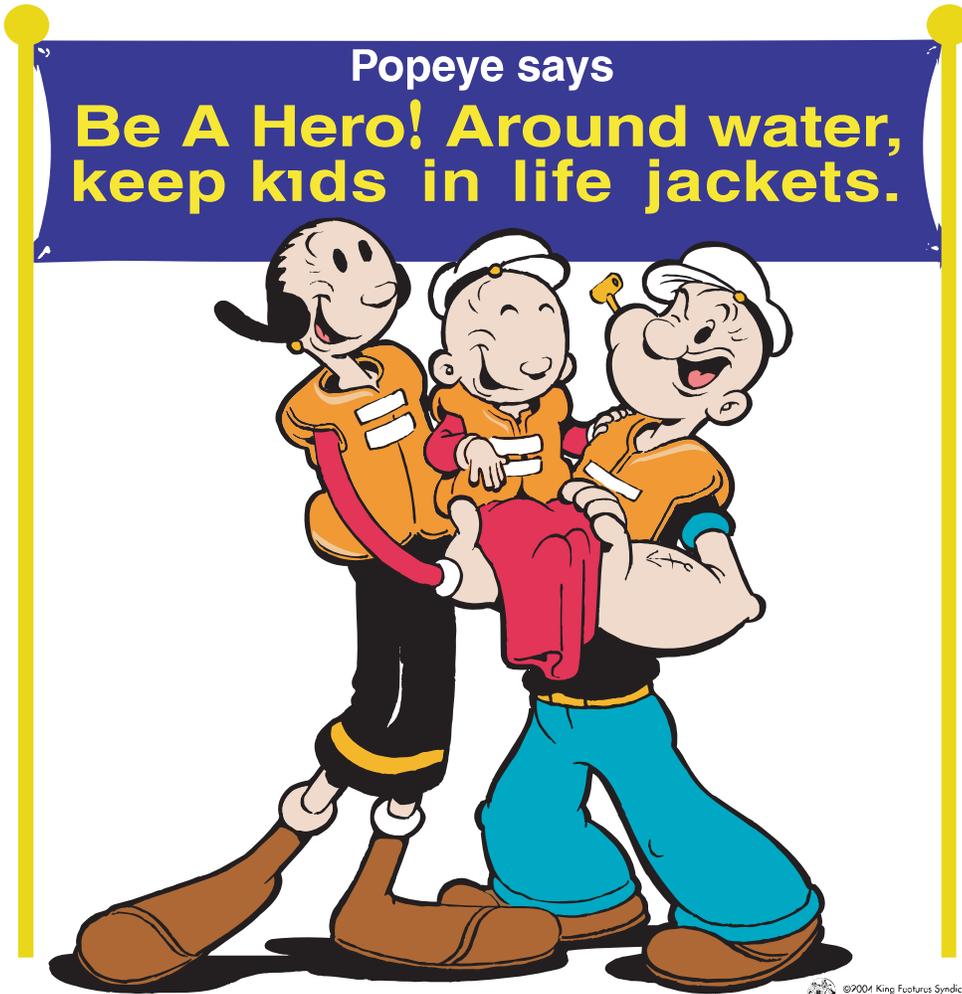
Speed skiff racing began to emerge in Florida in the 1970s and today there are more APBA-registered skiffs in Florida than New Jersey, according to

APBA member Bob Moore. As many as one hundred speed skiffs still participate in racing or recreational events across the United States and Canada.

In contemporary racing, the skiffs must weight at least 1,600 pounds (726kg) and carry a riding mechanic in addition to the driver.

Speeds hit the 80s in the 1980s and sea skiff racing was truly a nationwide activity. As in many other areas of modern life, safety became a major issue with the temperamental boats in the 1990s. Since the skiffs can easily trip on their chines and change direction uncontrollably, the safety cages protect drivers and mechanics from having their competition literally come down on them.

Not content with 5-liter engines and speeds in the 80s, some owners who use their skiffs for pleasure are installing 350 cubic inch (5.7L) Chevy power, which may make its way into racing boats in the years to come. Born to run, indeed!



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# MIGHTY CLASSICS

*What's the founder of FiberClassics doing with an aluminum boat?*

*Uncovering a piece of history.*



**Story and Photos: Kelly Wood**

**Salt Lake City, Utah** There's a small shop here known as Hansen's Marine, in business from sometime around the late 1960s. The owner passed away a few years ago, leaving behind one very odd boat, *Metal Maid IX*, sitting uncovered, bow down under a pine tree for over thirty years. It sat tucked away in a secluded spot where nobody saw it, until recently.

The son of the owner placed an ad in a local paper and was giving away the

remains of his dad's old shop. I caught wind of it, met up with him and ended up taking home this strange old aluminum boat.

Before taking her home, I had a few words with the son of the deceased owner. He claimed it to be a racing boat, the last of nine of her type ever built. Said to be built by a metal worker in Salt Lake City, she was fabricated from military surplus aluminum dating back to World War



*“Why is this boat in an article associated with FiberGlassics? Because we accept all classic boats and it’s about boating, not what they’re made of.”*  
—Kelly Wood, founder of FiberGlassics

II. As the story goes, the stern quarters of the boat were actually made from unused wingtips from wartime aircraft. The young man claimed that more information was available but he'd have to sift through his dad's office and would get back to me on the remaining details, so I drove away with the mystery aircraft aluminum racer in tow.

Once home, I took picture after picture and just stared at it. What an

*odd* boat I had here! I began looking for clues on its age, and slowly the story began unfolding.

The original trailer sported a 1.5 inch (38mm) bulldog hitch with patent numbers dating to the mid 1930s. The wheels, old Kaiser spoked jobs, were originals as was the welded front Ford axle under the trailer.

The boat, made completely of aluminum, is unusual in that its rivets



aren't the typical marine type, but flush rivets similar to what you'd find on an aircraft. Not one rivet protrudes from the skin, she's smooth as a baby's bottom.

Upon closer inspection, the hardware, steering wheel, etc. are all of the same period; late 1930s to 1940s. The boat's engine is a 1940 Evinrude and was still mounted on the transom when I took delivery. Another engine came with the boat but had never been

used. This one came complete with the racing lower unit. Seized, but still there!

All in all a pretty neat specimen, but not quite my cup of tea or area of expertise. I'm not an aluminum-boat person and had no idea how to go about putting it back together. It was all there, all the way down to the front rumble-seat hatch, rear cockpit, wood seat frames and ripped upholstery. I put the boat on eBay

# Lights! Siren! Siren?

knowing it was something special and it brought a hefty price. The new owner picked it up and it disappeared into the sunset, en route to California.

A year later the owner called, needing to get rid of *Metal Maid IX*. Now we're on our way to California to get her back! In a follow-up article I'll detail the retrieval. The *Metal Maid VIII* has been located too, and we're

uncovering more history about both boats, which I'll elaborate on next time.

*Kelly Wood is the founder of Fiber-Glassics, the leading web forum for vintage fiberglass runabouts and small cruisers. And weird aluminum boats, apparently.*

[fiberglassics.com](http://fiberglassics.com)

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# The Joy of **Small Boats**

The stories behind such ubiquitous names as Boston Whaler and Sunfish prove that a classic yacht need not be huge. In fact, many of the world's dories, skiffs and centerboards provide the highest "fun per pound" available on the water. These feel-good boats, old or new, are nothing if not easy on the eyes.

*A classic Peterborough runabout spotted in Seminole, Florida*



*In 2006 Transom Boat Works won the award for "Best Runabout" at the Mahone Bay Classic Boat Festival for its 21' (6.4m) Handy Billy motor launch.*



**Handy Billy by Transom Boat Works** *This is what you get when you combine a pile of marine ply, Oak, Pine, Spruce and Angelique with 1,000 man hours.*

**Sunnybrook, Nova Scotia** Transom Boat Works began construction of this 21' (6.4m) Harry Bryan-designed Handy Billy motor launch (above) in 2006. Powered by a 30hp (22kW) Nissan four stroke engine located in the rear motor well, she'll propel her new owner at speeds of up to 16 knots in classic style. The keel and stem are built of premium South American Angelique. They form a strong and rot-resistant backbone upon which BS1088 marine plywood has been double planked to form a robust hull form. All her fastenings are silicon

bronze according to the builder and all adhesives are West System.

Transom Boat Works is a full-service boat building and repair shop located five minutes from Mahone Bay Harbour, Nova Scotia. Transom Boat Works is the official boatshop of the Mahone Bay Civic Marina.

In 2006, Transom Boat Works won the award for "Best Runabout" at the Mahone Bay Classic Boat Festival for its 21' Handy Billy motor launch.

[transomboatworks.com](http://transomboatworks.com)

The Minto has been built in the Pacific Northwest for the past 45 years, with over 1,400 commercially built and numerous more as knockoff home projects.

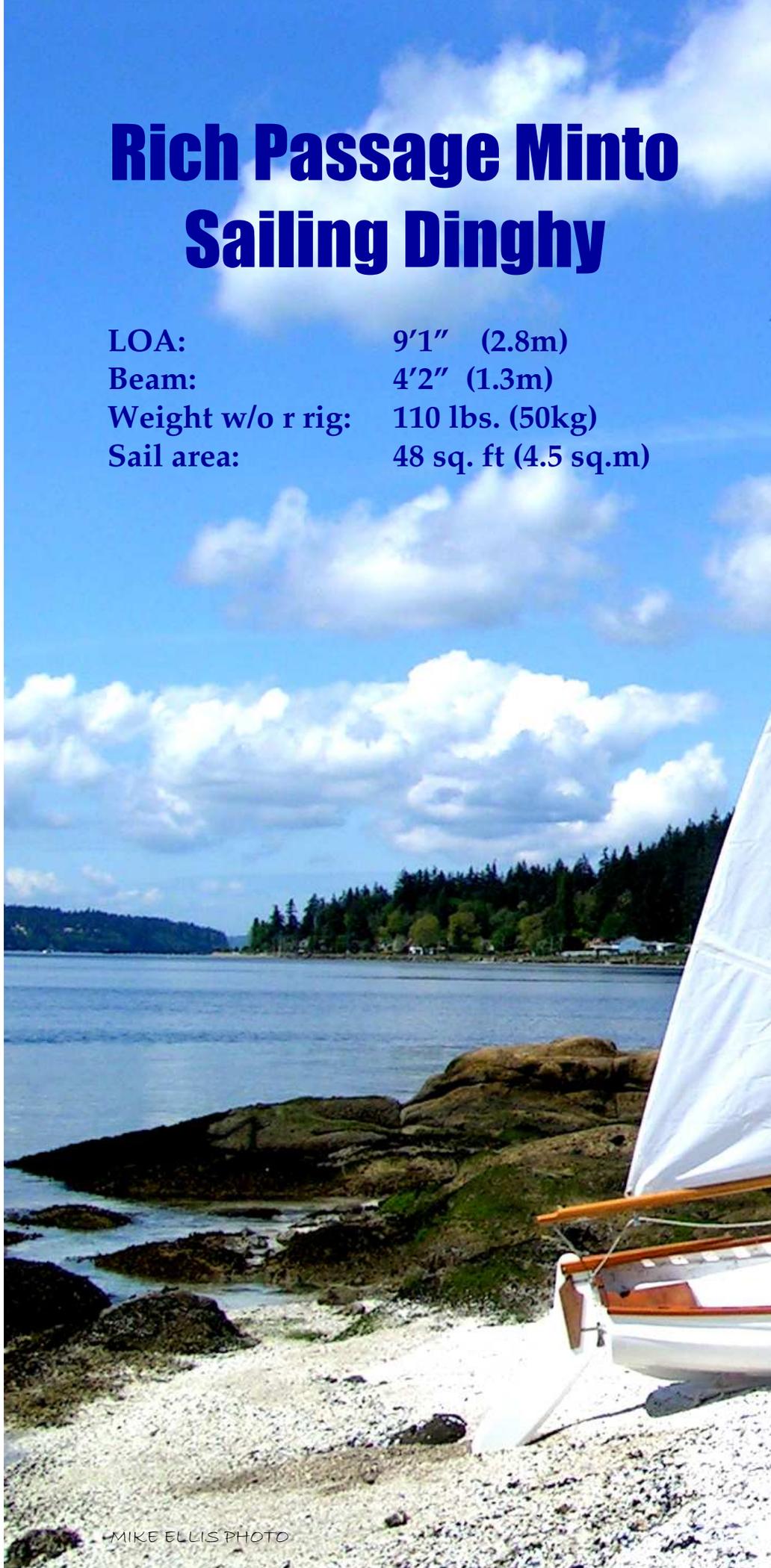
The original builder was Ed Hoppen at the ED-DON Boat Yard in Gig Harbor, WA who was also the original builder of the Thunderbird sailboat.

After building a couple hundred Mintos in the early 1960s, Ed licensed Ranger Boats of Kent, WA to produce the boat. Ranger built about 1,000 before the business was sold in 1999. The new owners didn't want to make sailboats and either sold or destroyed the Ranger molds. However, the two Minto molds were sold and one was used to put the Minto back into production in 2005 by Rich Passage Boats.

[richpassage.com](http://richpassage.com)

# Rich Passage Minto Sailing Dinghy

<b>LOA:</b>	9'1" (2.8m)
<b>Beam:</b>	4'2" (1.3m)
<b>Weight w/o r rig:</b>	110 lbs. (50kg)
<b>Sail area:</b>	48 sq. ft (4.5 sq.m)





# NEXT ISSUE



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Ron and Carol Beberniss build *Annie*, a 53-foot Jay Benford-designed coastal cruiser to world class standards with the help of only one part-time assistant in 16 years.



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Japanese sailing legend Minoru Saito, 71, is preparing for his 8th single-handed circumnavigation, this time the "wrong way" around against prevailing winds and currents.



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We look at the latest advancements in electric propulsion for new and re-powered boats up to forty feet.



## Arnold Boatworks

An experienced Florida yacht captain turns his talent for fine joinerwork into a unique small business catering to wooden boat owners with high standards.



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