



Lin Hines

Chanteyman

[GRAND BANKS' SALTY COUSIN]



STORY BY ROBERT M. LANE

A half century back, the guys at Balboa Marine in Newport Beach, California, decided the boating world needed a modest production yacht capable of cruising from San Diego to Los Cabos, at the southern tip of Baja California Sur, without refueling.

Finding diesel and gasoline along that barren coast was nearly impossible in those days, and it remains difficult today.

John Granath and his associates turned to Hugh Angelman and Charles Davies, fellow Californians and yacht designers well known for their Sea Witch, a much-admired auxiliary ketch design from which many boats have been built. Also involved was a New York company called Products of Asia; its marine division was managed by William Shaw, a naval architect who moved on to design work and management at Pearson Yachts. He is well known for the 35 Pearson, a classic and still popular sailboat.

For their motorboat customers, Angelman and Davies drew lines for an efficient diesel cruiser with a waterline length of 34-1/2 feet. They gave her a round-bottomed displacement hull, a tall bow to turn aside seas, a four-banger diesel engine, a raised pilothouse with an array of huge windows, and a saloon deep in the belly of the boat. That's strong work/fish/sailboat styling, except for the overgrown windows, which seem out of place on an ocean cruiser. With five tanks carrying 450 gallons of diesel, the slow, thrifty craft could make that 700-mile run along the Mexican coast.

The Balboa Marine cruiser was crafted of mahogany for inch-thick planking fastened with copper rivets; the tropical hardwoods ipoh and yacal for framing, deck beams, and bilge stringers; and teak for trim and decks. Marine-grade plywood was used for sub-decks and cabin sides. Standard power was a thrifty 68hp four-cylinder Ford Dagenham diesel with an Osco marine conversion package. A 98hp Ford six was an option. An undated flier from Balboa Marine lists the base price at \$25,500 for boats with the small engine and \$26,500 for the six.

Angelman and Davies added a simple flybridge, with helm and engine controls in the shelter of a windscreen fixed to the aft edge of the pilothouse roof. The open space atop the saloon roof also was a good place to park a dinghy.

The promoters called her Chantyman...or Chanteyman. The builders seemed uncertain about the name, using both spellings. I'm going with the latter because the three dictionaries in my office favor "chantey" for the songs sung by sailors as they worked, and because sponsors of a new website devoted to the history of the boat also have chosen it (see www.chanteymantrawleryachts.org).

Brad Davies, a son of Charles Davies, owns the design and papers from the boat's brief life in the early 1960s. As a youngster in California, he helped unload Chanteyman yachts from freighters. He remembers the heavy teak timbers used for cradles. No one would think of using high-value teak for boat cradles today, even if the wood were available.

An estimated three dozen Chanteyman boats were built. Three models were offered—Newport, Barnegat, and Olympia—but the differences were minor and mostly in sleeping and galley arrangements. The Chanteyman may be better remembered by some for the name of its builder than for its appearance, performance, or seakeeping qualities.

All were built on Junk Bay in Hong Kong by American Marine Ltd. Then a custom builder, American Marine had finished a number of boats designed by the Angelman-Davies partnership, including several Sea Witch ketches. Not much later, in 1965, American Marine launched a 36-foot wood tri-cabin yacht it called a Grand Banks, and it went on to build thousands of those popular boats. (Today the company name is Grand Banks Ltd.)

It's unclear why production of the Chanteyman ended. Three dozen boats in about three years is a good production run for a start-up company, so there apparently were other factors that influenced the decision to stop building it.



Robert M. Lane

Classic styling creates a warm and comfortable saloon on Chanteyman yachts.

Brad Davies recalls that the New York parties involved were disappointed with the yacht's 7-knot displacement speed and looked for something faster. What caught their attention, he said, was the plan for *Spray*, a 36-foot raised-pilothouse boat that is considered the prototype for the entire Grand Banks fleet. A semi-displacement boat with two engines, she would be somewhat faster.

Designed by Kenneth Smith, *Spray* and all other Grand Banks yachts were built on the semi-displacement hull, which offered some additional speed in the early years and a lot more speed in later models. More important, perhaps, was that the design did not have the steep, ladder-like steps found on the Chanteyman.

One might argue that the Chanteyman is, at best, a distant cousin of the Grand Banks fleet. But the small, doughty craft are accepted as sisterships and often are found at gatherings of GB owners. Because I have written about Grand Banks and its history, I learned some of the Chanteyman story years ago.

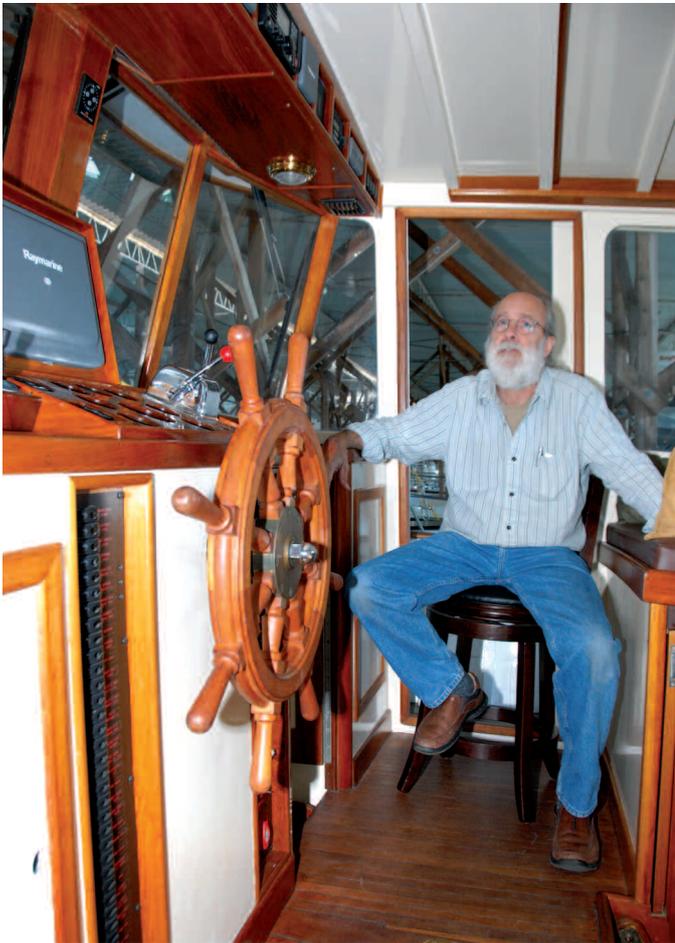
Pursuing new leads recently led me to a Chanteyman called *Plowman* in a covered moorage in Everett, Washington, and then on to Olympia, at the extreme

south end of Puget Sound, to spend time aboard *Wandrian*. My final stop was Brownsville and a marina at a wide spot in a two-lane road on the west shore of the sound, where I took a long look and a short ride on *Salty Quacker*. There's a fourth Chanteyman in Port Townsend, on the edge of the Strait of Juan de Fuca, and a fifth at Friday Harbor in the San Juan Islands, but I ran out of time to see them all.

A CHANTEYMAN RESTORATION

Pat Clifford is a retired Everett, Washington, high school teacher, with four earlier boat restorations in his log. In 2005 he found the boat he wanted badly for cruising and anchoring in quiet places: a full-displacement craft, a seakindly boat, one that fit his needs. "I saw it on the Internet, and I flew down to Los Angeles twice to see it," he told me while we sat on the shaded aft deck of that boat, the 20th Chanteyman. She was built in 1963.

I spent several hours aboard the 47-year-old boat and walked away amazed. Pat, with the help of a talented Everett boat shop, B&B Marine, completed a superb



Photos by Robert M. Lane



Left: Pat Clifford's restoration of *Plowman* was a huge job—and the results are spectacular. Right: The new John Deere just fit through the entry to *Plowman's* engine room. When the steps overhead are lowered, they conceal the engine.

restoration over two years. It was a huge effort, and it cost a ton of money—Pat didn't want to talk about that. It involved replacing nearly every system and piece of equipment and installing contemporary gear, and they did it without messing seriously with the original Angelman-Davies design.

This is not in any order, but here's some of the major work performed by Pat and his helpers, whom he described as "Tom [Upshaw], the genius electrician, and Peter [Grove], the genius wood artist":

They installed hydraulic steering, rewired the entire boat (both AC and DC), installed two new aluminum fuel tanks, and hung an electric thruster on the transom. The teak deck was refurbished and re-caulked. (In cleaning out old wiring, Pat found some Romex cable, the solid copper wire that is good for homes but a huge no-no on boats.)

A 4kW Westerbeke generator was installed in the lazarette, along with a Webasto furnace. They reupholstered cushions throughout the boat, added new interior lighting, and installed cold plate refrigeration

in an old icebox. Money flying out the door, Pat installed a new bank of 12VDC engine-start batteries and a second bank with eight 6VDC golf cart batteries for the house system, plus an inverter. Power flows through a pair of new, custom circuit-breaker panels, and the wiring I saw behind those panels and elsewhere in the boat is equal to or better than anything I see on new boats.

Partway through this overhaul, the original Osco Ford died. Instead of rebuilding that engine, Pat opened his checkbook again and ordered a four-cylinder, 80hp John Deere. It's a mechanical, naturally aspirated diesel that burns less than 1gph at 6 knots, Pat reports.

One reaches *Plowman's* brightly lit engine room by lifting the stairway between the pilothouse and galley. (There's a hook in the overhead to hold it up.) Removing the Ford required making the stairway and its framing disappear temporarily and dismantling the old engine. They were able to scoot the old out and the new in through the aft saloon door, with an inch or two to spare.



Above: Restoration complete, Lin and Maryke Hines are ready to take *Wandrian* to Alaska. Right: Both styling and name make *Salty Quacker* a distinctive cruiser.

Plowman is independent of the shore. Pat wants to visit remote harbors in the winter, including special places such as Princess Louisa Inlet in British Columbia. “So I made it for use all year-round,” he said. “Anchoring is a joy for me.”

Wrapped for the winter, the boat would not leave her slip during my visit, so I asked Pat how she handles at sea. “I am very pleased with her seakeeping qualities,” he said, adding that he and the boat were caught in Rosario Strait on a bad day, with seas reaching 8 feet. Trying to cross the strait, those seas would be on his beam. And a round-bottomed displacement hull does roll.

Pat put the storm behind and ran with it comfortably, despite the size of the following seas. “There is something to say for full-displacement boats,” he added.

All three Chanteyman models have two heads, but some users have removed the toilet that was crowded into the forward V-berth area. Advertisements for the Chanteyman boasted that the boat could sleep nine. That would have been an elbow-bumping mess, and owners today say four is about the maximum for overnights.

Plowman is a Newport, with two quarterberths aft of the main saloon; folks sleep there with their feet extending beneath the aft deck.

All models share other design elements:

The center of the saloon on all styles is devoted to a convertible settee, other seating, the galley, and a head with shower. Although the saloon is deep in the boat, rows of windows fill it with light and offer good views.

In the pilothouse, four large windows frame the view forward. Equally large glass panels are found in the doors and side windows. The corner structures block some of the sightline aft, but it would be easy to lean out the door for a glimpse of traffic behind. There’s a settee on each side of the stairway from the saloon; a filler piece can be dropped in over the steps to create a continuous seat. It offers plenty of room for guests, and perhaps a berth for a ninth passenger.

Steps leading down to the V-berths are steep, almost ladder-like. This is a tight space, but it’s a good place for the night. I bet grandkids would love it.



Photos by Robert M. Lane

“I believe I have more on this boat than you’ll get on a new one,” Pat told me. “She has yacht-like comfort, but she’s still a workboat.”

LAUNCHING A WEBSITE

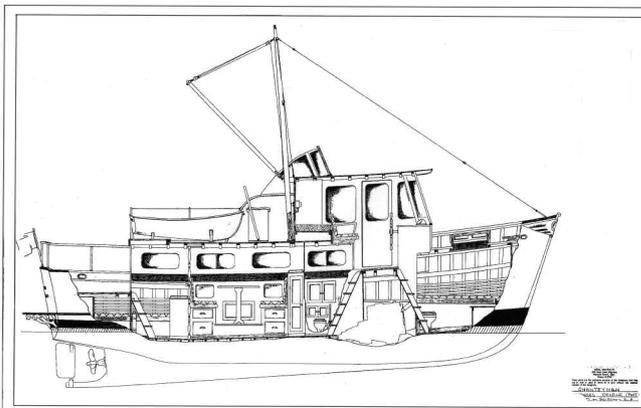
Lin and Maryke Hines shelter *Wandrian*, the ninth Chanteyman built, in a boathouse at the Olympia Yacht Club. It was a chill fall day when Lin unlocked the club gate for me, but the boat was pleasantly warm—partly because of a small heater, but also because of her comfortable furnishings.

Retired owners of a California camera shop, Lin and Maryke had been cruising Pacific Northwest waters in a 34 CHB trawler. One day, out of curiosity, they walked to an adjoining pier to check out a wood boat show. Rafted out was a Chanteyman with Barnegat interior styling.



CHANTEYMAN — ORIGINAL PLANS

LOA	37' 6"
LWL	34' 6"
BEAM	12' 9"
DRAFT	3' 6"
DISPLACEMENT	33,000 lb.
FUEL	450 U.S. gal.
WATER	195 U.S. gal.
ENGINE	Four-cylinder 68hp Osco Ford (standard); six-cylinder 98hp Osco Ford (optional)
MAXIMUM SPEED	13 knots (standard power)
CRUISE SPEED	6–7 knots
DESIGNERS	Hugh Angelman and Charles Davies
BUILDER	American Marine Ltd.



Courtesy of Angelman, Davies, Ward Naval Architects

Robert M. Lane



Mike Wessel has loved and pampered this Chanteyman, the 10th built, for 22 years.

“We went aboard, and basically we fell in love with her,” Maryke said. The owner was also a member of the club, and the deal included the boathouse.

As they refurbished the boat, they also became intrigued with the history of the Chanteyman fleet, and Maryke began developing a website devoted to it. So far, she has posted photos of eight yachts. One is the green-hulled *Sea Chanty*, hull 27, which has been owned since launching by Trish and Tore Vizzini of Stevensville, Maryland, according to the website. Maryke welcomes contributions from other owners and observers who have seen Chanteyman boats.

The two Northwest boats on her list that I haven't seen are *Teal*, recently purchased from an Alaska owner by 88-year-old Carl Johnson of Nordland, Washington, and *Lorianne*, which is moored in Friday Harbor.

Wandrian came to the Hineses in good condition. They replaced the keel shoe while the boat was hauled for painting, and they dealt with some bonding issues. “The structure of the boat was perfect,” Lin told me. “We wooded her underwater and repainted. There was no problem at all.”

Almost all old boats spring leaks, and *Wandrian* had a few. Lin and Maryke have corrected most of them, and being moored under cover keeps the boat dry through the wet Northwest winters.

They did have one huge problem. The engine, a General Motors Bedford diesel, quit in a cloud of steam and a shower of oil. After a costly tow home, they learned that parts were not available. The couple took a long look at their retirement budget and then



installed a 135hp John Deere, a four-cylinder electronically controlled engine. Lin said they had about a finger's width of clearance as they moved new and old engines through the saloon door.

The new engine burns 2gph at 7-1/2 knots.

"At that time, I was unhappy with the electrical system, which had both 12- and 32-volt wiring," Lin said. "So I completely rewired it as a 12-volt system."

The result is a bright, all-white engine room with an electrical system that appears perfectly done. Unlike other Chanteyman boats, *Wandrian* has three engine room access points: the central stairway, which swings aside rather than up; a hatch in the pilothouse; and a small doorway in the head that requires a hands-and-knees approach.

They removed an old generator and now rely on a 3,000-watt inverter and a bank of four 6VDC golf cart batteries to operate boat systems. A large, engine-driven alternator charges them.

Structurally, the pilothouse is original. Its salty styling includes exposed overhead beams that support the roof. The only original electrical device is a loudhailer; the couple added up-to-date electronic navigation systems.

The wide side decks and protective railings appeal to Lin and Maryke because they occasionally have young grandchildren visiting. "That makes us feel good about having kids aboard," Lin said.

They praise the boat's seakeeping. "We've been in some rough stuff, and we got along well," Lin said.

The boat, he added, "is pretty close to where we want it." So their cruising horizons have broadened. Next destination: Southeast Alaska.

DECADES OF CARE

Salty Quacker is moored in a boathouse at Brownsville Marina, a nice place on a rural side road north of Bremerton, Washington. Unlike *Plowman* and *Wandrian*, *Salty Quacker* has not been through a major restoration.

That's because Mike and Carol Wessel have owned their Chanteyman, the 10th built, for 22 years. And they have taken care of her all the way.

A former owner replaced the four windows in the pilothouse with three, but few will notice the difference.

The Wessels used to own smaller, faster boats. "In the spring of '87," Mike recalled, "some friends told me they saw a boat in a magazine and thought I would like it."

"She was in really good shape," he continued. "I liked it." They bought her and have been cruising local waters since.

Mike gave me my first ride in a Chanteyman. We opened the boathouse door, he punched the starter button once, and the Perkins 6 instantly burst into song. That's not the original engine; Mike has rebuilt it once.

Maneuvering space was tight, but the large single rudder and Mike's adept use of forward and reverse gears quickly turned the boat 90 degrees, and he set a course for the marina's outer breakwater, where we tied up while talking boats and exploring details in bright daylight.

Mike is a skilled woodworker, and his handiwork shows. The boat originally was fitted with a manual bronze windlass. He built a teak platform for it. He modified the galley sink and removed the V-berth head and one of the bridge helm seats. He doesn't use the upper station often, because the view from the pilothouse is better.

Beautiful wood is abundant on Chanteyman boats. *Salty Quacker* has a parquet sole of 5/8-inch-thick teak. On *Wandrian*, the sole is oak. The exterior decks on the Wessels' boat are surfaced with teak; a previous owner of the Hineses' boat laid a fiberglass-like coating over the teak deck planking. Mike's woodworking skills also show on *Wandrian*: he built a teak grate for her shower.

Over the years, the Wessels have installed Webasto heating, and added water tanks and new fuel tanks aft, which required replacing the teak planking on the aft deck. They tossed an old generator, replacing it with an inverter and batteries.

As for the promotional promise that the boat will sleep nine, Mike said he and Carol have cruised with seven aboard overnight. But it was family, so it worked, he said.

OLDIES CAN BE KEEPERS

With a blocky pilothouse, a high bow, and a steep drop in the sheerline, the Chanteyman is a distinctive boat. Its longevity is a testament to the quality of the craft and the workmanship of American Marine. A well-built yacht can be a good cruiser even after 50 years of service.

Chanteyman owners demonstrate the possibilities. Today, a new boat in the 34- to 36-foot range will cost from \$300,000 to a lot more. Although we did not discuss specifically how much they had spent, I would estimate that neither Pat Clifford nor Lin and Maryke Hines made a total investment of more than one-third the price of a new yacht.

Without debating the issue of wood construction, *Plowman* and *Wandrian* appear equal to today's new boats in system quality, function, and performance. *Salty Quacker*, a remarkable boat that has not needed major restoration thanks to decades of good care, comes close.

The lesson here is that older boats should be bought, used, and loved—not parked and forgotten. 