

# Western Wood



The Northern California/Lake Tahoe Chapter of the Antique and Classic Boat Society, Inc.

Volume 39, Issue 2&3

Quarterly Newsletter

Spring & Summer 2021



## Boating is Back !

Wood & Glory

Runabouts on the River

Lake Shasta Rendezvous



+ GARWOOD + HACKERCRAFT + RIVA +

**Northwest Classic Boats, Inc**



**Still here for you!**



**Expert Riva Restoration**

Rivas are unique boats that require special talents, tools and materials to bring them back to factory new. The master craftsmen at Northwest Classic Boats have the knowledge and experience to restore Rivas the way Carlo Riva built them.

Call Rudy • 530-888-0100  
2880 Ayres Holmes Rd • Auburn, CA 95602  
nwclassicboats@att.net  
[www.northwestclassicboats.com](http://www.northwestclassicboats.com)

+ GREAVETTE + STANCRAFT + HIGGINS +

LYMAN + VENTNOR + FAYBOWEN + STREBLOW

CENTURY + DART + SEALYON + CHRIS CRAFT



**Don & Sylvia Leutz**  
Real Estate Brokers

CA Licenses: #01339390 & #01339286

**530-541-8849 - 808-652-9402**

Email: [Leutz@Inreach.com](mailto:Leutz@Inreach.com)  
[www.TahoeHomesandMore.com](http://www.TahoeHomesandMore.com)

**ACBS MEMBERS SINCE 1984**



*Don Leutz—Certified Residential Specialist*

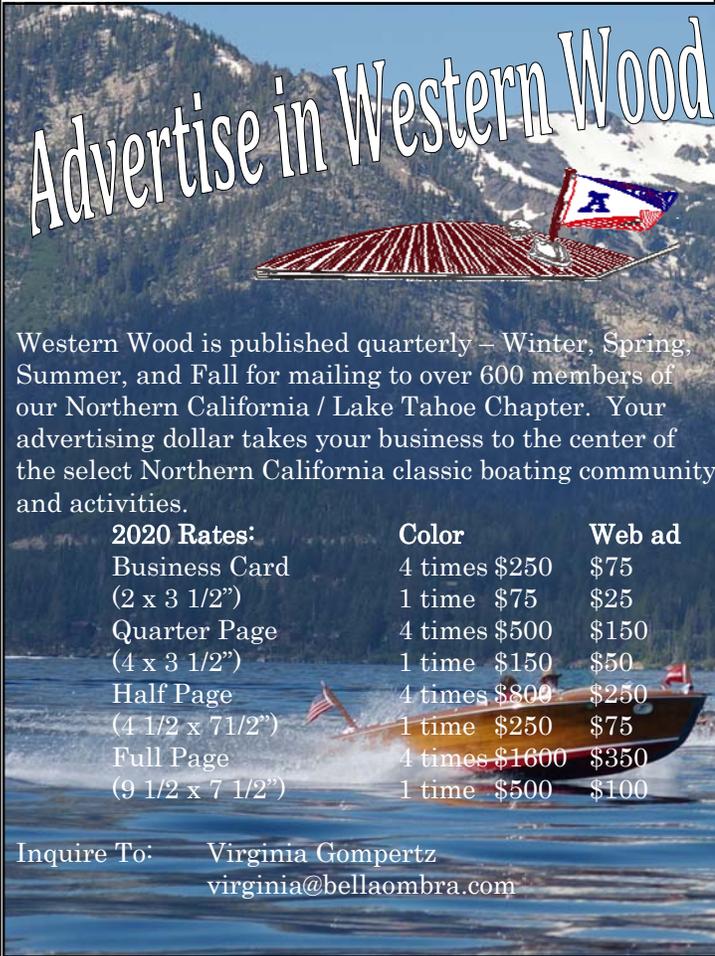
**Rod's STITCHED INTERIORS**

BY APPOINTMENT

---

**ROD SOUZA 821<sup>1/2</sup> PETALUMA BLVD. NO.**  
PHONE 707-763-8293 PETALUMA, CA. 94952

*Advertise in Western Wood*



Western Wood is published quarterly – Winter, Spring, Summer, and Fall for mailing to over 600 members of our Northern California / Lake Tahoe Chapter. Your advertising dollar takes your business to the center of the select Northern California classic boating community and activities.

2020 Rates:	Color	Web ad
Business Card (2 x 3 1/2")	4 times \$250 1 time \$75	\$75 \$25
Quarter Page (4 x 3 1/2")	4 times \$500 1 time \$150	\$150 \$50
Half Page (4 1/2 x 7 1/2")	4 times \$800 1 time \$250	\$250 \$75
Full Page (9 1/2 x 7 1/2")	4 times \$1600 1 time \$500	\$350 \$100

Inquire To: Virginia Gompertz  
[virginia@bellaombra.com](mailto:virginia@bellaombra.com)

**WESTERN WOOD** is the Quarterly newsletter of the Northern California/Lake Tahoe Chapter, of The Antique and Classic Boat Society, Inc. and is published for the benefit of Chapter members. Publication dates are:

May-Spring	Deadline: April 15
August-Summer	Deadline: July 15
November-Fall	Deadline: October 15
February-Winter	Deadline: January 15

The newsletter is available on our website: [www.acbs-tahoe.org](http://www.acbs-tahoe.org)  
Questions, articles for publication, advertisements and letters to the editor, etc. should be sent to...

[lee.chase@comcast.net](mailto:lee.chase@comcast.net)  
[sandy-chase@comcast.net](mailto:sandy-chase@comcast.net)

## Somewhere Along the West Shore



## Things have to get better, don't they?

Neither pandemic, low water, nor wildfires can prevent our ACBS members from attending our events. It seems that all the forces of nature were working against us for the last two years as we had to cancel all events for over a year. Vaccines helped us past the pandemic but smoke from wildfires and mandatory evacuations ruined boating on Lake Tahoe in August and low water limited boating on Clear Lake. Despite all this we were able to have a Wood & Glory event in slightly modified form. It was a great event that was the start of returning to normal for our ACBS events.

Low water was also a problem at Lake Shasta, but the Gurries were able to find a way to get boats in and out of the water and those who attended the Shasta event had a good time playing in the water.

One good thing about the Delta is that it will never have low water. Its level is determined by the ocean tide, so the only question is whether it is fresh water or salt. Runabouts on the River show was blessed with good weather, minimal smoke from wildfires and plenty of water.

Our boating this summer had its ups and downs. I put Creamsicle, my 1964 Campbell, in the Homewood High and Dry Marina at Lake Tahoe, for July and August figuring we would spend a good deal of time at our Tahoma cabin those two months. July went well until the last weekend when we, along with Steve Caplan, headed out for a long cruise to Sand Harbor. Just as we were approaching Tahoe City the engine started miss-firing. I prudently turned around and headed back toward Homewood. Before we got all the way back, the engine quit completely. With the help of Steve, I determined that there was no spark at all, great! Meanwhile Sandy called the Marina, and they sent a dingy out to tow us back to the harbor.

It turns out that one of the things I did to improve the performance of the vintage Ford 427 engine was to install a new Pertronix "Flame-Thrower" electronic distributor. The distributor is a beautiful billet aluminum replacement that fits perfectly in the place of the original. And it works beautifully until it doesn't. The little red "Ignitor II" module failed.

A replacement module was easily obtained and is relatively easy to install, the only problem is that the marina no longer lets customers work on their own boats at the marina, citing liability and insurance but I think it was more about dealing with nuisance boat owners like me. They did however, let me tie up to one of their buoys outside the harbor where I could work on the boat. Bobbing around in the water made the repair a little more challenging but I managed to do it without dropping the tiny screws into the bilge. That done, the boat ran great, and we enjoyed a long cruise without incident. I now carry a spare module in the boat, so we won't be stranded in case of a repeat of this failure.



Our plan was to spend most of August at Lake Tahoe but just as we were preparing to return to Tahoe the Caldor fire exploded. The smoke was so bad that the Marina closed and sent the employees home. Our cabin was in an evacuation warning zone, so we decided to retrieve the boat from the marina and take it home out of harm's way. So, instead of two weeks at Tahoe we did a one day dash to Tahoe and came back with the boat. Right after we left, our cabin's neighborhood became a mandatory evacuation zone. Fortunately, the fire did not reach our cabin, but there were some anxious moments this summer.

Having to evacuate from Tahoe didn't end our boating season though. We trailered our SeaLyon up to the ACBS international meeting in Coeur d'Alene, Idaho and the Delta Cruise was a great event as well. But we will have more about that next issue.

*Lee & Sandy Chase*

# President's Message

**Don Leutz**



My tenure as your ACBS Chapter President for 2020-2021 is coming to a close. Wow, What a couple of years it has been.

In January 2020, all seemed normal, and the Board held its Planning Meeting as usual with a lot of big plans set for the coming year. Then, in March 2020, the Covid-19 Coronavirus hit which disrupted everyone's lives. Mask mandates became the norm, stay-at-home orders prevailed and all ACBS Chapter events had to be canceled.

We tried two times to host a Spring Fling event at Ironstone Vineyards in Murphy's and tried to move the event to the Annual Meeting in September 2020. It didn't work out. So, the fourth time being the charm, by the time you read this message, we will finally have had our Annual Meeting at Ironstone. Thanks to Ironstone for being able to accommodate us.

As we entered 2021, after having numerous Zoom Board Meetings, the pandemic seemed to be letting up, only to surge again and again. Finally, after having to cancel the Spring Fling and the Bass Lake Rendezvous again, we held our first event in a long time, Wood and Glory at Clearlake.

We then hosted a successful Runabouts on the River Boat Show at the Stockton Sailing Club. The day was perfect with numerous boats, cruises, displays and vendors, culminating with a delicious dinner.

Although the lake level was low due to drought conditions, the Lake Shasta event took place immediately prior to the ACBS International Meeting and Boat Show in Coeur d'Alene and Priest Lake, Idaho despite a huge surge in Covid in Idaho.

I want to personally thank your Board of Directors, Event Chairpersons, and the many Volunteers for persevering through the trying times of the pandemic. I truly appreciate all their help and friendships. Without these dedicated volunteers our events would not come off the way they do, and our Membership would not have the opportunity to meet and enjoy other member's company.

Also, please join me in thanking and recognizing Jared Hein who stepped down as our long time Chapter Treasurer earlier this year for his years of service to our NC/LT Chapter. Jared has always been there to help and make sure our finances were in order. We wish Jared well and look forward to seeing him at our events in the future. I also thank Tim Bush for stepping up and volunteering to become our Treasurer. Tim's valuable experience as ACBS International Board Treasurer will certainly be an asset to our Chapter.

As I pass the gavel to Virginia Gompertz, your next Chapter President, I want to wish Virginia the very best and hope the pandemic is gone forever so that we might get back to normal and have fun with our upcoming full slate of Chapter events and activities in 2022.

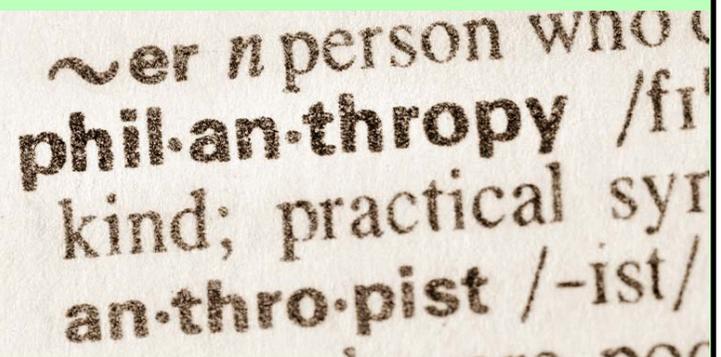
Of course, I will continue to remain active in ACBS and our Chapter and be available to help the Chapter in any way I can.

**Thank you and I will see you on the water!**

## PHILANTHROPY-

### we have funds available for worthy organizations

Ever since our Chapter voted in 2000 to become a 501(c)(3) charitable organization, we have granted funds to selected not for profit entities. The Philanthropy Committee Charter presents our Mission to be: "To help fund not-for-profit and 501c3 organizations that are in support of our purpose; sharing knowledge and education of our core endeavor, that of preserving, restoring and retaining the heritage of antique and classic boats."



We encourage entities that meet the above requirements to file a grant request that is available on the Chapter Website by the first of October so that these requests can be reviewed by the Philanthropy Committee who will present a recommendation at the Chapter Annual Meeting in November. Our grants are rather small as they are based on the earnings of the endowment funds that are held in a Morgan Stanley brokerage account.

If you know of a worthy organization that meets the above criteria, please refer them to the website or have them contact [rich.fisher34@yahoo.com](mailto:rich.fisher34@yahoo.com).

Various Chapter events generate some funds to increase the endowment, but we need trophy sponsorships, memorial donations and other sources of revenue to increase the endowment so that future grants can be larger. Your donations to this fund are tax deductible to the fullest extent of the tax codes.

If you want to sponsor one of the awards that are given away at the Chapter Annual Meeting or want to make a memorial donation for someone that has died, please contact Rich Fisher



# Membership Corner

## New members for 2021– Welcome!

**Allan Afdahl & Tami Afdahl**  
of Alamo CA

**Mike Benjamin & Cindy Benjamin**  
of Reno NV

**Christophe Bodin & Nadia Bodin**  
of Emerald Hills CA

**Claude Bylinski**  
of Sacramento CA

**Matt Christian & Chris Christian**  
of Prunedale CA

**Craig Comeaux & Karen Wurst Comeaux**  
of Grass Valley CA

**James Costa**  
of South Lake Tahoe, CA

**Steven Coutches & Nicholas Coutches**  
of Cameron Park CA

**Matt Eastman & Makena Detro**  
of Truckee CA

**Terry Gallagher & Lori Gallagher**  
of Cottonwood CA

**Tim Johansen**  
of Livermore CA

**Philip J. Laird & Hayley Laird**  
of Sacramento CA

**Andrea Lampen & Bryan Kolozsi**  
of Atherton CA

**Jeff Loomis & Rodney Dahlgren**  
of Napa CA

**William Mackay & Diane Mackay**  
of Cameron Park CA

**Steve Martin & Amy Martin**  
of Donnelly ID

**Rich Mitchell & Christopher Mitchell**  
of Cazadero CA

**Nicholas Parks**  
of Antioch CA

**Eric Roux & Lauren Roux**  
of Newton Highlands MA

**Mark Splinter & Marlene Hamilton**  
of Incline Village NV

**Richard Sprau & Joan Sprau**  
of Reno NV

**Ron West**  
of Laguna Niguel CA

**Michael Whitsett & Jolleen Whitsett**  
of Orland CA

**Frank Zucchi & Nicole Richardson**  
of Oakdale CA

## *Board of Directors 2020-2021*

### OFFICERS

President – Don Leutz

1st VP - Virginia Gompertz

2nd VP - Gordon Kiirkland

3rd VP – Annie Hill

Secretary – Jane Bane

Treasurer – Jared Hein

### DIRECTORS AT LARGE

Immediate Past President – Robert  
Gaestel

Editors, Western Wood – Lee and  
Sandy Chase

Director of Information Services –  
Sandy Chase

Director of Advertising – Vir-  
ginia Gompertz

Director of Philanthropy – Rich  
Fisher

### DIRECTORS

#### Class of 2020 Directors

Doug Shone

Barbara Foster

Lew Dobbins

Sally Mullarkey

#### Class of 2021 Directors

Cheryl Caplan

Jeff Johnson

Iren Jenny

Bob Mullarkey

#### Class of 2022 Directors

Dave Lyon

Pat Butler

Jim Deichler

Rick Hill



A burnt out boat sits at a marina on Whiskeytown Lake after damage from the Carr Fire near Redding, Calif., on July 30, 2018. (Mark Ralston/AFP via Getty Images)

Living anywhere West of the Rocky Mountains means living with the reality of wild land fires. Over the past few years, we've seen a rise in the ferocity of wildfires. With the rise in Covid19, we've all seen people escape close-knit cities and flock to little towns and lakes searching for wide open spaces. However, most of these spaces are in the wildland urban interface: where urban sprawl meets wild land forests, ripe for wildfire.

Lake Tahoe continues to be threatened by the Caldor Fire, which started August 14, 2021, and is 222,000+ acres burned and remains 76% contained (as of 9/24/21), the U.S. Forest Service said in a statement. Full containment is expected by mid-October. Burning since 7/4/21, the Tamarack Fire has burned 68,637 acres South East of Tahoe and is 82% contained (9/4/21). High winds and the steep rugged terrain have been obstacles in the firefighting efforts. Both fires have filled Lake Tahoe basin with choking smoke.

Residents report ember burns on and in their boats in the SouthernTahoe area. Even if you don't see a fire front, wind-driven embers can be blown one or more miles ahead of a wildfire. This creates spot fires and property damage.

**So, what can you do to prepare your boat for a wildland fire?**

With the change of Season from Summer to Fall, there are many high wind event days. Stay vigilant during your county's **Red Flag Warning** days. Red Flag Warnings are high winds, low humidity, high temperatures. PGE usually will have a **Public Safety Power Shutoff (PSPS)** during these times. Get connected with **your county's Office of Emergency Services' warning systems**. Make sure you received Emergency Warning & Evacuation texts, emails and calls. Sign up for PGE PSPS warnings and notices.

Make sure your **boat insurance has adequate coverage**. If your boat is outdoors, flying embers can damage boat covers, upholstery, carpet and even start boats on fire.

**Always evacuate early** – don't wait for an Evacuation Order from the Sheriff. You don't want to be stuck in traffic with all the other evacuees.

**Take additional precautionary measures in case you need to drive your boat in smoke, such as taking your boat off a mooring ball and put it on a trailer:**

Smoke makes you choke. Wear an **N95 or N99 mask** that takes out 95% or 99% of particulates in the air.

Smoke makes it hard to see and can sting your eyes. **Goggles** can help keep smoke out of your eyes. Turn on all **boat running lights**. Bring an extra person, a scout, to help you find your route and fend off rocks. Have someone standing on land with a high intensity strobe light to help you see your launch ramp (or wherever your final destination is). **DON'T use Flares** to signal each other (more sparks can cause more fires). Use **air horns** to help signal each other from water to land. Use airhorns to signal to other boaters. **Use high intensity strobe light** to help you see/find each other from water to land.

Flying embers can burn clothing. **Wear long sleeves, long pants, heavy boots, gloves, hat with neck protective flap. Wear natural fiber clothing** like cotton or wool. Two layers help keep the heat away from you. Synthetic fibers can melt to skin.

Bring an extra fire extinguisher. Be ready to put out a spot fire .

Being prepared increases your chance of success. Just as you have a home fire evacuation plan, have one for your boat too.

# LAKE SHASTA – SEPTEMBER 8, 2021

"AND SO THE GURRIES 2021 SHASTA  
"LOW-WATER-EVENT" HAPPENED!"



OUR "CLASSIC" MEMBER BILL KEHOE  
FINALLY EASED INTO THE SEPT 2021  
LOW SHASTA WATERS.  
"IT'S OK BILL, .....YOU CAN ALMOST  
TOUCH THE BOTTOM ... SOME 350'  
BELOW YOU!"  
ON THAT DAY ...SHASTA WAS AT  
HISTORIC LOW 26% OF FULL  
CAPACITY.

OUR CLASSIC BOATS & MEMBERS  
ONCE AGAIN RAFTED UP .....AND  
JUST DRIFTED....  
(NO ONE HAD 350' OF ANCHOR  
SCOPE) AND RELAXING ARE  
( NANCY KEHOE, LAURIE  
GURRIES, JIM DYSTRA,  
RAY KELSEY, SUSAN MOOERS,  
ET AL),  
WELCOMING A QUIET  
MOMENT OF ACBS  
SERENITY.



AND SO THE STORY CONTINUES!  
WE THANK YOU .....FRIENDS RICK & LAURIE GURRIES.  
By Wayne Mooers

# Wood & Glory 2021

Despite the challenges of low water and the COVID epidemic that refuses to die, we were able to have the first on the water event after the COVID shutdown.

Barbara Foster was the driving force behind this year's Wood & Glory. We wanted to have a boat show at the Konocti Vista Casino as we have done for previous Wood & Glory events, but this year the Clear Lake water level was too low for boats to navigate the channel into the harbor. This was a disappointment, but Barbara was determined to have an on-water event. Since the launch ramp at the county park was still able to launch boats, Barbara, being determined and knowing that what adaptable boaters we are, decided that a Saturday cruise around the lake might even be more fun than a boat show.

The event officially started Thursday evening at the Thomas's residence where Alan and Donna Thomas hosted a very enjoyable cocktail party with a delicious spread of hors d'oeuvres. Alan was busy showing of his new surfer rat



rod, which was parked in his patio. It took him a while to figure out that the attractive young lady passenger was actually a mannequin. The Thomas's are big supporters of Tango Mike, an organization that help returning veterans. Many attendees supported them by donating to this cause as well. A beautiful sunset made a fitting ending to a beautiful event.



Donna Thomas sets out a nice spread of hors d'oeuvres

rod, which was parked in his patio. It took him a while to figure out that the attractive young lady passenger was actually a mannequin. The Thomas's are big supporters of Tango Mike, an organization that help returning veterans. Many attendees supported them by donating to this cause as well. A beautiful sunset made a fitting ending to a beautiful event.



Allan Thomas and friend.



Allan Thomas' new car

Friday was time to relax or play until the Woodie Whoopie at the Lahti residence that evening. We decided to do some wine



Sandy Chase, Kasey Arena, Sue Dangel and Gene Dangel enjoy wine tasting



tasting at our favorite winery. There are many great wineries in the Lake County region, but we limited ourselves to just one to conserve our energy for the Woodie Whoopie.



Wood & Glory founders Ralph Wallen, John Lahti and Jim Robello

Kathryn Gregory



Layne & Kelly Davis, Don Leutz, Terry & Tim Bush and Jane Bane

There was enough water a Lati's to come by boat, but the docks at the places where people were staying did not. So only two boats arrived, we appreciate the Sea Scouts who were there to run the shuttle boat as

usual, but they had a light load this year. The rest of the crowd came by car. Everyone was ready to have a good time and



enjoyed the balmy evening. Saturday morning the Lake County Park launch ramp was monopolized by wooden boats.

We headed out to deep water and cruised up and down the Lake for 2 hours or so, ending up at the recently renovated Konocti resort marina. The



little restaurant was open, and some picnicked at the outdoor tables. After lunch there was plenty of time for more cruising before returning the launch ramp to pull the boats out and get ready for the evening

We gathered at the Buckingham Clubhouse Saturday evening for a barbeque prepared by Jim Deichler. There was a little mix up when the case of wine behind the bar was mistaken as a



Jim Deichler hard at work at the barbeque.



Steve Hodorowski and Dan Foster enjoying some Deichler "donated" wine.

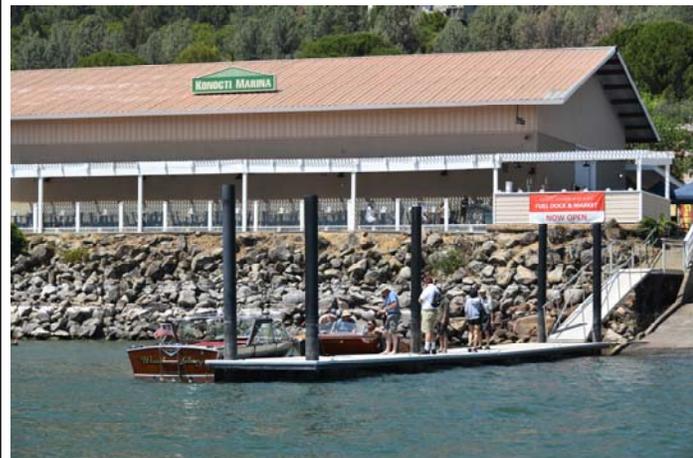
donation and was being served to the guests. I was surprised and pleased that such good wine had been donated. But it turns out that Jim Deichler had just picked up the case at his favorite winery and put it behind the bar for safe keeping while he was preparing the barbeque. **Beware:** at our events unattended wine is subject to consumption. Fortunately, we were able to replace the consumed wine the following day.



Bill Kehoe and Ted Lyman receive "Wud N Glory" T-shirts from Jane Bane and Barbara Foster.

An auction was held after dinner to raise money for the Lake County Sea Scouts.

Wood & Glory is back! After so many events were cancelled because fo COVID it was delightful to meeti up with our friends at Clear Lake and we did get to enjoy some boating too. Let's hope for more water next year so Wood & Glory can continue in full glory.



# RUNABOUTS ON THE RIVER 2021 - RECAP



Runabouts on the River came back better than ever on the weekend of July 16-18, 2021. Three full days of fun included a Friday River Cruise, Saturday Boat Show, Boat Parade and Awards Dinner and a final Sunday Cruise topped the weekend's festivities.

Friday evening we gathered at the Stockton Sailing Club and set off at 5pm to explore the river. We cruised by the rockin' Windmill Cove where the Roses n Guns tribute band was blasting out the hits. Their docks were already loaded with fans, so onward we cruised to Garlic Brothers Restaurant on the river. Some of us stayed there for dinner, others returned to the Stockton Sailing Club's to join their weekly Friday night member dinner.



Saturday morning we had 30+ boats on the dock shined and show ready.

They ranged in vintage from the 1920's to the 1980's. We had great showing of regionally manufactured boats like Keaton from Sacramento, Philbrick from Oakland and the hometown Stockton favorite – Besotes. The Century Boat Club was also there with a booth and nine classic wood and fiberglass boats on display. We had our first Wood Sail Boat in the show and a 33 foot Chris Craft Capitan cruiser.



The day started with Co-Chairman, Layne Davis and President Don Leutz being interviewed on live TV by personality "Big Al" for the Good Day Sacramento program. Here is the link if you would like to see the whole interview: <https://www.youtube.com/watch?v=ErbIGyqJ4SE>



## Runabouts On The River

Program: Good Day Categories: Good Day



"Runabouts on the River" is a free Boat Show co-sponsored by the Stockton Sailing Club and the Antique and Classic Boat Society. Big Al was there live!!



At 2pm the Boat's "Roared off" for the Stockton Main Channel Boat Parade to the delight of spectators who gathered on the upper deck and lower shaded patio of the Stockton Sailing Club as well as shaded pop up tents on the shore.



On shore we had more boats on display as well as a variety of booths, the Century Boat Club, local artists, the Amateur Radio Club and the Coast Guard Auxiliary.



The ACBS Ship's Store was busy as was our ACBS Membership tent.

The Kids Activity area was a hit where kids had the chance to paint their own boats and launch their creations in the mini pool.



The Stockton Sailing Club barbequed hot dogs and hamburgers and who could resist the Beard's and Shortie's Snow Cone stand?

The Awards Dinner had a cool beach party vibe...



Dinner was topped off by the long awaited Awards Ceremony and the presentation of our custom crafted trophies created by Dave Lyon.

### BEST RUNABOUT

ULYSSES – Owned by Michele Simas



### BEST UTILITY :

WUZ FUZZ – Owned by Layne and Kelly Davis



### BEST RACEBOAT :

SUSIE TOO II – Owned by Bill and Diane Mackay



**MOST ORIGINAL BOAT OF SHOW**

Baby Boat II – Owned by Barbara Walker

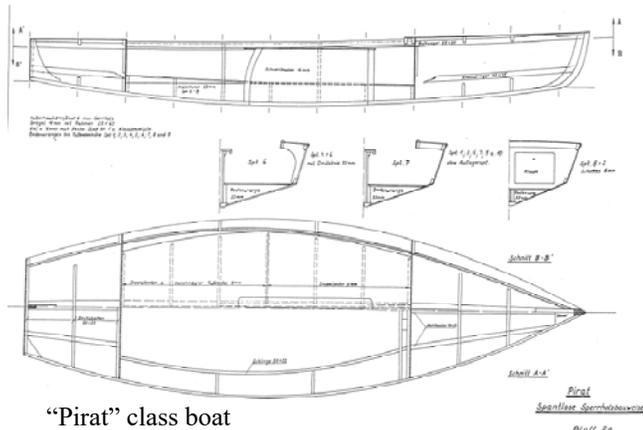


**BEST CENTURY AWARD –  
SPONSORED BY THE CENTURY BOAT CLUB  
AND**

**PEOPLE'S CHOICE AWARD:**  
CHIP – Owned by Ed Branco



Sunday we headed out for a final cruise to a well deserved relaxing lunch celebration at Moore's Riverboat. It was a great weekend and we are all looking forward to returning again next summer to Runabouts on the River at the Stockton Sailing Club



My boat Scirocco is a one-design boat of the class "Pirat". (Pirat is German for Pirate). This class was first introduced in 1938 in Germany and its popularity grew to over half of Europe. There are still regional and national championship races of this class in Germany, France, Belgium, Netherland, Denmark, Switzerland and Austria. I also heard recently that this boat class is well known and heavily raced in Turkey.

The boat was built in 1958 at the boatyard of Abeking & Rasmussen in Lemwerder, Germany. The original buyers are named one document that came with the boat. Except for their names on that document I have no further information or knowledge of the first buyer. At one point in 1980 this boat competed in a national championship class-race in Switzerland. But I have no information on who sailed and the only reason why I know about that race is that my sails still have the race stamp with the year referenced on it.

I grew up in Northern Germany about 15 miles south of the city of Bremen and started sailing in 1979. My first sailing club was located, like the Stockton Sailing Club, at a river. This boat came to my sailing club somewhere around 1981 or 1982. I was ten in 1982 and still sailed my wooden Opti dinghy but I really wanted to have this boat. It was owned by a carpenter and was always kept in miraculous shape. I thought, even if this guy would sell this boat I would never be able to afford it.

In 1986 he decided to sell it but since I couldn't afford to buy it, a friend of mine got it thanks to his wealthy Dad. But just one year later he decided that this boat required too much work and he wasn't willing to put that work into it. So, I bought it from him in 1987 and have owned it since then.

I got married in 2001 and my wife was living in South Lake Tahoe, California with her kids at that time. We moved the family to Germany but after just 3 years we decided that we had to go back to California again. While we got settled in Antelope, California my boat was still waiting for us in a barn somewhere in East Germany.

The time in the barn didn't do well for the wood but selling wasn't an option either for me. So, in October 2007 we ordered a container and shipped the boat to Oakland.

After several months of restoring it again we brought it to Lake Tahoe in May 2008. Later we had our boat on Folsom Lake for some years until we decided to join the Stockton Sailing Club in 2019.

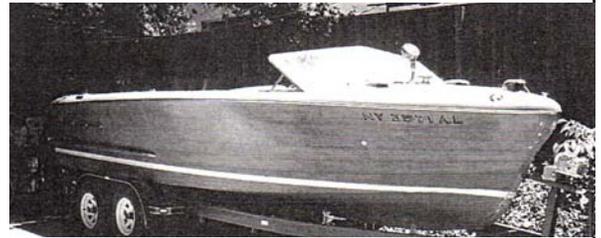
# Talkin' 'Bout My Girls

A wooden boat restoration project should begin with good rationale. If done properly, a frivolous, expensive toy can be transformed into a vital necessity. In my case, my growing family, including my wife Sandy, three daughters and a dog, was making our 17 foot Chris-Craft Deluxe Runabout a bit crowded, especially when we wanted to include Grandma and Grandpa and a few friends. Also, on Lake Tahoe, where we do most of our boating, the water can become quite rough with no warning, and riding in our 17 footer becomes more of an adventure than most of my family can tolerate. So, obviously, we needed a nice big utility we could pile everyone in and still have room for the dog.

I wasn't afraid to tackle a restoration project because, after all, I did refinish the Deluxe, including some plank replacement, and that turned out okay. I have no particular training in wood working, other than high school wood shop too many years ago, but I do have an irrational lack of fear when it comes to big projects. It's because of a vision problem I have. Where others see a rotting gray hulk, I see a beautifully finished mahogany marvel skimming effortlessly over the water.

So I checked out the ads in the boating magazines and called a number of people around the country. Finally I decided to stop by Boyd Mefferd's on one of my frequent business trips to the east coast. Boyd always has a yard full of boats in all conditions, from gray piles of lumber to fully restored show boats. I seriously checked out several boats before deciding that a 1951 23' Chris-Craft Holiday would be a good choice. I think it has the nicest lines of any utility, it's definitely roomy, and this one was very complete and original. I was also attracted to the teakwood floor, which seemed to have survived very well. Another advantage of this boat was that I would have little difficulty removing the old varnish, since most of it had peeled off already.

**Reminiscing**—I wrote this article for the December 1997 "Classic Boating" magazine. I thought it may be interesting to look back at it again. —Lee Chase



After completing the transaction with Boyd, all I had to do was figure out how to get the boat to California. This was not too difficult because Rio Linda Marina in Sacramento routinely transports boats all over the country. I told them to pick up my boat, but to take their time since the trailer I ordered would not be ready for two weeks. One week later I got a call telling me that the boat had arrived and they needed it off the truck right away. In situations like this, you need friends. Fortunately, I was able to borrow a trailer, completely the wrong size and shape, of course, and with the help of Paul Mehus and a stack of old tires, we were able to wedge the 23' Holiday on a trailer made for a 20' Sea Ray.

Having received the boat, I was anxious to get started restoring it, but there was one small impediment. It wouldn't fit in my garage. I would like to point out to the uninitiated that there are some fundamental differences between our hobby of boat collecting and other hobbies, such as stamp collecting. A stamp collector can acquire a new treasure and safely tuck it away in his album with no changes to his domicile required. The boat collector, on the other hand, is often faced with a major project in finding some way to deal with his new acquisition. In my case, I had to add ten feet to the back of my garage. So my first year of restoration was spent working on my garage instead of the boat.

When I was finally ready to start the restoration, I approached the task with some caution. I decided to investigate to see which things were absolutely necessary to repair. Then I would see how confident I felt to do more extensive restoration. The first thing I did was to check the stem for rot. Boyd had warned me that these boats were notorious for stem rot. To get a look into the stem, I had to remove the front covering boards, the deck and forward topside planks. As predicted, extensive rot had in-

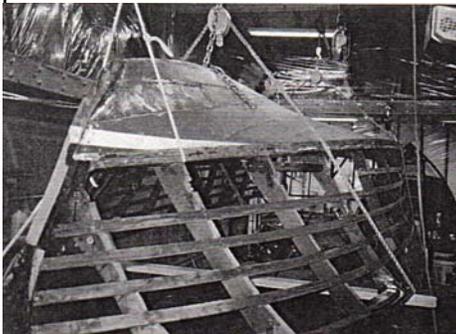
vaded the stem and this boat needed a nose job.

In removing the planks, I became convinced that one side of the boat had been built by a master craftsman and the other side by a raw apprentice. I was trying to be particularly careful removing the covering boards since they were complicated pieces carved out of 4" x 8" planks and I wanted to save them. On one side, the screws were pristine and backed straight out without difficulty. On the other side, the screws were crazily bent and it was nearly impossible to get them out without damaging the plank. This left-right pattern proved to be true throughout the boat.

The next thing I investigated was the stern. I had noticed while lifting the boat that the rear lifting eye would move about six inches before the transom moved. I suspected that this might not be the way it was supposed to work. After removing the seats, floor, engine, gas tank and generally gutting the boat, I could see why. The keelsons had rotted in the stern and the transom was no longer attached to any substantial part of the boat. To repair this, it was clear that the transom had to come off and it would probably be better to remove the bottom as well.

At this point I decided that the best course was to take the boat down to the ribs and inspect everything, then replace or repair as required as I built it back up. This approach required that I turn the boat over. Fortunately, when expanding the garage I installed some sturdy Glu-lam beams to support the roof. These could easily support the boat, so the plan was to rig some pulleys, ropes and come alongs and turn the boat over. I also reinforced the boat with two by fours so the rope slings would not collapse the sides. After getting the rigging in place, I decided one night that there was nothing left to do but turn it over. So I cranked and soon the boat was

hanging upside down from the ceiling. Beautiful! Then came an enormous roar and instantly the boat was hanging right side up from the ceiling. Sandy came running to the garage after realizing that an earthquake wouldn't strike just one side of the house to see if I was okay. I was dazed but otherwise all right. Despite the misfortune, I found it reassuring that our boat didn't like to be upside down. After adjusting the rigging, I was able to successfully turn the boat over so it stayed.



With the boat blocked securely in the upside down position, the bottom and the rest of the planks were removed. In some ways this was the best part of the project. It was very satisfying to know that I was starting with a solid structure with no hidden flaws. With the entire structure exposed, the trouble spots were easily identified and dealt with. While I believe in maintaining authenticity, I feel that for some details, structural integrity should take precedence over authenticity. For instance, I found that everywhere Chris-Craft had used screws fastened into end grain, the screws were no longer holding. I decided using corner blocks, bolts and adhesive would make the joints less likely to fail, although it may cause a purist to wince.

For the bottom, I decided to do cold molded epoxy. This is a subject over which purist and pragmatist argue endlessly. For my part, I wanted a boat that I could store out of water and use whenever I wanted, without planning two weeks in advance to soak the bottom. Since I had never done an epoxy bottom, I talked to half a dozen people on how to do it. I learned that there are at least half a dozen ways to do it. In the end, I did it exactly the way Chris-Craft did it, a double bottom with diagonal inner planks and longitudinal outer planks, except I epoxy encapsulated the planks and laminated the two layers together. I felt that this was the minimum deviation

from the original technique, while still taking advantage of the modern materials.

Since I was tackling the cold molding process for the first time, several things impressed me that might seem obvious to the more experienced. First, it took lots and lots of epoxy and epoxy was really expensive. I used about ten gallons for the bottom, but a great deal of it did not end up on the boat. Because of the cost, I didn't want to waste much epoxy, but I thought it was more important to be sure I used enough to make a really good bond. The result was that I tended to make too much and a lot of epoxy was squeezed out from under the planks. This had to be cleaned up before it hardened and disposed of. I thought of it as throwing money away. I wasted quite a bit before I could accurately estimate the amount required. I also discovered that it was best to spread out the epoxy quickly. In the pot, the self-heat of the reaction speeded up the hardening process, leaving me with a solid lump of plastic in the pot before I knew it. I thought of it as throwing more money away. Spread out, the epoxy had a much longer working time.

Turning the boat back right side up was easy. I just suspended the boat from the ceiling and stood back. For the sides, I tried to save as many old planks as possible, mostly those in back. The planks in front had to be replaced since they seemed to have encountered too many docks at too high a speed. I did the sides in the traditional method and used polyurethane adhesive as a bedding compound. For the replaced planks, I used the old planks as templates and then final fitted with a block plane. This was not as precise as more modern methods, but using a block plane let me get the feel of how things were done in the old days. Besides, there was something very satisfying about making long curlicues of wood shavings. The kids and the dog loved to track these into the house so Mom knew what was going on in the garage. Who says we don't communicate?

I noticed that restoring the boat did occasionally strain our marriage. I think it might be because whenever my wife mentioned a chore that needed to be done around the house, I would reasonably explain that I would get right to it, as soon as I finished the boat. Along about the third year of the restoration, this excuse seemed to

have worn thin. Between work, chores and generally trying not to neglect the family, it sometimes seemed that there was no time to work on the boat. My solution was to make sure I always did at least one thing on the boat each week, be it ever so little. That way I was always creeping to completion, be it ever so slowly.

The deck was relatively easy to do. There were some seams that are not caulked, so the planks needed to be fit very precisely. By this time, I was quite handy with the block plane from doing all the side planks. With a shave here and a trim there, I had them fitting quite well.

What were more difficult were the covering boards. These were four inches thick with compound curves and would extend the restoration process by a year if I had to make replacements. The first problem was that there was some rot on the ends and on the underneath sides. I removed the rot and saturated the remaining wood with epoxy in an effort to arrest further deterioration. Fortunately, there was plenty of sound wood left and the planks were saved. Well, almost.

The second problem was the screw holes. On the apprentice side of the boat, it was impossible to remove the screws without splitting some of the wood surrounding the plugs. At first I tried using filler to repair damage. After many attempts to find just the right color filler, I learned that filler is not a good option for wood that was to be bleached blond; it is just too visible on blond wood. I finally opted to use larger plugs. On the master craftsman side of the boat, normal sized plugs would have worked fine, but my sense of symmetry dictated that the plugs on both sides had to match, so large plugs were used on both sides.

Luckily, I had help painting the bilge. My youngest daughter could easily crawl into the stem area and paint hard to reach areas. Sandy got quite a shock when she saw her daughter covered in what looked like dried blood. She was so relieved to find out it was bilge paint that I was almost forgiven for letting her ruin a good set of clothes.

With all the planks in place, the boat was beginning to look like it might be getting close to being done. Just a little sanding, stain and varnish ought to do it, right? In hind sight, I can now say that in a restoration project, when you be-

gin to think you're almost done, you're only half way there.

The one part of the project where I should have spent more time up front was the sanding. I faired out the boat and sanded for an eternity to make everything smooth. Sanding is not particularly satisfying work since after a day of sanding, I often looked like a mud man from New Guinea, covered in exotic mahogany dust mixed with sweat, while the boat showed little change in appearance. I was anxious to move on to staining, since this would certainly be more interesting. So I proceeded to staining only to find out that every scratch, nick and flaw in the sanding showed up in vivid clarity when the stain was applied. So it was back to sanding, wasting a lot of stain. There was just no rushing this process.

The Holiday has an interesting stain pattern where blond and mahogany color meet mid-plank, without a seam or trim. The challenge was to make a nice clean transition without bleeding between the two colors. The procedure I used was to complete the mahogany stain areas first, sealing those with two coats of varnish, while leaving the areas to be bleached blond as bare wood. The dark stained area was thus sealed from any bleach running into that area. The blond areas included the covering boards, which were the original beautiful dark mahogany, as well as part of the deck, which was new, rather light planks. It seemed a shame to bleach that beautiful dark wood. It took several applications of bleach to bring the old mahogany close to the same color that one application did to the new wood. Even so, after the blond stain was applied and a few coats of varnish, there was a discernible difference between the old and new wood. To even the color out, I toned down the new wood with some cherrywood stain. This worked well and still looks good after three seasons of sun and weather.

At this point, I decided to pick up on the little jobs that needed to be done, like the ceiling boards, teakwood floor, bulkhead and dash. These little jobs are what make the project take so long. For the teakwood floor boards, my plan was to run them through the planer to clean them up. This worked pretty well for the first half of the first plank. I quickly discovered that the planer had little effect on the rest of the planks. After examining the blades, I found that



The 1951, 23 foot Holiday featured a built in bar so passengers could mix cocktails while under way. Presumably the Captain did not partake.

they were totally worn down. The teak proved to be much tougher than tool steel. I finally used the belt sander to slowly grind the surface clean. By this time I was used to wearing a coat of dust anyway.

The ceiling boards cleaned up more easily. The only problem was that there were so many of them. I was at a point where the boat was looking close to being done, yet I had hours of work left to do on items that I thought were incidental when I began the project. In other words, I was getting impatient. It took all my will power not to rush this job. When you put on a coat of varnish one day, only to sand it off again the next day, and then apply yet another coat, a sane person might think no progress has been made. But those of us afflicted with the curse of being able to see imperfections, be they ever so minute, labor on for weeks until almost satisfied. We're never completely satisfied; it's more a question of, can I live with it this way or do I do one more coat?

Being a good planner, I sent all the hardware to the plating shop months before I would require it. However, I made the mistake of telling the shop that there was no rush. I thought if I didn't rush them, I would get a better job of it. After two months, when I was nearing completion in time for the Tahoe Concours d'Elegance in the beginning of August, I decided to check with the shop on the progress of my plating job.

"Well," they said, "we haven't started yet and we're leaving on vacation next week, so you won't have it until the end of August. You said there was no rush."

I had to explain that when I left the parts for plating there was no rush, but now there was, and I better have them by the end of next week. Fortunately, the shop seemed to understand the idea of a rush job much better than a no rush job and I did get my plating job done in time. But I did get a few more gray hairs after that experience.

The seats went off to Mike Sonny's upholstery shop while I installed the engine, did the wiring, attached the hardware and did all the minor things that I imagined wouldn't take too long. The original switches that came with the boat were in sad shape and were constructed to be scrapped when they failed. My goal of maintaining originality dictated that I refurbish them by disassembling them, cleaning up the contacts, soldering the cracked brass housings and using epoxy to glue everything back together. The steering wheel was the last hurdle. It was cracked all over and discolored, but otherwise okay. I filled the cracks with epoxy, sanded it and gave it a coat of paint.

I thought that maybe it would be a good idea to name the boat after someone in the family. The trouble was that no matter who I named it after, the others would feel slighted. The solution was to name it after everyone in the family. Since I have three daughters, a slight variation was made on the title of the Temptations' Motown hit and we had *My Girls*. This covered everyone but the dog and he didn't care. I did make one costly mistake though. I carelessly left lying in plain view the invoice for the gold leaf work for putting the name on the transom. When Sandy saw that extravagance, she immediately appropriated equal funds for a new dress for the Concours dinner dance.

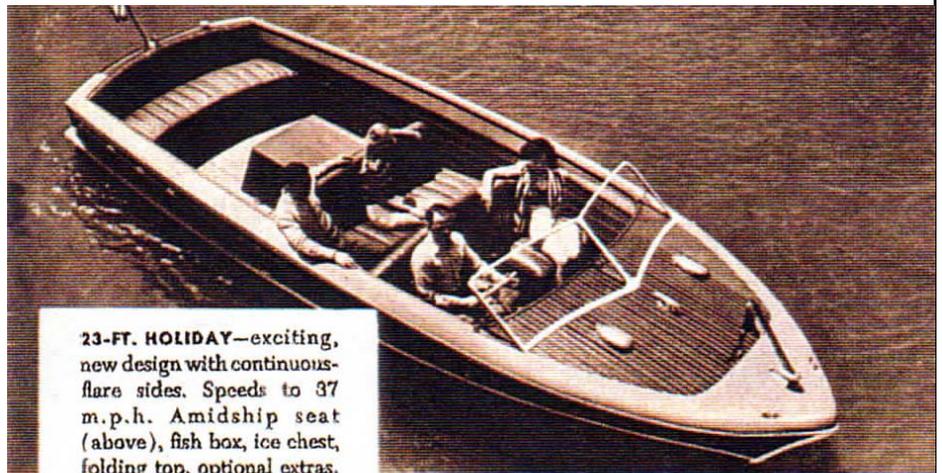
Miraculously, there really does come a day when the project is done. When I installed the newly upholstered seats, there was nothing left to do. Since I had a whole week before the Concours, I decided to see if the boat would run. I recruited Paul Mehus for assistance and we went off to the Colero reservoir. We launched the boat and it didn't sink. What a relief! The engine started and off we went. What a great feeling it is when you go on that first cruise! I remember thinking, "This is great and it was so easy. I think I'll do another boat."



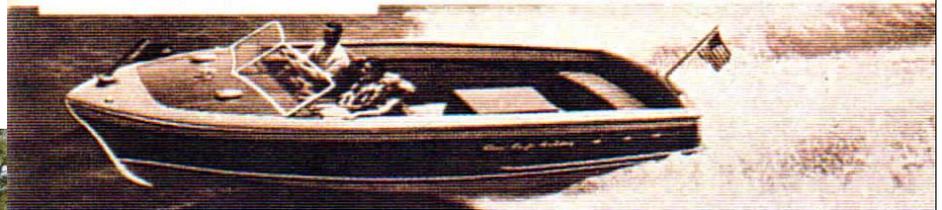
Photo by Lee Clase

The Holiday has a challenging stain pattern where blond meets mahogany mid plank. The mahogany areas were stained and sealed before the blond surfaces were bleached.

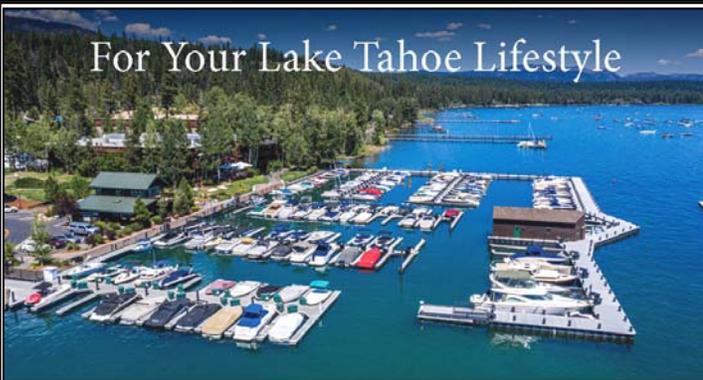
This factory photo shows that the Holiday had neither step pads nor fender cleats, giving a clean look to the covering boards. But you need to get creative when you need to put out fenders.



**23-FT. HOLIDAY**—exciting, new design with continuous-flare sides. Speeds to 37 m.p.h. Amidship seat (above), fish box, ice chest, folding top, optional extras.



We still have “My Girls”. It still looks nice after 26 years since it was restored. It has served us well and now we’re still having fun filling it with our growing family including eight of grand kids.



For Your Lake Tahoe Lifestyle

**Tahoe City Marina Boat Slips**

Call for pricing, sizes and availability

Enjoy the peace of mind that ownership in this gated access harbor provides. This award-winning, full service marina is the ideal place to begin and end your Lake Tahoe boating adventures.



**Jim Courcier**

#1 Realtor in Boat Slip Sales

jim.courcier@sothebysrealty.com

530.233.9000

CA #01387082



Only  
**Sierra Sotheby's**  
INTERNATIONAL REALTY



1954 Chris Craft Capitan—For Sale by Owner \$10,000

33' Cruiser w/Twin Chrysler LM 225 HP V-8's, 6.5KW Genset, fridge, stovetop, microwave, AC and Letrasan Head. Fun "tiny home". Classic lines w/CC Bull Nose. Call Don Leutz for details and showing information at 808-652-9402.

Sacramento Boat Repair at

**Classic Craft**



**Captain Gary**

[www.sacramentoboatrepair.net](http://www.sacramentoboatrepair.net)

8509 Folsom Blvd., Sacramento, CA 95826-3707  
(916) 383-2150

"If there is magic on this planet it is contained in water."  
— Loren Eisley

**EPIFANES**  
Yacht Coatings

**SEQUOIA BRASS & COPPER**

Looking for copper pipe to make antique marine exhausts? Sequoia Brass & Copper has your answer! We stock 2.75"OD x .062" wall x 12 foot and 3.00"OD x .062" wall x 12 foot in light drawn temper for ease of bending.

Sequoia can also supply silicon bronze, brass and other copper metal needs!

Sequoia Brass & Copper, Inc  
PH: 800-362-5255  
FX: 510-887-0601  
Email: [sales@sequoia-brass-copper.com](mailto:sales@sequoia-brass-copper.com)  
[www.sequoia-brass-copper.com](http://www.sequoia-brass-copper.com)

# The Trading Dock

**For more information & pictures  
Check the Trading Dock on our web-site at**

Please contact the editor at  
[lee.chase@comcast.net](mailto:lee.chase@comcast.net)  
to place or remove a Trading Dock ad.

**[acbs-tahoe.org](http://acbs-tahoe.org)**

## For Sale

**1959 Chris Craft Sea Skiff, 22 foot open utility.** Powered by a 350 cubic inch 220HP Crusader V8. Lapstrake construction built to handle rough water, with a mahogany interior and engine box. Also features a cabin with bunks for two below decks. Includes cover, Bimini top and custom trailer. Asking price \$22,000. Contact Randy Christopher at [raiderrr@comcast.net](mailto:raiderrr@comcast.net) for more information

## For Sale

**1960 Chris Craft 17 ft Ski Boat.**  
With Chevy 283 engine for sale. \$16,500 OBO.  
Contact Layne 408-234-7613 or [Skip145@comcast.net](mailto:Skip145@comcast.net)

## For Sale

**1938 Chris Craft 21 ft Sportsman.**  
This wonderful 1938, 21' Chris-Craft Sportsman, Hull #35372, is 60% newly restored from top to bottom. Please go to <https://acbs-tahoe.org/advert/1938-22-chris-craft-sportsman/> for rest of the story and photos in order to check the boat out and truly appreciate her full potential. She is a **STEAL**, at \$6K. Down from \$8,500. West System bottom. Boat is in a bare wood condition. Call Curtis Bauman @ 707-217-1119, or [cbwoodboat@sbcglobal](mailto:cbwoodboat@sbcglobal)

## For Sale

**1966 RIVA JR. 18 ft** Hull number 74,283 V8 All matching numbers. Custom trailer w/Plate RIVA JR. \$25,500 00  
**1931 WECCO ( Western Cooperage Co. ) WESTERN CLIPPER 19 ft.** 2 cockpit 2 windshield . First year Chrysler Crown Marine engine born to the boat . All original wood . Port Hartford yellow cedar bottom + sides . African Mahogany Deck , tongue + grove , all original to the boat . Runs and looks great . The only survivor of this Lake Union WA. manufacture \$135,000.00 .  
Contact Roy Dryer -[roy@roydryer.com](mailto:roy@roydryer.com) or 916-801-6915

## For Sale

**Belotti Riva Plywood**, 2 solid 5 x10 and I inlaid 4 x10, for details and pix please inquire to Bob Robertson  
[Drobertson530@comcast.net](mailto:Drobertson530@comcast.net) 530-264-6443

## For Sale

**1936 Mullins Sea Eagle "STEELER"**. Made of 20 gauge pressed steel. Length 15 ft 9 in. Powered with original 4-cylinder 58-hp Lycoming. The bottom has longitudinal corrugations, for speed, strength and stability. The frame and stringers are Oak. Sea Eagles are equipped with five chambers, bow, port, starboard, two in the stern. advertised as "non-sinkable". Restored in 2013. Steeler has been featured in Classic Boating and has won several awards. Includes a custom trailer and cover. \$22,000. Located in Walnut Creek, California. Contact Ron Wolfman - [ron@rwnoel.com](mailto:ron@rwnoel.com) or 925-254-6443.

## For Sale

**Tuppence , a 1940 Chris Craft Deluxe Roundabout.**  
Restored in 2015. We have enjoyed her on Lake Tahoe for 17 years. For more information and photos email David Nelson at [david@sda-sf.com](mailto:david@sda-sf.com) or call 415-572-3679

## For Sale

**1958 Chris Craft 17ft runabout "Kris Craft"**  
hull#D-17-2220 completely restored to original with less than 5 hours on rebuilt Hercules KFL,5200 bottom .award winner Tahoe 2018 and bass lake2018.I am asking \$18500.  
Mike Williams 9163667515or [mwillia@sbcglobal.net](mailto:mwillia@sbcglobal.net)

## For Sale

**1942 CENTURY TRIPLE, 20 ft., "SWEET LOUISE"**,  
Rare, beautiful hull#:01, original Gray Fireball six, Best of Show, Best Marque Class, Best Century at the 2000 Lake Tahoe Concourse, **\$65,000.00**  
Contact Louise Huegli-Werner, [Werner.r@att.net](mailto:Werner.r@att.net)  
503-702-9375 (Boats located in Portland, OR)



# No WiFi just waves

INSURANCE DRIVERS CLUB BOAT VALUES ENTERTAINMENT THE SHOP DRIVE SHARE

Members of qualifying boat clubs are eligible for a discount on collector insurance with Hagerty.\*

**HAGERTY.** Let's Cruise Together

800-762-2628 | Local agent | [Hagerty.com](http://Hagerty.com)

\*Discount applies to U.S. policies only; not available in all states. Policies underwritten by Essentia Insurance Company. Membership by Hagerty Drivers Club (HDC), a non-insurance subsidiary of The Hagerty Group, LLC. Only the HDC Program Guide contains a complete description of benefits. Purchase of insurance not required for membership in HDC. All third party makes, models, and watercraft names are property of their respective owners. Their use is meant to reflect the authenticity of the watercraft and do not imply sponsorship nor endorsement of Hagerty nor any of these products or services. Hagerty is a registered trademark of the Hagerty Group LLC, ©2020 The Hagerty Group, LLC. All Rights Reserved.

## We give new life to old boats.

Lake Tahoe's widest array of boating services:

- Antique boat restoration and maintenance • Classic & antique boat broker • Full-service 100-slip marina • Comprehensive parts inventory • Hard-to-find vintage parts
- Vintage engine rebuilding



Learn more

sierraboat.com  
530-546-2551

