

Western Wood



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

Volume 27, Issue 3

Quarterly Newsletter

Summer 2010





Western Wood



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With all the preparation for the South Tahoe Wooden Boat Classic, such as putting the program together and getting the boat ready, we hardly had time to get this issue of Western Wood ready. But it was really worth it, not only did we have an enjoyable event but also we had a record attendance at the show, over 2000 spectators, and we raised \$10,000 for charity, largely through our sponsors. We really owe a debt of gratitude to Steve and Cheryl Caplan for their tireless efforts to organize this event. Yes, there was a lot of volunteer help, but Steve and Cheryl are the ones who pulled everyone together to make it happen. THANK YOU!

Thank you all that contributed to Western Wood especially Rich Fisher who wrote a fine account of his pain and pleasure restoring Knock on Wood. If you have an interesting story, please send it to us so we can share it with the rest of our members.

Regards,

Lee and Sandy Chase,
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President's Message



Here we are at the peak of our boating season with a number of events completed and still more to come. Gail and I have been fortunate enough to attend the Bass Lake Rendezvous, Clear Lake's Wood & Glory, TYCF's Concours d'Elegance at Lake Tahoe, the South Tahoe Wooden Boat Classic, and our ACBS Annual Members Picnic – all of which were excellent events. As I write this note, our members are working hard to put on more Woodie Whoopies, the Tahoe Get-Around Wood Boat Cruise, the Delta Cruise, and our Chapter's Annual Members' Meeting in San Francisco.

Some of us like to just attend and enjoy the events, while others get involved and make things happen. Many are involved in non-event activities like producing Western Wood, running Ships' Store, Secretary, Advertising, Philanthropy, Membership, Treasury, the Kit Boat program, or maintaining our web-site www.ACBS-Tahoe.org. I encourage you to not only attend our great events but to also get involved in making them happen.

Personally, my duties to the chapter next year will be much less but I do have one very important objective to accomplish – the nomination of new directors and officers. I may be starting a little early but if you have any interest in serving on the chapter's board or an event, please let me know – Jim Robello.

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...

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

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KNOCK ON WOOD

Restoration of a 1959 Chris Craft



By Rich Fisher

My love of Lake Tahoe and wooden boats started in the late 1940's and '50's when my family camped at Meeks Bay in August of each year. That is another story that I hope to write some day.

In the early 90's a newspaper ad for a 1959 Chris Craft caught my attention. I made an impulsive on the spot purchase (as in I paid too much) of a complete boat that had some color and old varnish but had obviously been ignored for several years. A rough running engine, dried out decks and deteriorated transom told me that this lovely craft just needed some tender loving care. All I needed to do was pay my kids college expenses, build a garage and work shop and then spend a bit of time fixing up this lovely craft that was about five months old when I had graduated from High School.

I have visited the TYCF Concours d'Elegance since it was in Tahoe City but at that time did not realize that there was a club of fun loving people with a passion for saving and using old boats. Shortly after I purchased my boat, I found an ACBS "tent" at the Concours at Sierra Boat and joined the club. The wonders of networking within this club furnished me with the various resources and encouragement to get started with my project. This club's great activities and other commitments also distracted me to the point that, except for research, no work began until 2007.

Photograph everything. Misplace the photographs. Remove, bag, tag, and list everything. Misplace the lists. Now we can get to work. Remove the engine and all of the other mechanical parts. Cross brace the interior framing. Get a bunch of friends, old tires and beer and you will find out how easy it is to roll the boat over, put it on a pre-made dolly and roll it back into the garage. Several applications of remover are necessary to get rid of the old varnish. Carefully remove the outer chine and lower strake of planks. The bottom will be totally replaced, so a skill saw and sawzall make an easy way to remove the bottom BETWEEN the framing. The tedious work starts here with the removal of the remaining bottom along the framing members. The remaining wood was removed with chisel, hammer and miscellaneous hand tools. Some screw heads could be cleaned and screws reversed out. Other screws needed vise-grip tool removal. The screws that broke off (fortunately a small quantity) needed to be removed with a core drill and later a wood plug of the same diameter would be epoxied into place.

Straighten the hull. There are various measurement techniques but the eyeball of a seasoned boat builder should be the final judge. ACBS networking again comes to the rescue here. Fortunately, only a few frame members needed replacement. These were removed one piece at a time and used as a pattern for its replacement. After testing a few bolts I decided to tighten and leave most of the framing bolts in place. In a larger, more valuable boat I believe I would have replaced the brass bolts with silicon bronze fasteners of the same size. Hundreds of screw holes need to be plugged and various small



I made an impulsive purchase (as in I paid too much) of a complete boat that had obviously been ignored for several years.



cracks in the framing need to be repaired and then the framing needed fairing to assure that the new bottom will be smooth. I planned a WEST System bottom and tried to follow their instructions in every detail. Dry fit the 3 mm sheet of ply. Seal the framing and the inner side of the ply with thinned (10% acetone) epoxy. This cured overnight before being epoxied and stapled into place. I like to remove all staples after epoxy cure so I try to staple through a couple of layers of plastic strapping material. If the strapping is strong enough, it is easy to pull on one end of the strap and the staples pop out. In retrospect more fairing should have been done between ply layers as the highs and lows got accentuated with each additional layer of ply, causing a major fairing project after the third layer of ply. Interior clean up is very important and it is very helpful to be small or have a small friend that does not mind wearing a vapor mask in confined spaces. I

found that 3 inch clear packaging tape could be put on the side of some frame members for protection prior to epoxy work. This was very helpful in minimizing clean up time.



Now it is time to remove and save the topside planks.

All of this bottom work was done with the topsides wrapped and protected as much as possible. Now it is time to remove and save the topside planks. Every bung (plug) was removed with 4-5 jabs of an ice pick being careful not to dent the plank. Every screw head slot was cleaned with a sharpened ice pick and the screw was turned at least $\frac{1}{4}$ turn by hand before using a power screwdriver to back out the screw. Interior of the planks were "cleaned" with a disc sander and edges were squared up with a mini plane and block sanded. Batten and frame replacement, one piece at a time, was done as necessary. Butt blocks

were cleaned or re-

placed as needed. A mahogany inlay was installed near the stem where needed below the chine line. Framing was plugged, repaired, faired and epoxy sealed, prior to installation of a skin of 3 mm ply. This surface was faired and then the very tedious and difficult task of dry fitting the old planks on to the newly prepared surface began. Clamps, jigs, temporary dry wall screws, and a lot of "military language" over a four week period got the task done. Now we get to remove all those planks and worry about the $\frac{1}{2}$ inch gap at the gunwale caused by the shrinking and trimming of the old planks. In retrospect I should have made the new outer chine piece about $\frac{3}{8}$ inch wider. Fortunately the space at the sheer line could be filled with a strip of mahogany and it was later covered by the rub rail, but it does mean that the plank seams are not at the center of some of the battens.



Permanent attachment of the planks was time consuming but a straight forward task. I was fortunate to have a lovely helper to do the myriad of tasks that need to be done before the epoxy sets up. Gloves, sticky tools, acetone, rags and Q tips were our friends for these long days when it was frequently above 90 degrees inside the shop. I ate well throughout this project but lost about 12 unnecessary pounds while working in the Delta.

New transom planks were made using the old planks as patterns and then the old ones were used to make new bungs for the topsides.



This gave me wood of the same vintage which would make the best color match. Most plugs could be installed with carpenter's glue but in cases where the holes were elongated or chipped, I used WEST's 410 epoxy filler as it will accept the filler stain which tends to hide the problems associated with using the old planks. A slick, a chisel and a nice random orbital sander got the topsides down to "new wood" and then it came time to fair and fair and fair the topsides. I never dreamed how many high and low spots I could find in a boat of this size. Final prep of the bottom and some bottom paint and the boat was ready to be rolled over.



At some time in this boat's previous life someone had painted the sheer line quarter round with a few coats of white paint. Nancy used remover, scrapers, brass brushes and ice picks to get the color out. She was very patient when old "eagle eye" rejected a piece again and again and sent her back outside to get rid of another white line or spot. The balance of the old decking was used as a pattern for new wood. The stern deck framing had to be totally rebuilt and I added some small hidden knees to correct a Chris Craft design flaw. We found another defect. The original foredeck had been installed about $\frac{1}{2}$ inch off center. The new deck is centered. Tail ends of the new deck planks were marked and saved and when we used these to cut new bungs we separated the plugs by color and texture and plank to get the best possible color match. This effort was worth it, as a great deal of the deck bungs are almost invisible.



The deck installation work is very stressful as any flaw is "in your face".

Fitting the deck planks, cutting the false deck seams (inverted on table saw technique) and getting the correct hole pattern took a lot more time than I thought it should but we succeeded in getting the desired results. The deck installation work is very stressful as any flaw is "in your face".

While this work was proceeding we had delivered the stainless trim to the polisher, the chromed parts to a San Jose chrome shop and the engine box, floorboards, rebuilt seat frames and rebuilt ceiling boards to the upholsterer. The instruments had been rebuilt at the beginning of the project. The engine came back from rebuild at this time but there were several loose ends to be tied up on this part of the project.



Time is ticking away as this year the Concours had been moved from August to June. It is time to scrub, repair and paint the interior. The various paints that I ordered as "the exact match" were not even close so I had a local paint shop mix up a special color.



Final fairing and sanding "through the grits" takes time and patience. We went up through 150 grit and then used a magnifying glass to look for any cross scratches. After we were satisfied with



that surface we roughed up the surface again with 120 grit to give the correct surface for the filler stain adherence and color. Mask off everything else and bleach the blonde areas. A few coats of varnish on the blonde wood followed. After that set up, the blonde was masked and the filler stain was rubbed on the balance of the boat. A couple of varnish coats here and we took off all masking and proceeded with our daily build up coats of varnish. After about 12 coats, long board sanding between coats helped level things out. The last two coats (#24 & #25) were applied in Jack Greenhaigh's clean room as the Delta shop was too hot and dusty.

We have been working long days and nights for quite some time but there are doubts on the horizon. We have missed our window with the upholsterer but fortunately Stan Marshall in Sacramento said that he could finish the job. I retrieved the partially completed parts from the original shop and worked with Stan and his brother for a couple of days to wrap up this work.

The engine and other hardware go in with long hours and the great help of my friend Jerry Pierce. We then did a 20 minute splash to verify that this old tub floats and runs. The artist does his gold leaf thing and we install the final bits of chrome and mechanical parts.

We wrap things up at 4AM on the morning of the Show and set off on our 4 hour trip from the Delta to Tahoe. I thought that I could drive through the Delta as far as Sacramento and then let Nancy, who had never pulled a trailer before, drive the balance of the trip while I slept. I got about 4 miles into the trip and realized that I could not keep my eyes open. Nancy had already had her nap and did a wonderful job driving up the winding levy road. I slept until Auburn where we gassed up the Truck and the Boat and from there to the Lake she drove and I assembled the photo album. Lahti met us at the Tahoe City Launch ramp. The engine did not seem to mind the altitude but I found that the transmission was slipping so much that I could only limp towards Sierra Boat. "Knock on Wood" arrived at the show about 25 minutes after the "deadline" but being that we had been assigned an outside slip, no harm - no foul. After securing the boat and letting the Judges do their mechanical check, I rushed off to Sierra's parts shop to get a few items that I had noticed missing while motoring across the lake.

I set up our display items and tried to unwind but that did not last for long as I also had responsibilities at the show as I was co-chair for our ACBS chapter's Ships Store.

The judges found a few things that I was aware of and a few surprises. All in all it was a great project. We saved a piece of history. We improved our woodworking & mechanical skills and we nailed down the trophies that Nancy had her heart set on.

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**SOUTH TAHOE
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Wood & Glory XII

A GATHERING OF CLASSIC & WOODEN
BOATS
ON CLEAR LAKE, CALIFORNIA
May 30-31, & June 1, 2010

With about 50 boats registered and 200 members in attendance, Wood & Glory had another glorious year. To kick things off on Thursday evening, Allan & Donna Thomas opened their "outrageous" lakefront home to us for an informal gathering. After the unsettled weather pattern threatened us for about 10 minutes, the sky cleared, the water conditions were great, and our magnificent wooden boats ruled the lake.

The wonderful lakefront home of John & Mary Lahti was our gathering place for a Woodie Whoopie pot luck barbecue on Friday evening. With classic boats tied off at the docks and still more anchored just off shore, it was a beautiful site as the sun went down. We hope the new ACBS members participating in their first event enjoyed it as much as we did. A \$100 gift certificate donated by Sierra Boat was won by Gene & Carol King-(CoCo - 1956 Century Resorter). Bob and Sue Olsen along with Melton Brown displayed their rare 1955 Mercedes 300SL "Gull-Wing" and 1965 Apollo 5000 GT convertible (one of eleven made) on the lawn at the water's edge.

After a Saturday morning "Skipper's" meeting we shoved off from Ferndale Resort in Soda Bay, cruised past the Soda Baths and Dorn Bay to the Clearlake State Park where we headed west along the shoreline to Lakeport passing by Corinthian Bay in route.

As we arrived in Lakeport, we were greeted like royalty by music playing from the gazebo in the park and the local chapter of Sea Scouts assisting us from our boats and helping to secure them at the docks. It made a beautiful sight to see them all tied so nicely. A first class lunch was served by Lake View Market of Lucerne; Hillside Honda coordinated the Sea Scouts, provided special mooring lines, and sponsored the People's Choice Award. The Chamber of Commerce and Downtown Merchants Association coordinated all of the activities in Lakeport. This year's event was in conjunction with the 19th annual Lakeport Round-up Classic Car Show. Our guests and the public had several hours to view the boats and cars as well as tour downtown Lakeport. At the conclusion of the show, boats departed for various destinations including wineries, resorts, and just cruising around Clear Lake.



Best Century- Fire Ball



Best of Show- Redhawk

Saturday evening 110 of our participants joined together on the Clear Lake Queen for a wonderful dinner (catered by Watercolor Restaurant), awards, and sponsor recognitions.



The Best of Show award sponsored by Dave Lobb went to "Redhawk", a 1929 Chris Craft 24' triple cockpit runabout owned by ACBS members Lew & Debra Dobbins of Nevada City.

The Best Century Award went to "Fire Ball" - a 1957 Century 16'4" Resorter owned by ACBS members Bob & Carol Coates of Danville.

The Best Chris Craft award sponsored by Dave & Tammi Lyons went to "Miss Daisy", a 1938 Chris Craft 21' Deluxe Utility owned by ACBS members Dick Hartung & Carol Orme of Santa Rosa.

The People's Choice award sponsored by Hillside Honda went to "the Quiver", a 1959 Chris Craft 19' Silver Arrow owned by ACBS members Ralph & Bonnie Wallen of Kelseyville.

On Sunday morning, we picnicked on Anderson Island as guests of the Thomas Yeandle family. David Neft joined us to play some beautiful music and we conducted the raffle drawing for the Maharajah AIR-ONE water ski. Hannah Lyon drew the ticket and read the winning numbers. Dale & Donna Reynolds of Redwood City were the lucky winners of the MAHA AIR-ONE water ski.

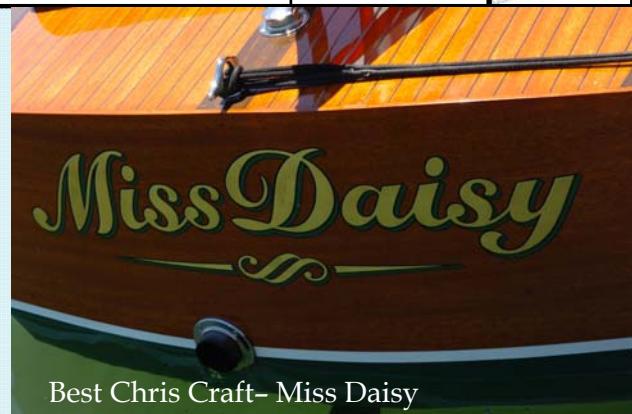
Wood & Glory's success is largely due to our sponsors and partners - Braito's Marina, Wildhurst Vineyards, Maharajah Water Skis, Lake County Chamber of Commerce, Lakeport Main Street Association, Hillside Honda, Riviera Foods, Sea Scouts Ship 711, and Sierra Boat. This year, we raised over a \$1,000 which was all donated to the Sea Scouts Ship 711 for their outstanding assistance throughout our event.

Thank you one and all

Jim Robello & Ralph Wallen



Our island host, John Yeandle in his 1956 Yellow Jacket 14' Catalina.



Best Chris Craft- Miss Daisy



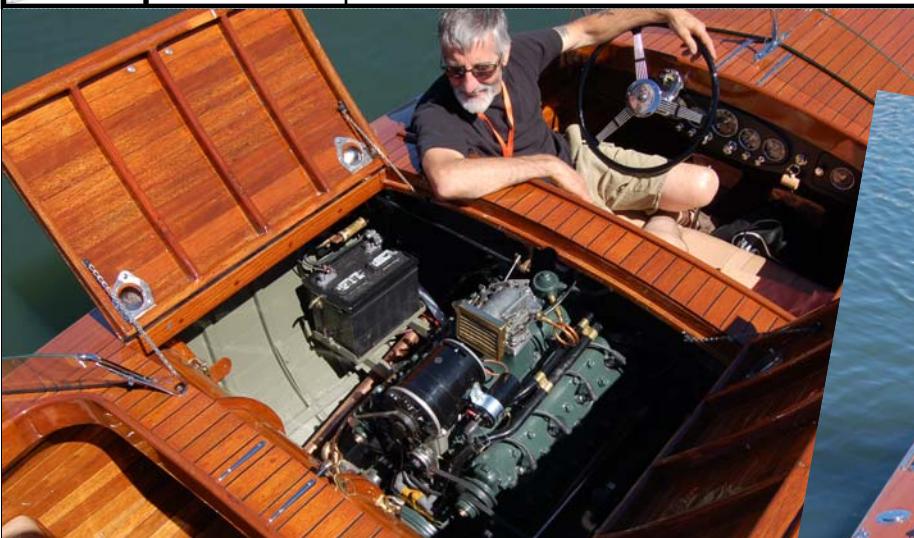
Peoples Choice- The Quiver

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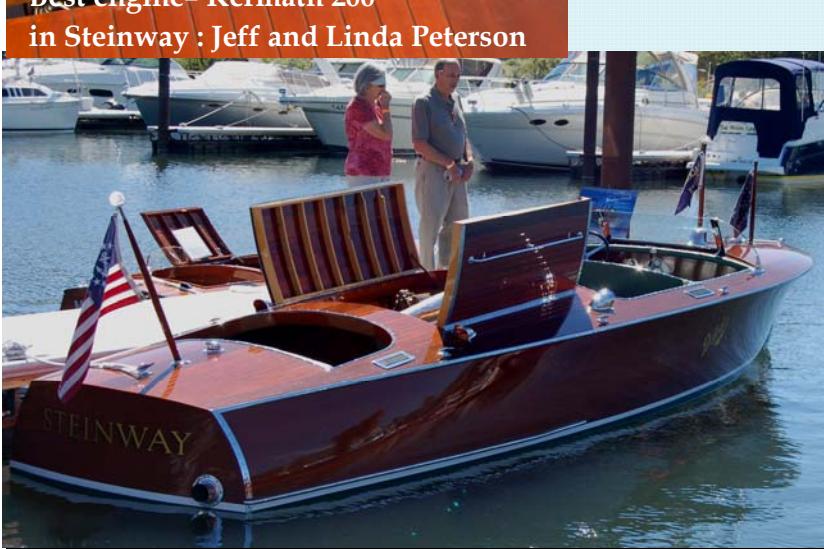
Most Unique & Sippers Choice- Miss De Meaner-1945
16' Custom built runabout- Fran and Adrienne Casey



Best engine- Kermath 200
in Steinway : Jeff and Linda Peterson



Sea Scouts from Ship 145 built
this 12' Glen-L outboard

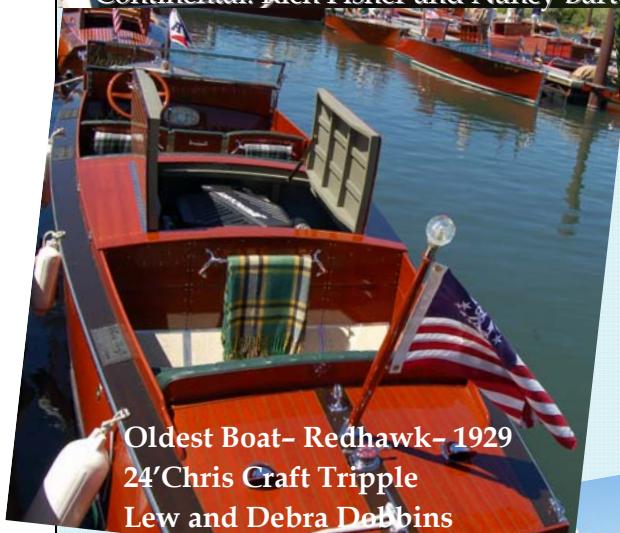


Best Transom Art- Hornet 2007 Custom
owned and built by Andrew Triano





Best Chris Craft-Knock on Wood- 1959 18'
Continental: Rich Fisher and Nancy Bartolomei

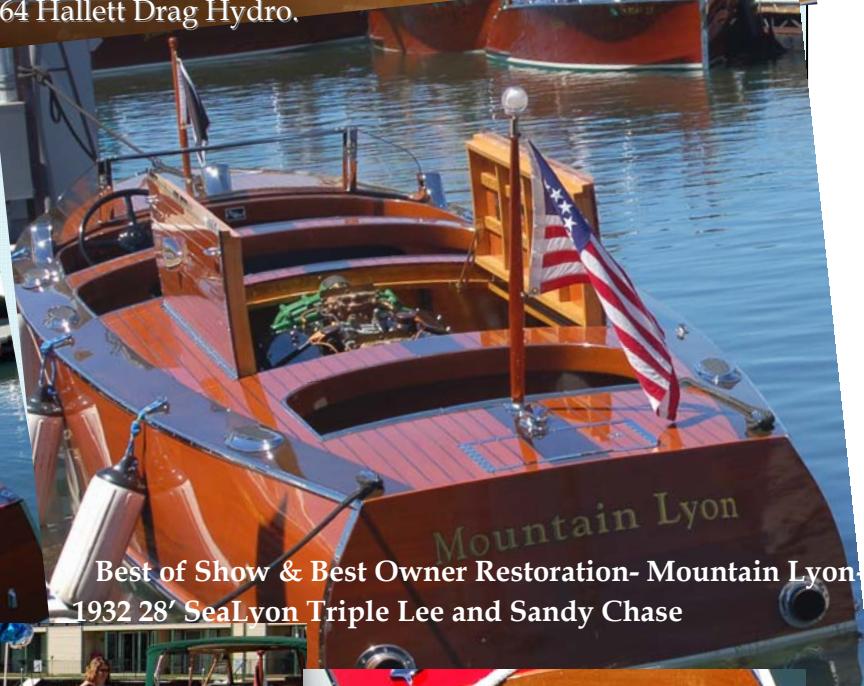


Oldest Boat- Redhawk- 1929
24' Chris Craft Triple
Lew and Debra Dobbins

2010 Wooden Boat Classic



Don Edwards demonstrates the engine on Golden Komotion, a
1964 Hallett Drag Hydro.



Best of Show & Best Owner Restoration- Mountain Lyon-
1932 28' SeaLyon Triple Lee and Sandy Chase



Most Elegant & Peoples Choice- Saga- 1930 38' Chris Craft
Commuter- Ed and Deborah Scott



Kids Choice- Steve & Cheryl Caplan





South Tahoe Wooden Boat Classic 2010 Results

Place	Owner	Boat Name	Year	Boat	Perpetual
2	Ed & Deborah Scott	Baby Skip	1953	19' Chris Craft Racing Runabout	
2	Dan & Barbara Foster	Back In Time	1965	19'6" Philbrick Utility	
3	Gene & Carol King	Coco	1956	18' Cent'ury Resorter	
1	Jim & Lisa Taylor	Fallon	1956	23' Chris Craft Contiental	
3	Don Edwards	Golden Komotion	1964	23' Halleti Drag Hydro	
3	Dave & Jeri Lobb	Grazia	1971	19' Riva Riva Jr.	
1	Andrew Triano	Hornet	2007	12'6" Triano	Best Transom Art Award
1	Craig & Kathy Gregory	Katrina	1971	21' Riva Olympic	Best Riva
2	Don & Jennifer Boehm	Kids First	1994	21'6" Philbrick Utility	
1	Rich Fisher & Nancy Bartolomei	Knock On Wood	1959	18' Chris Craft Continental	Best Chris Craft
	Steve and Cheryl Caplan	Lollipop	1948	19' Chris Craft Red & White	Kid's Choice
1	Layne Davis and the Sea Scouts	Lumpy	2010	12' Glen L Outboard	
3	Robert & Mimi Friedberger	Mimi	1955	19' Chris Craft Capri	
2	Bruce & Gail Adair	Miss Bailey	1930	24' Grand Craft C.C.Replica	
1	Fran & Adrienne Casey	Miss De Meanor	1945	16' Custom Built Runabout	Skipper's Choice, Most Unique Boat of Show
3	Robert & Janice Joyce	Miss Jlg	1973	22' Chris Craft Xk22	
1	Dave & Tammi Lyon	Miss Puddle Duck	1939	19' Chris Craft Custom Runabout	
1	Bob Gardner	Miss Super Glide	1967	18' Sanger Drag Hydro	furthest Traveled Award
2	Stanley & Ardith Ramsdell	Moonstruck	1950	18' Chris Craft Riviera	
1	Lee & Sandy Chase	Mountain Lyon	1932	28' Sea Lyon Triple Cockpit	Best Owner Restored, Best of Show
1	Dan & Casey Arena	No Name	1956	20' Arena Craft Barracuda	Most Original Boat of Show
3	David Ciapponi	No Name	1959	19' Century Resorter	
3	Bob& Nikki Robertson & Dirk Reed	Osprey	1989	24' li Hackercraft Morgan Repro	Most Improved Boat of Show
3	Don & Sylvia Leutz	Pg&Me	1959	19' Century Resorter	Best Century
	Lew and Debra Dobbins	Redhawk	1929	24' Chris Craft Triple Cockpit	Oldest Boat of Show
2	John & Cheryl Cox	Rosebud II	1953	24' Greavette Streamliner	Ladies Choice Award
2	Ed & Deborah Scotti	Saga	1930	38' Chris Craft Commuter	Most Elegant, People's Choice Award
1	Jeff & Linda Peterson	Steinway	1929	26' Hacker Craft Triple Cockpit	Best Engine of Show
	Gregg and Jennifer Rudloff and Family	Swan Song	1934	23' Deluxe Runabout Hacker	Having Too Much Fun Award
	Bill Watson & Foundation 36	Thunderbird	1939	55' Hacker Commuter	Jr. Judges Award
2	Bill & Mary Jo Shepherd	Tievoli	1969	27' Riva Aquarama	ACBS Family Spirit Award, Bill Shepard - Richard Barter Award.
1	Robert & Madeleine Mount	Touch Of Glass	1955	21' Chris Craft Cobra	Best Blonde Deck
2	Bernie & Cabol Atkinson	You Bet	1951	19' Chris Craft Racing Runabout	



Welcome New Members

Doug and Laurel Champlin of Gardnerville, NV joins with a 1993, 20' Runabout Classic Marine named Pair A Dice

Chris and Tatiana Chase of San Rafael, CA joins with a 1957, 24' Unknown Shepherd named Splendido

Alex and Marilyn Forrester of Kelseyville, CA

Jerry and Jan Kennelly of Piedmont, CA joins with a 1975, 28' Super Aqua Pedrazzini named Pico II

Tom and April Morgan of Mystic, CT joins with a 1947, 22' Unknown Palmer named Palmer Scott

Dan and Vicki Rancy of Moline, IL

Larry and Tenaya Wave of North Fork, CA

—Membership Directors Ralph & Bonnie Wallen



Quick action and 8 fire extinguishers save the day

Friday morning at the South Tahoe Wooden Boat Classic, we experienced a boat fire. Fortunately our ACBS members reacted quickly and effectively and the fire was out in a few minutes, before firemen arrived. Two of our members suffered burns that I understand were relatively minor. I'm not sure of the extent of damage to the boat at this writing, certainly it could have been worse.

This event reminds us of how important it is to be prepared for emergencies and how the sometimes annoying safety requirements like fire extinguishers can be sooo important all of a sudden. Noteworthy is that it took 8 fire extinguishers to put the fire out completely. I carry 2 in my boat. I think I'll at least get some bigger ones. -Lee Chase



Thunderbird arrives at the Awards Picnic and receives the Jr Judges Award.



The 2010 Delta Cruise B&W Resort, Isleton CA October 1st - 3rd

This is a fun weekend that starts with the traditional potluck on Friday night. On Saturday morning a jump-start breakfast will be served dockside before you pack up the picnic lunch you've prepared. Around 9:30 am the parade of boats leaving B&W Marina will begin. Our lunch destination is Grindstone Joes, a private island and club. Saturday evening after the cocktail hour is a catered dinner.

Make reservations now! For accommodations call one of the following :

B&W Resort- 916-777-6161

Tower Park Marina- 209-369-1041 (9-New Cabins)

Delta Daze Inn, Bed and Breakfast- 916-777-7777

Delta Bay Club, 916-777-5588

Rio Sands Motel, 707-374-6374

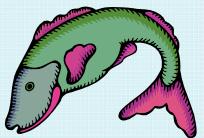
Microtel, 209-367-9700

Vista Motel -707-374-6341

More info: Preston Smith at 916-434-6322 or Email Preston.Smith@PACCAR.com.



Bass Lake



20th Anniversary



We just can't get

enough of Bass Lake, this was the 20th year. Bass Lake was originally chosen because it's a great mid-state location for the only event where both the Northern and Southern California Chapters meet and it has proven to be a bunch of fun every year since. From newcomers to veterans who have been coming since the show began in 1990, we were glad see everyone. WOW! We had 62 boats this year. I think everyone was ready to come out and play.

Arriving late Thursday afternoon, we were warmly greeted by The Pines staff and we enjoyed the evening with other early arrivers. Friday morning a lot of boats were launched and joined others already in the water and cruising around the lake.

The event officially kicked off Friday evening with the traditional barbecue and pot luck that John Maddox organized at Millers Landing. A variety of delicious dishes arrived by land and lake while the crowd buzzed with conversations. The mosquitoes even cooperated with us because I didn't see any buzzing around. The Lions Club was busy giving out our packets for the Saturday Lions Club Boat show.

Fireworks lit up the lake later in the evening, set off for a wedding going on at the Pines Resort. We were delighted to see the lake and boats at the docks in the most beautiful glowing background.

We got a jump start Saturday morning with the coffee provided for us by the Lions club. A wonderful continental breakfast was provided for all of us to enjoy by Sharon Schweer, with the help of Susan Moores.

The boat parade has become a unique addition to the Bass Lake event. Organized and emceed by Arnie Schweer, it was an informative and enjoyable event for the spectators. The relaxing day on the docks

was topped off by the beautiful lakeside dinner put on by The Pines Resort. Combined with the perfect weather, it's hard to imagine a finer event.

Chuck Kelly put a lot of work into another great poker run, but he always makes it look easy. While out getting our cards we saw some magnificent Bald Eagles and their



Layne Davis cruises by during the boat parade.



Cary Winslow, in his dapper yachtsman disguise, enjoys the lakeside diner



nests way up in the trees. One boat got stuck in the mud while turning around after getting a card and now we will be calling it "Run Amuck". Remember this for next year as it might be one of the questions. Also for next year we are planning on something very special that you just won't want to miss. I guarantee it will be something you won't forget! I'm not one to get excited about many things, but next year will be the best ever so be sure you mark your calendars and make your reservations early!

The poker run was followed by brunch and mimosas next to the pool. Rich Christopher revealed incredible and hitherto well concealed intellect with a perfect score on the poker run test. The very lucky Barbara Walker got the best hand, Full House Kings high. Jack Greenhalgh won the worst hand award.

Awards given out by the Lions Club were:

Best Restoration Jay Perko, Kimi-Too

Most original Alex and Karen Hodges-Okey Dokey

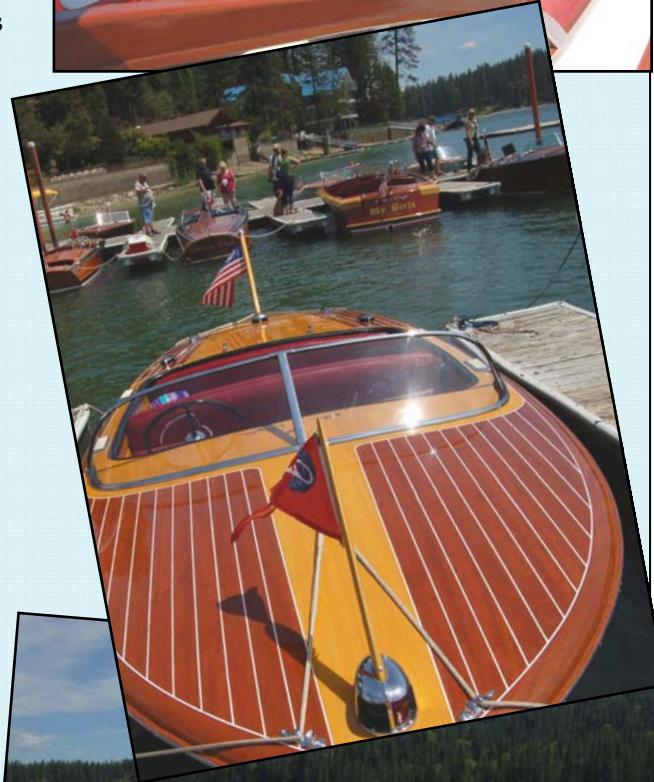
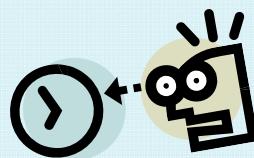
Skippers Choice Dave Wright-Tahoe Tessie

Peoples Choice Joel and Debbie Castro-Banshee

We would like to thank everyone for all your help and support over the last two years at Bass Lake. Your friendly smiles and great friendships are most welcome as the months working up to this great event is somewhat stressful at times and just being there with everyone makes it all worth while.

Again, Thank You All!

Joel and Debbie Castro



Top: Rich Christopher in Clinker Toy- Poker Run test winner

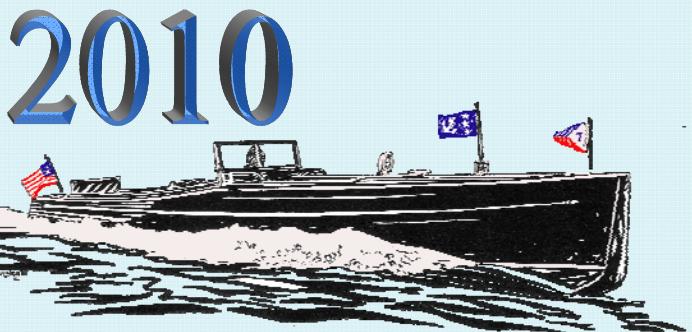
Middle: Kimi-Too- Best Restoration

Bottom: Banshee- Peoples Choice

Left: Tahoe Tessie- Skippers Choice



Calendar of Events



August 21	Tahoe Get-Around Wood Boat Cruise Lake Tahoe	Jerry Turney 510-531-8214
August 22	Board Meeting Nevada City – Location TBD	Jim Robello 707-278-0233
August 27	Woodie Whoopie – “Clam Bake” Turner's "Playtime", Homewood, Lake Tahoe	Tom and Marie O'Rourke 530-546-2360
Sept 11	Woodie Whoopie - Clear Lake Location TBD	Jim Robello 707-278-0233 Ralph Wallen 707-279-2686
Sept 12	Hillsborough Automobile Concours d'Elegance to include ACBS invited boats shown on trailers	Jared Hein 415-543-6900
Sept 15 -18	35th ACBS International Meeting & 9th Annual Boat Show Bay Harbor Resort, Petoskey, Michigan	ACBS – Clayton, NY e-mail:mail:hqs@acbs.org
Sept 24-25	Ironstone Winery –Automobile Concours d'Elegance To include ACBS invited boats shown on trailers Murphys, CA	Chuck Kelly cbkcbi@aol.com
Oct 1 – 3	Delta Cruise B & W Resort 964 Brannan Island Road & Highway 12 – Isleton, CA	Preston & Joy Smith 916-434-6322
Oct 23-24	Restoration Clinic Northwest Classic Boats, Auburn, CA	Vince Zalutka Vzalutka@aol.com
Nov 5 – 7	Chapter Annual Meeting San Francisco	Jim Robello 707-278-0233 Iren & Ted Jenny 925-254-8809 cell: 925-899-9708

DUANE LARSON

December 10 , 1936—February 16, 2010

Most of you will remember Duane as Chuck Kelley's sidekick cleaning crab. Duane helped Chuck at the first crab feed at Little River Inn. He continued to helping for over 10 years, always smiling even when the crabs were clawing him.

I remember Duane as my best man at my wedding and Duane forever remained my best man. Duane and Carolyn's two children and my two children camped together at Zephyr Cove many years ago. We often commented about the beautiful boats on the lake never dreaming that one day we would be in on of those beauties.

One day I saw a wooden boat, called Duane and he bought it sight unseen. This boat would be named Carolyn's Craft and often traveled to our boating events. One day I saw a condo at Tahoe, called Duane and he bought it sight unseen. What a wonderful trusting friend.

Duane particularly liked Bass Lake and was there every year except the last two. That meant he went to over 15 Bass Lake events. He and Carolyn came to the Delta at B&W almost every year. Duane really enjoyed seeing his boating friends. Duane was an accomplished musician, playing the piano for us at the Spring Fling at Ironstone.

Chuck and I will really miss our best friend. He is gone but not forgotten, especially when we see Carolyn towing her boat, Carolyns Craft to the next boating event.



By Barbara Walker



Make reservations now!

A Fabulous Weekend in The City by the Bay! ACBS Annual Meeting, Dinner, Dancing & Much Fun in San Francisco!

Join us for the annual meeting of the Lake Tahoe/Northern California chapter, of the Antique & Classic Boat Society, on Saturday, November 6th, 2010. Meeting will start at five in the evening, followed by no host cocktails at six, dinner at seven and dancing and merriment after dinner.

**Golden Gate Yacht Club
on the Marina
#1 Yacht Road
San Francisco, Ca. 94123**



All plans are in place and San Francisco is the place to be on the evening of November 6th, 2010.

What can be a more perfect setting for this event than the beautiful Golden Gate Yacht Club perched on breathtaking San Francisco Bay? The location of the Club in the San Francisco Marina makes it a perfect venue for all ACBS members to gather around for an awesome evening of boats, water views, friendship, good food, drinks and of utmost importance, the election of new officers and board; the changing of the guard for another exciting and fun filled ACBS year.

The Golden Gate Yacht Club, was founded in 1939, when members built the first clubhouse on a barge located in the San Francisco Marina. Fifty years later, the Loma Prieta Quake severely damaged the Club, but through the hard work and dedication of many members, the Club rose again to become the showcase facility that it now is. The GGYC is a popular cruise and regatta venue on the San Francisco waterfront, with the distinction of being the proud home club of BMW ORACLE Racing, winner of the 33rd America's Cup. Parking is available in the main parking lot in the Marina between the St. Francis Yacht Club and GGYC. So, get your red, white and blue duds ready and plan to party!

But wait! Did we say weekend? Fun starts Friday night!

Join us on Friday, November 5th for what promises to be a rousing evening of casual fun at another super San Francisco iconic, restaurant, **Scoma's**. This will be a fun and casual evening of good food, and merriment. More detail will be mailed to you closer to the event.

Saturday during the day!

Before we dazzle and razzle you Saturday evening, we have more plans for you, A private walking tour of the **Presidio** and **Crissy Fields** and a visit to the new **Walt Disney Family Museum**.

Sunday during the day! Optional!

If you are still standing,, experience San Francisco sightseeing from a duck's eye view on this San Francisco Duck Tour. Travel on land and water in an amphibious vehicle crafted from the WW II DUKW. Ride through San Francisco's historic streets and neighborhoods. Splash down into the bay and cruise McCovey Cove. Details to follow.

Lodging information!

We have blocked 20 rooms at the Argonaut Hotel at 149.00 a night which is unheard of for San Francisco. Make your reservations early so that if needed, we can add rooms to our block. We have 10 rooms blocked at the Hyatt at 149.00 also, but our headquarters will be the Argonaut. Ask for block under, The Antique and Classic Boat Society. We are booking two different types of hotels to give you a choice.

Argonaut Hotel – 4 Star 4 Diamond, "Where Adventure...and Your Journey Become Extraordinary!"

In a unique partnership with the **San Francisco Maritime National Historical Park**, the Argonaut Hotel makes its home in the historic Haslett Warehouse at **The Cannery**. Our boutique hotel overlooks San Francisco Bay and this national park, including its fleet of historic ships. Many of our 252 spacious guestrooms feature unobstructed breathtaking views of Fisherman's Wharf, the San Francisco Bay and the city skyline. Guests at this Fisherman's Wharf hotel can savor the history and soul of San Francisco. While the Argonaut Hotel's original 1907 style architecture still embodies elements of the nautical history of San Francisco in its heyday, its plush, stylish décor nestles guests in an accommodating, stimulating environment that is both modern and comforting. From the stunning waterfront views of the Golden Gate Bridge and Alcatraz Island to the richness, comfort and unique nautical decor of each guestroom, the luxury Argonaut Hotel makes for an ideal location to enjoy historic Fisherman's Wharf and the exceptional City by the Bay.

The Hyatt at Fisherman's Wharf
555 North Point
San Francisco, Ca. 94133
800-233-1234

The Argonaut Hotel
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San Francisco, Ca. 94133
415-563-0800,
www.argonauthotel.com

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of our guest rooms, public areas and meeting space.

Call or email Ted and Iren Jenny if any questions!—Home, 925-254-8809, Cell, 925-899-9708,

email jennysrus@att.net.

Invitations and Details will be mailed out later in the year.



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1930 Horace E. Dodge Aircraft and Boat Company, all African Mahogany 16' Runabout, Serial # 708. Gray Marine F-35 four cylinder 135 cubic inch engine. Boat completely restored in 2004: all trim re-chromed, new prop, engine overhaul and Eaton supercharger installed under exhaust manifold. Upgraded to 12 volt system with alternator and super starter, bilge pump. Engine develops sea level power (60 hp) at 6000 feet elevation and pulls 34" of manifold pressure at sea level for 80 hp and near 40 mph. All seats covered in leather. Boat is excellent except for some finish deterioration on deck. Famous Dodge "Sea Nymph" bow sculpture is perfect. Trailer included. Boat is on Georgiana Slough near Isleton, CA

\$22,500., D. E. Bucciarelli-fastbutch@aol.com

Chris Craft -1956, 27ft Super Sport Cruiser "Our Time" - Twin 110 HP 6 cyl Chris Craft engines Sleeps 4 with head and galley Recent Survey and Varnish Pristine Classic Wood Boat Lake Tahoe "FUN" boat.

Price reduced \$25,000.00 Call Don 916-765-1517

email: Donsmith@ssctv.net

1952 27'Chris Craft Semi Enclosed Cruiser "Tomahawk". Twin 95HP 6 Hercules Ks. West bottom, recent varnish, cover, tandem axel trailer. Peoples Choice 2006 Concours. Offered at \$55,000. Karine Lyon 916-978-4244, kylon@golygon.com

For Sale and available this Fall: Beautiful **1931 Dee Wite 17' Split-Cockpit Runabout**. Lake Tahoe Boat since 1980. Multiple 1st place Tahoe Concours winner. Original 6 cyl Gray Marine 93 hp motor, completely rebuilt by Sierra Boat Co. Currently receiving new epoxy bottom. Interior by Rod Souza. Custom cover and trailer included. \$25,900.00 Dave at 831 596 4239 or westboat1@sbcglobal.net

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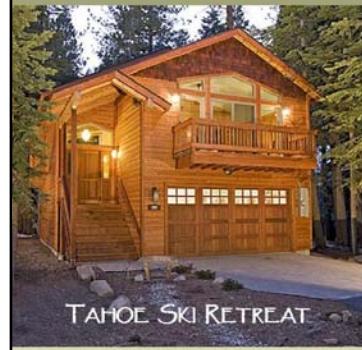
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