

Western Wood



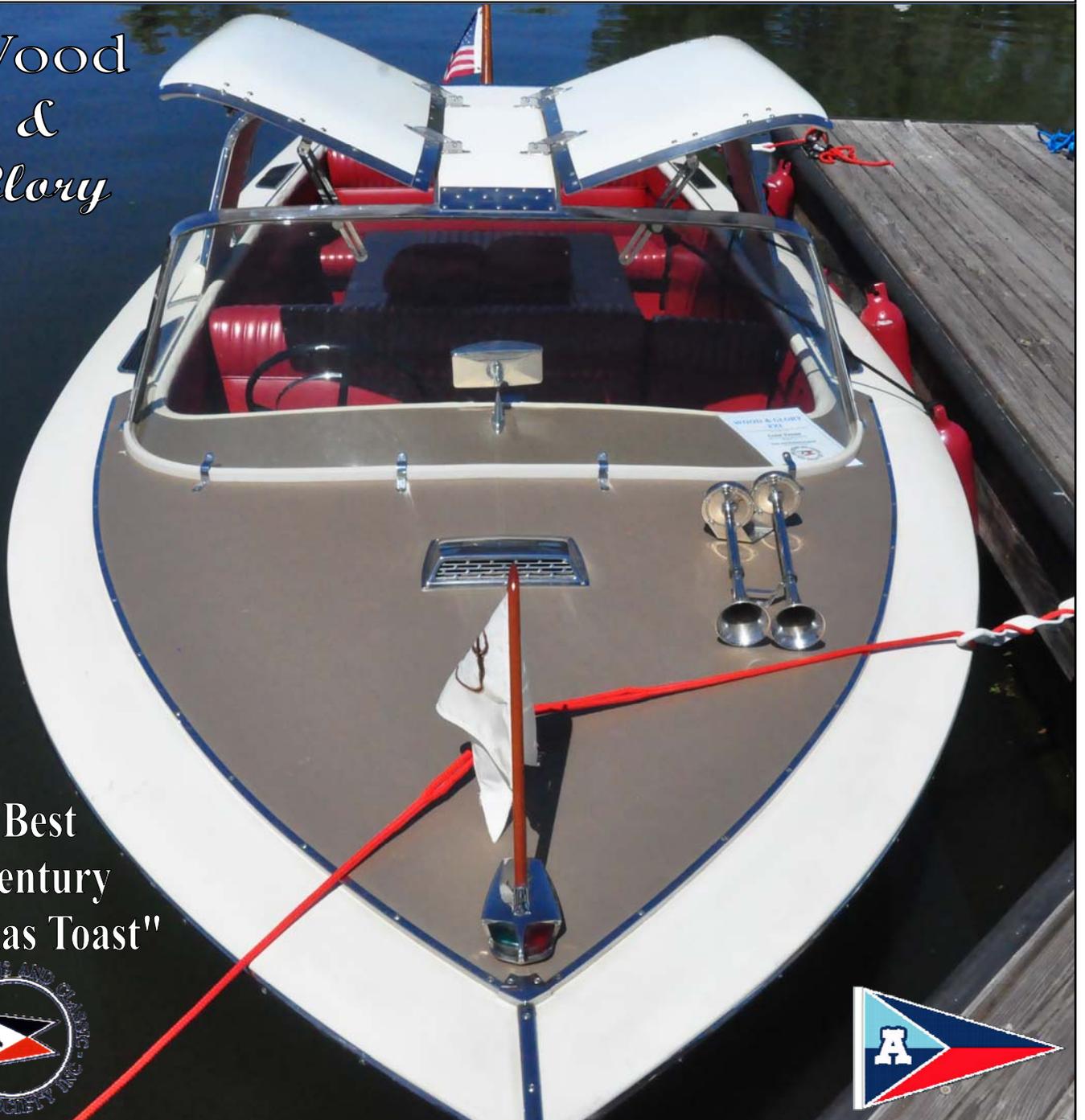
The Northern California/Lake Tahoe Chapter of the Antique and Classic Boat Society, Inc.

Volume 37, Issue 3

Quarterly Newsletter

Summer 2019

Wood & Glory



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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

Somewhere Along the West Shore



A Corollary to Murphy's Law

Last issue I described my problems with my Chris Craft engine that had just been rebuilt but went from running great to no start, no way. My initial suspicion was there was a problem with the carburetor. Well after further investigation I discovered a corollary to Murphy's Law.

Murphy's corollary is:

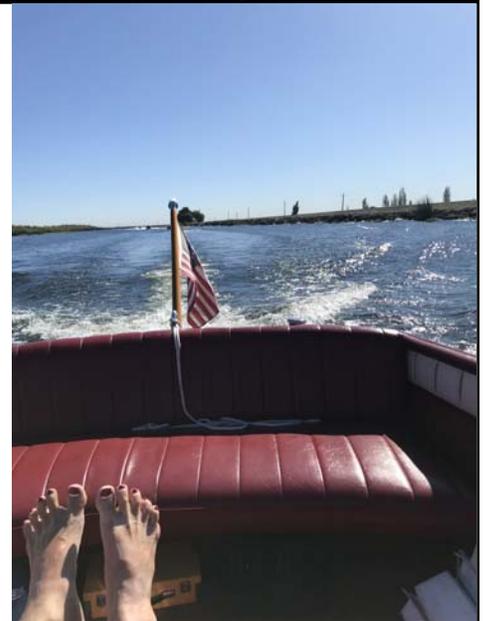
“The problem is never what you think it is”.

That begs the question of how can you fix anything if the problem is never what you think it is? Well, it just means you have to check everything, even things you think it can't be. In my case I thought it was a carburetor problem so, it turned out to be the distributor. While I had plenty of spark, the timing was off.

In my defense, it's hard to check the timing on an engine that isn't running. Chris Craft engines don't even have a timing mark. I think you're supposed to set the timing by the seat of your pants, then fine tune it if you can get it to run. Fortunately, I put my own timing mark on the flywheel when I reassembled the engine, figuring it would come in handy one day, like when the engine stopped running. A timing light won't work unless the engine is running, but an ordinary 12 Volt light bulb connected across the points will light up when the points open. This method indicated that the points were opening when piston #1 was at the top, which should be good for starting the engine. So, with that result I moved on to looking for other issues, like fuel and carburetor.

Before tearing into the carburetor, I decided to recheck spark and timing, even though I didn't think that was the problem. It turns out that there is a pitfall in the light bulb method of checking the timing. The bulb lights up for every cylinder, so you only know that a cylinder is firing but not which one. So, the bulb lit up when piston #1 was at the top but the distributor rotor was pointing at #4. The rotor and associated point cam were slipping on their mounting plate. In other words, this was a messed-up distributor.

With the help of John Allen and his pile of engine parts, we were able to put together a working distributor. With the distributor fixed the engine ran right away. I took the Chris Craft on the Delta Cruise and it ran great. So all is well, until the next thing breaks.



Lee & Sandy Chase

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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|-----------------|----------------------|
| 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
Questions, articles for publication, advertisements and letters to the editor, etc. should be sent to...

westernwood@acbs-tahoe.org
lee.chase@comcast.net
sandy-chase@comcast.net

Outgoing President's Message



What an amazing boating season 2019 has been. Our No. CA/Lake Tahoe ACBS Chapter has enjoyed so many Fun & Memorable events throughout the year, while visiting with friends and family at some of the most beautiful locations in Northern California. I will always cherish the memories and good times that each of our events has to offer while making new friends and viewing some of the most beautiful Antique & Classic boats on the West Coast. I want to Thank each and every member of our organization for their support throughout the year and for preserving, maintaining and restoring these truly amazing Historical Treasures. This lifestyle revolving around Antique & Classic boating is something that I am proud to be involved with, while the friends you make along the way have made the journey that much more Special...

Our chapter has enjoyed many great events this year starting with the Restoration Workshop at Sierra Boat Co. hosted by Lew & Debra Dobbins; Spring Fling- hosted by Sandy Chase and Teri Parker in my hometown of Merced; and the 29th Annual Bass Lake Rendezvous hosted by Teri and myself. Jim Robello and Barbara Foster hosted a wonderful weekend at Wood & Glory XXI at Clear Lake. What a great time we all enjoyed at our members Lakefront Homes, The Konocti Casino Resort & the famous Boatique Winery for our dinner and awards banquet. Special Thanks to Rich Fisher and Nancy Bartolomei for hosting 5 amazing Woodie Whoopies throughout the summer at The Tahoe Maritime Center, Olympic Homeowners Beach and at some of our members beautiful lakefront homes along the North & West Shores of Lake Tahoe. Layne and Kelly Davis did an outstanding job hosting the 2nd Annual "Runabouts on the River" at the Stockton Sailing Club. Everybody had such a great weekend despite the weather being a little on the warm side. While Teri and I were getting ready to go to the International Boat Show in Alexandria Bay, New York, Rick and Laurie Gurries hosted another very fun and relaxing event at the Lake Shasta Rendezvous with over 30 ACBS members and guests enjoying a full lake, good times and so many great memories.

I want to thank all our chair people and volunteers for doing such a great job hosting these truly fun and beneficial events throughout the year. Your efforts are greatly appreciated.

Teri & I had such a great time at the International Boat Show & Meeting with close to 60 of our Northern CA/Lake Tahoe chapter members there supporting our friend Tim Bush on becoming the 2020 International

ACBS President. We all enjoyed perfect weather and great memories on the St. Lawrence River while visiting some truly amazing castles, seeing so many stunning Mansions on their own private islands, some fantastic fireworks over Boldt Castle and visiting the ACBS HQ and the Antique Boat Museum in Clayton, N.Y. while viewing over 160 beautiful antique and classic boats on display in the show, good times! Congratulations Tim on becoming the 2020 President of the Antique & Classic Boat Society.

Our final 2019, in the water, boating event was the very popular Delta Cruise hosted by Layne & Kelly Davis on the California Delta waterways. We all enjoyed perfect weather, great times and there was no lack of adult beverages throughout the weekend. Many thanks to Layne, Kelly and their crew for another fantastic and fun weekend on the California Delta.

Our last event for 2019 was held in beautiful Carmel, CA for our Annual Chapter Meeting and the passing of the gavel. Our hosts Iren Jenny & Barbara Foster along with their crew planned a very special weekend with all the magic and beauty that the Monterey Peninsula has to offer. This was a very fun and memorable weekend.

I look forward to supporting our next No.CA/ Lake Tahoe 2020 chapter President Don Leutz and our chapter 1st Lady Sylvia in the upcoming year. Congratulations Don, I know you will do a great job and have a fantastic year as President of the ACBS No.CA/Lake Tahoe Chapter.

As we begin to close the books on 2019 and start a new year, Teri & I would like to wish everyone a very Merry Christmas and a Happy New Year! We hope you all have a wonderful Holiday Season. Thanks for keeping the Dream Alive!!!

All the best
Robert L. Gaestel



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Incomming President's Message



Don Lutz

First, I would like to say how proud I am to have been elected to serve as ACBS Northern California/Lake Tahoe Chapter President for 2020. It is a great honor to join the long list of great people who have led our organization through the years to build it up to the point where we are today.

Our chapter has built its own wonderful traditions to support and continue. But as we approach our 20th year into this new century, it is the perfect time to look to the future and challenge ourselves to stay up with the times. For ACBS, that means embracing the newer age older boats – those “Fiber-Classics” and “Metal-Classics”. We also need to treasure and preserve our Antique and Classic non-motorized boats like sailboats, canoes and kayaks. Of course, we want to stay up with the times by offering our membership digital access and easy on-line payment methods. And we need to keep all our lines of communication open and available to all, whether we are digital, analog or just plain old-fashioned.

We are looking forward to a very active 2020, with boating events throughout our Northern California region. We will have more details on the full calendar of events following our Board of Directors Planning Meeting on January 11th. I can tell you now that we are planning a great “Spring Fling” weekend in the Gold Country on the first weekend in April in Murphys, CA. This annual non-boating event gives us a chance to explore different Northern California communities and reconnect after a long winter of rest and restoration (for our boats at least).

In May, we will gather for the first boating event of the year at Bass Lake, followed by Wood ‘n Glory at Clear Lake on the second weekend of June.

As boating season warms up, we will have a number of boating and non-boating events at Lake Tahoe as well as the Runabouts on the River weekend in Stockton. At the end of summer, we gather with the Gurries at Lake Shasta. This year, everyone is also invited to attend the ACBS International Annual Meeting which will be held in September at Coeur d’Alene, Idaho. Then it’s back to the Delta in October and finally we will gather for a toast to a great 2020 in Napa at our Annual Meeting in November.

I am looking forward to meeting each and every one of you this year. We love seeing your boats at our events. But if your boat is in the shop – or even if you don’t own a boat at all – please come to our events. There are usually ample opportunities to catch a ride with another proud boat owner. It’s a great way to learn about boats, share challenges, get ideas and just feast in the beauty of these floating family treasures. And, it’s all about Friendship and Fun!

Please let me know if you have any ideas or suggestions for our upcoming year. I would love to hear from you. Email me at Leutz@Inreach.com. Or give me a call at 916-681-4751. As we look forward to 2020, Sylvia and I wish all of you a very happy holiday season.

Membership Corner

By Don Leutz, Membership Chair

Please join me in welcoming our newest Members to the Northern California/Lake Tahoe Chapter of ACBS:

- Christine & Steve Olson** – Pebble Beach, CA
George Billman – Lafayette, CA – 1947 Chris Craft 17’ Runabout
Walter & Ann Pierce – Oakley, CA – 1975 Spectra 24 V-Drive & 1959 Century 16’ Resorter
Kelly & Dex Honens – Orinda, CA
Robert Schilling – Minden, NV
Bill & Amy Lasell – Loomis, CA – 1957 Century 16’ Resorter
Carol & Stew Harvey – Jackson, WY – 1947 Chris Craft 16’ Special Runabout
Joe & Carrie Gray – Novato, CA – 1960 Dorsett 15’ Runabout
Alex & Gretchen Placzek – Lafayette, CA – 1965 Philbrick 21’ Runabout
Gabriela & David McKneely – Incline Village, NV
Robert Anderson – Lakeport, CA – 1995 Schiada River Cruiser 21’
Joe & Gayle Hensler – Fair Oaks, CA
Amy Scanlin – Sacketts Harbor, NY

As of this writing, we have 468 active members in our NC/LT Chapter. Although Membership Renewals occur all year long, many occur at the end of the year. Be sure to renew your Membership when it comes due. It is easy to renew online, or sign-up for a new Membership, at the ACBS Website, www.acbs.org or the NC/LT Website at: www.acbs-tahoe.org.

Since the holidays are upon us, why not consider giving an ACBS Gift Membership to a friend or family Member, so they can also enjoy all the fun activities.

This will be my Last Membership Corner column that I am writing as Lew Dobbins has graciously accepted the position of Membership Chair for 2020. Should you have some extra time and wish to get more involved in ACBS NC/LT Chapter, I know that Lew will look forward to your help, especially operating the Membership Booth at some of our events in the coming year.

Thank you for the opportunity to serve as your Membership Chair these past several years. I will continue to help and support Lew in his new endeavor. And, I would like to personally “Thank” all of you who have helped Sylvia and me over the years by volunteering in our Membership Booth.

More than just a boat show, the Second Annual "Runabouts on the River" was a weekend dedicated to finding ways to cool off in the hot summer temperatures of California's Central Valley. The weatherman was warning that it would be the hottest weekend of the summer (and he might have been right). But at least we had the Delta Breeze this year, numerous rides on the river and the spacious shade offered under the Stockton Sailing Club deck to cool us off.



Friday evening, we gathered for an impromptu cruise to Windmill Cove on Friday evening for drinks and dinner, followed by a sunset cruise to the Downtown Stockton waterfront.



Saturday's Boat Show got an early start as Sacramento TV Channel 13 arrived for a live mini-broadcast for their show "AM Sacramento".

Boat Show Chairman Layne Davis was interviewed at the helm while captaining his Chris Craft U-22 "Wuz Fuz". They were also treated to a roar-by from Lew Dobbins and friends aboard "Redhawk, the Dobbins' elegant 1929 Chris Craft.



Highlights of the Boat Show included the ever popular morning boat parade, followed by boats on the dock and free boat rides for the public offered by generous ACBS members. The ACBS Ship's Store, held their Stockton Annual Clearance Sale offering prices "too hot" to pass up.

A new addition at this year's show was the Kid's Tent – created and staffed by Pat Butler and Bill Means.



There were a lot of happy memories created at this booth. Kids had a variety of activities to enjoy and even had a chance to make their own wooden "Runabout" boat to take home.



Saturday Night it was time to celebrate at a Riverside Luau where everyone got into the spirit at the new and improved Tiki Bar. Dinner featured a return of the famous Stockton Sailing Club's barrel smoked ribs served on their spacious riverside patio deck.

And the Winners were:



Most Original: "Wood Duck" – a 1956 20' Century Coronado – owned by Elliott and Ginny Brown



Best Utility: "Sweet Water" – a 16' Century Resorter owned by Donna and Allen Thomas



Best Race Boat: Maybe Not II – owned by Dan and Barbara Foster



Best Runabout: "Matchbox" – a 1946 20' Chris Craft Custom owned by Rick and Laurie Gurrries



People's Choice: - "Aquarius" - the hometown favorite Stockton-built Besotes – a 1962 18' Ski Utility owned by Robert and Kim Little.



The evening's finale was the awarding of the prized Boat Show Awards, rescued and restored by ACBS Board member Dave Lyon.



2019 Lake Shasta Rendezvous VIII

By Laurie Gurries

Classic Boaters attending this year's Lake Shasta Rendezvous VIII from September 5th thru 8th enjoyed crystal clear skies, great weather and higher than normal water levels. Our boat event began with the lake elevation at 32 feet down from full pool for the first week in September, an almost unheard of happening in recent times. The docks at Tsasdi Resort, Lakehead were still reached by the stairs!

This year's event had 33 classic boaters arriving from Lewiston to Temecula, with 12 boats making it into the water. Most of the attendees stay at Tsasdi Resort, which is the lovely Northern California retreat where the boat event is headquartered. A close bond is formed by the group as we plied the waters daily on Lake Shasta to favored swimming holes where boats are rafted together. There is nothing like swimming and floating while having fun in the sun with great friends. Relaxation and fun are key objectives!

The event was started eight years ago by Rick & Laurie Gurries who wanted to share the beauty of Lake Shasta with their ACBS classic boater friends. The clear blue-green hued waters are so inviting, it quickly became a favorite destination to a core group of boaters. Each year this event is planned with the help of Jim and Gretchen Deichler. Dinners are potluck with entrees two nights provided by Jim and Gretchen. Their dishes are incredible, they never send anyone away hungry! This year Doug Shone came on board as our ACBS Director. He and girlfriend Rainee Stahr were a breath of fresh air and contributed great nautical décor to the event.

Thanks to the generosity of raffle prize and auction item contributors, Saturday evening's raffle and auction were the most successful that we've ever experienced at this event. Auctioneer Allen Thomas managed to get premium bids from the audience with his comical banter. Attendees pulled out all the stops in support of the Sea Scout Crew #145 from the SS Challenger in Redwood City, the recipients of the proceeds from the weekend's fundraising festivities.

We're putting a new twist on next year's Lake Shasta Rendezvous IX. Dates for 2020 Lake Shasta Rendezvous IX will be from September 8th thru 11th. Call Tsasdi Resort at 530-238-2575 today and ask for Scott, to book your lodging. Why don't you consider coming up to Lake Shasta on your way to the ACBS International Boat Show which will be held in Coeur d'Alene, Idaho next September 16-19, 2020? The pre-events will be in the Priest Lake, ID area from September 14-16th. Stay alert for upcoming information regarding this event.



2020 Lake Shasta Rendezvous IX Date Change

After such a fun and successful 2019 Lake Shasta Rendezvous VIII, an exciting adventure has presented itself in time for the 2020 Lake Shasta Rendezvous IX! We have decided to change the dates for next September's boating event at Lake Shasta. The new dates for Lake Shasta will be from September 8, 2020 thru September 11, 2020. The dates for the International Boat Show at Coeur d'Alene, Idaho will be from September 16-19, 2020. The pre-events will be based out of the Priest Lake area and begin early on September 14th and 15th. For those of us who wish to, we'll be able to form a boat towing caravan from Lake Shasta to Priest Lake, Idaho for the pre-events and then on to Coeur d'Alene for the boat show. It is a 14 to 16-hour road trip from Lake Shasta to Priest Lake, actual drive time is 12 hours. It should take 2 to 2.5 days for the trip.

Some people will be arriving at Tsasdi Resort as early as Labor Day, which is Monday, September 7, 2020 at 3pm check in time. The rest of the attendees will be arriving at Tsasdi's Resort on Tuesday, September 8th. Everyone who currently has reservations at Tsasdi Resort for next September needs to call Scott at Tsasdi's, 530-238-2575 to let him know what your new arrival date will be Monday, September 7th or Tuesday, September 8th. Our boating days will be Wednesday and Thursday. We'll enjoy all the typical boat outings and meals as usual. Jim Deichler will still provide the entrée for our dinners. Keep an eye out for the 2020 Lake Shasta Rendezvous IX registration form, it will be in the Western Wood and the acbs-tahoe.org website. The entire ACBS group will be leaving from the resort on Friday morning, September 11, 2020 regardless of your destination, whether it is for home, Idaho or elsewhere.

Scott and Julie, owners of Tsasdi Resort, Lakehead, Lake Shasta will be hosting a wedding at the resort from Friday thru Sunday, our normal weekend. The change in dates is at our request, not theirs. These new dates are considered a win – win for ACBS and for Tsasdi Resort.

We realize that not everyone will want to follow the boat caravan to Idaho, there are different ways to get to the pre-events. For our ACBS members who are still involved in the daily work grind, you'll have nearly a year to plan out your vacation schedule and work around the date change.

If you'd like to make reservations for lodging at Tsasdi Resort for next September's event, call Scott at 530-238-2575.

Make reservations for pre-event resorts in Priest Lake, ID area: depending on your date of arrival 9/12/20 – 9/14/20 departing 9/15/20 (3 nights)

Elkin's Resort 208-443-2432

Hill's Resort 208-443-2552

Reservations for ACBS International Show:

9/15/20 – 9/19/20 departing 9/20/20 (5 nights) or whenever you need to leave.

Coeur d'Alene Resort 208-209-5031

(ask for ACBS block for the discount)

We'll see you around the docks!

Laurie & Rick Gurries

(707) 888-9171 Laurie's cell

(707) 484-0095 Rick's cell

Sponsor a Trophy help our philanthropy program

The South Tahoe Wooden Boat Classic, currently on hiatus due to our not being able to establish an agreement for the use of the Tahoe Keys Marina, enabled the Chapter to donate to worthy charities and also to build the Chapters endowment fund, the earnings of which makes donations to worthy charities on an annual basis.

The Chapter gives out the Ziggie award, the Bush Spirit Award and other appreciation trophies at the annual meeting and other awards at our boat shows. Additionally, the President or the Board may at various times decide to recognize individual members for their service to the Chapter.

This is where you come in. It would be greatly appreciated if you would make a tax deductible \$250.00 donation to sponsor the trophies listed below with the funds going to the Chapter endowment. You are welcome to co-sponsor one of these awards with a friend or another member if desired.

If you have an idea for another award for your sponsorship, please let me know. This year's Ziggie award, the Bob Bush Spirit award, the Congratulations, Mr. President, award and the Most Fun Participant award already have sponsors. Please advise me of your first and second choice from the list below for your sponsorship. Checks should be forwarded now or at a future date to ACBS C/O 25 Citrus Court, Hillsborough, CA 94010. I look forward to your response.

Contact Rich Fisher who is the Chair of the chapter Philanthropy Committee at rich.fisher34@yahoo.com if you want to discuss this program to help the worthy not for profit organizations that your chapter supports.

Awards needing sponsors:

Best of Show (Bass Lake, Clear Lake, Stockton)

Best Chris-Craft (Stockton) (Bass Lake and Clear Lake already have sponsors)

Best Century (Bass Lake, Clear Lake, Stockton)

People's Choice (Bass Lake, Clear Lake, Stockton)

Best of Show – Non wood (Bass Lake, Clear Lake, Stockton)

Other? – We welcome your ideas



MILLIE

By Joe Roberts

Millie or as she was known as for the first 55 plus years of her life, as just the unnamed family Chris Craft was the family boat. My father-in-law Ray bought her new in 1958, so the family could have a boat when they were at their lake cabin in Clearlake, California. She was nothing fancy, a 15foot Chris Craft Cavalier that served the Johnson family well for years. She was the summer ski boat, the touring the lake boat and the moonlight night cruising boat, that



The Johnson Family boat

saw three kids grow up and eventually bring their kids to the lake to use the boat. In all of that she had earned the assorted battle scars you would expect from a family boat. My father-in-law Ray was a skilled mechanic so the boat was always treated properly and to hide the scars she was glassed over and painted. After Ray's passing in the early 2000s the boat was put into the garage and eventually relegated to outside storage, where Mother Nature took ravage. My wife always had a passion for the boat and all the memories of her summers on the lake. So when we were asked if interested in the boat around 2011 we said yes. At the time we lived across country in Kentucky and hadn't seen the boat in years. We arranged to have it towed across country. When she arrived we were a bit surprised at the condition. After about a year of looking into restoring the boat we had an opportunity to transfer to California. So we



Millie before Restoration

hailed the boat back across country again and never seeing it get in the water. The boat was put into a RV storage yard, while we got settled.

This is where the story starts. At a family gathering my brother-in-law and I struck up a conversation about the boat and my desire to restore it as a gift to my wife for her 60th birthday. His job had him working out of



town in Visalia, California.

He mentioned seeing an article about a couple that works on restoring boats. They are long-term ACBS members with a list of accomplishments to their credit. The couple has restored over 20 boats. They



work out of their garage and do one boat at a time. As I found out, Bill and Hilde Wykoff were self-taught restorers of these old boats. Bill retired a while back from managing grocery stores for the Safeway Corporation in Missouri and they moved to Visalia California. There, he and his wife got interested in antiquing and Bill, with his woodworking skills, was quickly known for his ability to fix and restore antiques. So, I guess it was just a natural for him to get into old boats.



Bill and Hilde Wykoff



After some introduction calls with Bill, he said he would have to see the boat to determine if it was, in his words; "worthy enough of a project". He was nearing completion of an old Chris and would consider mine as a possible next candidate. So on one early January morning, I hitched up the boat from its storage yard in Livermore, aired up the tires and got the trailer lights working enough to make the journey south to meet Bill and Hilde. After taking the tarps off, Bill's reaction was "she sure is on the rough side." My heart sank at that pointing thinking over his statement "is it worthy for restoration." I told him of the family story, my wife memories and her possible surprise as a birthday present. Hilde, Bill's wife and obviously the head business partner for this crew of two, heard the story and immediately started inventorying what was in the boat and what needed to come out. That's when I knew we were starting the journey to restore the boat. I unhitched the boat in their driveway and headed home exhausted, but confident the boat was in the best hands around.



Starting restoration

Over the following months Bill started tearing into the boat and Hilde would send me progress reports with pictures. After the rotted deck was removed and the sides scrapped, Bill suggested his friend John Rose, an experienced boat mechanic, to take on the engine work.

So as the engine and transmission was separated from the boat, Bill and Hilde began work on the hull while John worked on the





Bill restoring bottom

engine. In the interim, I searched the Internet for whatever parts they needed. I found a whole



Bill plugging new planked deck

community of resources for locating vintage parts. The attention to detail and craftsmanship Bill and Hilde exhibited was outstanding from the big stuff like the hull and new chine line to the careful fitting of the deck lumber that was meticulously hand fitted, plugged and sealed.

My brother-in-law would periodically stop by their place and send me encouraging updates. The project took about 9 months. In that time all the hardware went to a local Visalia chrome shop and the fuel tank was sent out to be boiled-out and sealed. For a replacement for the old yellowed and scratched plastic windshield, we found someone who casts the Chris Craft antique windshield brackets and Hilde arranged to have the chrome shop chrome them and a local glass company custom cut the glass. I located an upholstery shop that constructed new seat frames from the badly weathered and rotted ones and upholstered with new vinyl. My brother-in-law arranged for the trailer to be sandblasted and painted with a new coat of white epoxy. John completed the engine overhaul and rebuilt the carburetor and ignition system. He reminded me of my father-in-law with his knowledge and hands on experiences with these older motors.

So by late summer, a bit passed my wife's birthday, Hilde called and said the engine was being installed that week and Bill and John were going to take her out for a test run. I, in the interim, got a suggestion for a rightful name the boat. My wife's mom, Mildred who passed away many years ago



from cancer would be a fitting name to carry on the legacy for this boat. So after some discussion with my sister-in-law, the name "Millie" was arrived at.

I still stay in touch with Bill and Hilde and check in with photos on the good times we have with the boat. They will always be special in the legacy of Millie. I am forever in their debt for taking on this project and putting all their skill, knowledge, craftsmanship and love exhibited in restoring these boats.



K Engine after rebuild

community of resources for locating vintage parts. The attention to detail and craftsmanship Bill and Hilde exhibited was outstanding from the big stuff like the hull and new chine line to the careful fitting of the deck lumber that was meticulously hand fitted, plugged and sealed. My brother-in-law would periodically stop by their place and send me encouraging updates. The project took about 9 months. In that time all the hardware went to a local Visalia chrome shop and the fuel tank was sent out to be boiled-out and sealed. For a replacement for the old yellowed and scratched plastic windshield, we found someone who casts the Chris Craft antique windshield brackets and Hilde arranged to have the chrome shop chrome them and a local glass company custom cut the glass. I located an upholstery shop that constructed new seat frames from the badly weathered and rotted ones and upholstered with new vinyl. My brother-in-law arranged for the trailer to be sandblasted and painted with a new coat of white epoxy. John completed the engine overhaul and rebuilt the carburetor and ignition system. He reminded me of my father-in-law with his knowledge and hands on experiences with these older motors.

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What Happened on October 4th, 5th and 6th?

Lew Dobbins & Barbara Foster

Everyone in the chapter knows that those dates are reserved for the annual Chapter Delta Cruise at B&W Resort. But there were a few of us missing as there was another event the same weekend. October 5th and 6th 2019 was the weekend of the tenth anniversary of the Pacific Northwest ACBS Chapter's Mahogany & Merlot event. This is a boat show in conjunction with the Hydroplane and Raceboat Museum of Kent, WA. Why would we go there instead of to B&W you ask? Well, that is the start of 2 different stories. Both with long histories leading to the actual, event.

My story is, that ever since my father took me with him, while working safety patrol, to the Mile High Regattas on Lake Tahoe in the 60s, I have been in love with Thunderboats! That is the name given by fans to the sight, sound and feel of the unlimited hydroplanes sporting WWII Allison and Merlin V-12 aircraft engines as they thunder by at up to 180 MPH on the race course. There is something very magical about it all. Well, at 8 years of age, I was hooked!

As a charter member of the Hydroplane and Raceboat Museum in Kent, WA, I was offered the opportunity to fulfill a life-long bucket list item, that being to actually drive a Thunderboat on a race course as part of an exhibition. The plan was set and a year later, I was in the cockpit of Miss Wahoo on Lake Chelan. Miss Wahoo is one of several special unlimited race boats. The boat was built in 1956, owned by Bill Stead and driven by Mira Slovak, both with wonderful history in the sport and brief acquaintances of mine from an earlier day.

Steam boats, pleasure boats and race boats of all sizes were seen and enjoyed at Lake Chelan for this wonderful event. The ACBS show was a wonderful draw for people to peruse the pleasure boats between race boat events. An APBA (American Power Boat Association) sanctioned race course, of almost 2 miles, was set up for an exhibition (not a race). Several heats for the different classes of boats were run throughout Saturday and Sunday. The most notable, for me, were the 3 lap heats for the nine vintage unlimited hydroplanes that were in attendance.

of them actually. Blue Chip U-80, with Mitch Evans driving, was originally Breathless from Tahoe's Westshore, owned by Jay and Philip Murphy. Dr. Ken Muscatel was running Hurricane IV with a Tahoe Yacht Club burgee on the tail. Another all-time favorite, the 1958 Green Dragon (Miss Bardahl) would have been acceptable to me too! I was speechless to say the least as I waited. But U-77, Miss Wahoo was a dream come true.



Being a newbie to driving an unlimited and with other boats on the course, I was matched with a seasoned Thunderboat driver. He eased me into learning how the 28' long 12' wide boat handled as we kept increasing in speed while approaching turn one. After a lap, he tapped my hand, which was the signal for me to take over. At last, actually driving a 1,500 HP Hydro! Hand signals were required as the engine was directly in front of the cockpit with two pipes venting the exhaust from 12 ferocious cylinders of 1,710 cubic inches. He must have been comfortable with my driving as we continued to increase speed and my turns were not too tight nor broad. On the back stretch of the final lap, prior to me turning it back over to him to head into the pits, we were doing 120 MPH on heavy chop. Fast enough for my first run of a 180 MPH historic vessel. I had a smile on my face that would take an entire truck of lemons to remove. Wow! I absolutely need to do this again.....and will.

The second story is one you have heard a lot about, but as Paul Harvey was famous for stating: "Now for the rest of the story". This is just the next chapter in an eighty-one year old story of Herb Mendelson's 1939 Notre Dame. (I will insert parts of a story from Barbara Foster over the next several paragraphs as well.) Over the past 4 years, we have published several stories on the history and restoration/recreation of the Notre Dame. How Gerard Raney purchased the hulk of a one of a kind (actually 2) 1927 Duesenberg W-24 marine race engines and restored them. Now what? Obviously, build a boat, a copy of the original 1939 winning Notre Dame. Easy considering that Dan Arena, and brother Gene Arena ("The Boys from Oakland" and our very-own Dan Arena's uncle and father respectively) had taken copious notes, drawings and daily logs while they designed, built and drove this craft to victory back in the day. Luckily, all of this documentation survives in Dan's archives. Thus an almost exact replica was built by Gerard in which the mighty 24 cylinder (3 banks of 8) engine lives.



Saturday was to be the day, after signing my life away on APBA paperwork and donning the approved orange helmet and life vest, I waited my turn. That afternoon had several boats running, 9 unlimiteds in all. I would have been happy with any



2018 saw the passing of Gerard. Many of you will remember him running the engine at the 2016 South Lake Tahoe Wooden Boat Classic. The boat ran with Gerard and Dan on Clear Lake last year. They created a “To Do” list, after running at Clear Lake, to finish the boat’s odds and ends and take care of the normal bugs. Unfortunately Gerard was never able to complete the list. Gerard’s wife Joyce and Dan Arena consulted on what their wishes were for the boat. Number one: To finish the boat and take care of the bug list. Number 2: To test the boat and run her with other Gold Cup/Unlimiteds.

While this event was in its 10th year, it was new to some of us from California. Several members of the CSA (California Speedboat Association) as well as our chapter of ACBS had planned on attending and running in the race boat event. Some attending chapter boats that you might recognize were Scott Court’s My Sin and Kelly & Steve Wilkie’s Shanty II. CSA Limited Hydroplanes and other boats from Northern California were to be represented and driven by: Mike Johnson, John Lawrence, Jim Lawrence, Joe “Sparky Bullock and Rolf Kriken to name a few. Sparky, being an over achiever, had 3 boats present!

Barbara Foster: Thursday, October 3rd was the beginning of our journey from the Bay Area. Joyce, her daughter and grandkids, traveled by air with me. Dan Arena, Casey Arena and Danny Foster towed the Notre Dame in a caravan with some of the other the Boats and drivers for 2 full days. We arrived at Lake Chelan, Washington in the night and woke up to a wonderful t resort: Campbell’s Resort, in a town with history dating back to 1901 with an amazing view of the lake with snowcapped mountains. The hotel was wonderful, all rooms looked out onto the lake and mountains. The lake water was crystal clear, beautiful blue in color and showed off all of the boats. The boats were a rainbow of beautiful colors in the staging area and the drivers were truly like a fraternity of young men starting engines, tuning, repairing and polishing the boats. When it was time to drive the boats it was “Ladies and Gentlemen start your engines”. Because there were ladies that drove these fast gorgeous boats along with the men drivers.

Lew: Notre Dame looked amazing in the pits on her trailer and was also drawing quite a crowd. Dan Arena, Danny Foster and myself worked to prepare her for Saturday afternoon’s first run on the course. The water was getting rougher and it seemed that we would never take to the water. Finally we were given the nod and a tractor hooked up to the trailer and headed for the ramp. Once in the water, it was wait for the signal to take to the course. The 2 Dans were ready and waiting. It was time and the W-24 was fired up, in gear, and started for the course. A little rough but she started to get up on the plane, back down and coughing and then back up and moving. It was a difficult run and all spirits were low when they headed back to the pits and onto the trailer. It was late in the day but we needed to confer on what happened and what we could do. I needed to look at the 30 exhaust pipe stacks (some Siamesed pipes for the 24 cylinders) and a few spark plugs from each of the 3 banks of 8 cylinders to get an idea of what happened and what we could do to make her run.

The pipes and plugs told me that the engine was running with a very rich or “fat” fuel mixture. And the spark plug gaps were in question as being too tight. Sunday was another day and I went to work on changing the 24 plugs while logging the plug condition as they came out. Getting her started and cleaning her excess fuel out had some issues and at one point rained sooty unburned fuel on the engine. This was quickly cleaned up and we charged her battery and eventually fired her up and got her running much better.

Barbara Foster: When the boats were not running there were beautiful vintage buildings that offered lots of shopping, wonderful restaurants, a hardware store like in the olden days with something for everyone.

Lew: Now, it was our turn to get the call to head to the water around 2PM. This time with the engine covers off. Into the water and Dan and I had a game plan on how to proceed once on the course as to carb adjustments. She coughed a couple times but headed out, faster and faster, feeling her run on top of the much flatter water than the previous day. By the 3rd lap of the course, she was running clean. Dan kept easing her up in speed. On the last lap in the back stretch, Dan said she was turning over 4,500 RPM heading towards 5,000 (the max speed on the Dyno in the shop where she produced around 917 HP and 1000 Foot Pounds of torque). As Dan piloted this historic craft, Uncle Dan, father Gene and Gerard were looking down and smiling while Dan briefly looked down and saw that the boat was traveling a good 90+ MPH. This was truly a

special moment in time for all of us including Joyce Raney and her entire family, that were all there and watching. Glad the ol' antique gear-head touch on the Duesenberg helped.

This story of the victorious Sunday run would not be complete without regaling what followed:

After the successful Sunday afternoon 90 MPH run of Notre Dame, as Dan Arena was piloting the boat toward the docs, he shut it down a touch too early. All of us on the receiving dock could see the amazing smiles on the 2 Dan's faces, happy to say the least! Now most race boats can start the engine in neutral OR in forward gear. But they can't be shifted while running. Realizing that he cut the engine a little too soon and that the sleek craft was not drifting in quite enough to be caught at the dock, he tried to start the engine again for a brief burst of propulsion. No luck, not enough battery charge to start her this time. Danny Foster, realizing their plight, bravely stepped out of the cockpit and carefully onto the deck in order to attempt to catch a line being thrown from the dock. Success after a time or two. The boat was heading in now, safely. As it approached the dock, Danny moved once again on the deck to reposition himself to fend off. In the process of sliding toward the side of the deck, still wearing helmet, life vests and all, he demonstrated gravity and slid off said deck and into the cold lake. Unknown to Danny, while working on her engine earlier in the day, I asked Dan Arena "who in their right mind waxed this deck?" as I was having difficulty maintaining a strong purchase while working. Dan just smiled and raised his hand. As Danny demonstrated that the vest and helmet were indeed valued flotation devices, he too realized the excellent waxing job perpetrated by Dan Arena, who was still safe and dry in the cockpit with a smile on his face. As many, including our own Mike Johnson, scurried about to extricate Danny from the water, I did the only "right thing of the moment" and grabbed my phone for use of its high resolution camera. These photos and more of the event can be seen on the chapter web site:

<http://acbs-tahoe.org/>

Barbara Foster: Washington and Lake Chelan welcomed us and gave us new lifelong friendships to cherish. We were all made to feel right at home and had the chance to meet Canadian boat lovers extending a warm welcome to come to Canada and enjoy their water ways and boating.

Congratulations to the wonderful drivers who drove from the bay area to Washington towing their beautiful boats. A long drive and all made it safely.

The people we met were very gracious, friendly and welcomed us all. This was a journey of friendship old and new. Eight boats and drivers from our ACBS/ Tahoe Chapter and CSA. Thank you for a wonderful weekend. We were truly sad to have to leave.



Extricating Danny

After the successful Sunday afternoon 90 MPH run of Notre Dame on the Lake Chelan APBA race course, as Dan Arena was piloting the boat toward the docs, he shut it down a touch too early. Now most race boats can start the engine in neutral OR in forward gear. But they can't be shifted while running. Realizing that he cut the engine a little too soon and that the sleek craft was not drifting in quite enough to be caught at the dock, he tried to start the engine again for a brief burst of propulsion. No luck, not enough battery to start her this time. Danny Foster, realizing their plight, bravely stepped out of the cockpit and carefully onto the deck in order to attempt to catch a line being thrown from the dock. Success after a time or two. The boat was heading in now, safely. As it approached the dock, Danny moved once again on the deck to reposition himself to fend off. In the process of sliding toward the side of the deck, still wearing helmet, life vests and all, demonstrated gravity and slid off said deck and into the cold lake. Unknown to Danny, while working on her engine earlier in the day, I asked Dan Arena "who in their right mind waxed this deck?" as I was having difficulty maintaining a strong purchase while working. Dan just smiled and raised his hand. As Danny demonstrated that the vest and helmet were indeed valued flotation devices, he too realized the excellent waxing job perpetrated by Dan Arena, who was still safe and dry in the cockpit with a smile on his face. As many, including our own Mike Johnson, scurried about to extricate Danny from the water, I did the only "right thing of the moment" and grabbed my phone for use of its high resolution camera.



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Chapter Event Summary

WOOD & GLORY XXI

JUNE 6 > 9, 2019 CLEAR LAKE, CA

Celebrating:	Our 21st year
Event Chairman	Jim Robello (with Gail)
Co- Chairperson	Barbara Foster (with Dan)
Members Attending	106
Guests	57
Boats	48 plus
Guest of Honor	Bob & Madi Mount
Special Moments	The Raney family enjoying <i>Notre Dame</i>
Activities	Read more at www.ACBS-Tahoe.org
June 1 & 2	Vintage Race Boats "tune & test"
June 6	Thomas' W&G Opening Reception
June 7	Lahti's Whoopie
June 8	Konocti Vista Boat Parade & Show
June 8	Boatique Winery Dinner
June 9	Bell Haven Resort Picnic
Save The Date	Wood&Glory XXII June 11-14, 2020

Jim, Gail, Barbara & Dan – All Smiles

This year we supported a pre-event activity featuring many of our member's interests in Vintage Race Boats. About a dozen vintage boats dating as far back as 1930 joined together off the Buckingham Club House for a low key "test & Tune" along with demonstration "speed runs" on June 1 & 2. Wood & Glory continues to focus on our founding theme, "...a gathering of family and friends to use and enjoy our antique & classic boats." This year we welcomed the opportunity to support & promote new boats and friends from our Vintage Race Boat members also. It was a kick to see these great boats from the past running on Clear Lake.

Unexpectedly, I was asked to "suit-up" and join Danny Foster in his 1930 Nunes Brothers *Maybe Not II*. Soon, we were running along side of the 1938 Ventnor *My Sin and the 1958 Shanty II*. It may not have been a real race, yet what a kick we had.

Let's All Recognize

Wood & Glory would not be the great event it is today without the ongoing support of our ACBS Member Participants, our generous Sponsors, and the team of Wood & Glory volunteers who work behind the scenes. While there is not room to mention our gratitude to every individual in this short summary we do want to give special mention to some of our great sponsors -Braitto's Marina, Riviera Market, and the whole Braitto Family; Bob & Madi Mount and their Boatique Winery team; Bob Maher with his Maherajah products; Allen & Donna Thomas; John, Mary, & John Jr. Lahti; Konocti Vista Resort & Casino; and we cannot leave out Bob Penny and his team of Sea Scouts. They all gave their time, and opened their homes and facilities to us. You made a difference and we thank and appreciate your contributions to our event.

Our Members Gave Back

This year's fundraising raised over \$9,960 for our non-profit beneficiaries. For that, we thank every donor who stepped up and donated outstanding prizes - and everyone who supported us by participating in the Sea Scouts' Raffle, the Thomas' Tango-Milke reception, and the Saturday evening silent & live auctions. Wood & Glory, ACBS and the Lake County community thank every donor and bidder who stepped up with your contributions and generosity.

And the Winning Boats Were

Best of Show: "620" The Mount's 1939 CC Barrelback
 Best Century: *Texas Toast*, The Gapoff's 1967-Century Sabre
 Best Chris Craft: *Rascal*, The Thomas's 1938 CC Racing Runabout
 Best Race Boat: *Notre Dame*, The Raney's 1939 Arena Hydroplane
 People's Choice: *Rascal*, The Thomas's 1938 CC Racing Runabout



Over 45 ACBS classic boats displayed again at Konocti Vista Casino Resort.



The Raney families' 1939 NOTRE DAME continued to be an attention getter!



145 members & guests enjoyed Boatique's setting & prime rib dinner.

View additional W&G activities & pictures at
ACBS-Tahoe.org

Edited & Presented by Wayne Mooers, July 2019

Lee Chase Photos

Cruising the Canal du Midi

By Lee Chase

A little over a year ago Sandy and I let fellow ACBS members Gene and Sue Dangle talk us into taking a canal cruise in France with them. Not a normal luxury cruise in a hotel boat, but the idea was to rent a canal boat that we would captain ourselves. As experienced ACBS boaters how could anything go wrong?

After a lot of internet searches, we arranged to rent a canal boat named Winifred (pronounced wee-nee-fred in French) from France Afloat (*France Fluvial en francais*). Winifred is a 45-foot, 25 ton solid steel



Winifred

canal boat built in England. The boat has 2 large cabins, 2 bathrooms, a salon and galley. We arranged to meet the boat at Castlensaudary on the Canal du Midi. The plan was to cruise down the Canal du Midi for 2 weeks at the end of May and leave the boat a Capestang.

The Canal du Midi is 360-km network of navigable waterways linking the Mediterranean and the Atlantic through 328 structures (locks, aqueducts, bridges, tunnels, etc.). It is a remarkable feat of civil engineering, built between 1667 and 1694, during the reign of Louis XIV.



Déjeuner au chateau à Bordeaux

We planned to meet in Bordeaux a few days before the cruise, so we could try to find some decent wine. We did find some. Then we went on to Toulouse where the Canal du Midi meets the Canal de Garonne, then onto Castlensaudary to pick up Winifred. There we met 2 Australian couples that just completed a cruise on Winifred. They gave us some useful tips and kindly left us some pirate hats and various leftover bottles of booze.

Before embarking on our cruise, we were given a brief lesson on handling the boat. It was explained to us that it is like driving a large bus on ice. The canal boats have a very flat bottom to navigate the shallow canals. When you start a turn, the boat starts



skidding and you must correct by turning the opposite way, starting a skid in the opposite direction. Winifred has a bow thruster that barely moves the bow unless you put the motor in neutral and rev it up. So, then the bow thruster works but the rudder doesn't. It is easy to get into trouble, but since the speed limit on the canal is 5 mph, and the canal boats are covered with huge bumpers, damage is kept to a minimum.



Navigating a lock



Squeezing into a lock with some Aussies

The first day we had to navigate 4 locks in a row, then 2 more and 17 in all by the end of the day. Our crew became experts at handling the boat in the locks and meeting scores of Aussies sharing the locks with us. Canal cruising is not a high-speed experience. Between the 5-mph speed limit and delays at every lock, bicycles would breeze by on the tow path next to the canal, indeed even people walking their dogs could keep up.

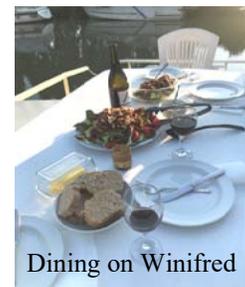


Gene at the helm



One of the very nice things about the cruise is that every little town along the canal seemed to have a farmer's market on the day we arrived. We had plenty of fresh produce and other *nourriture*, so we could prepare excellent meals on Winifred most

days. Of course, other very nice things were the chateaux. We were in the Languedoc region of France. The canal winds through vineyard after vineyard. In the village of Homps we stepped off Winifred right at the front door of a tasting room with a very genial hostess and some Aussies. The wine was good and very reasonably priced. In fact, we found a lot of good wine at reasonable prices everywhere we stopped.



Dining on Winifred



At Chateau Paraza

One chateau had their own dock along the canal. We tied up and hiked up a hill to a beautiful chateau where we tasted wine and shared a charcuterie and *fromage* plate. They let us tie up for the night at their

dock where we ate dinner on the deck watching the sunset and sipping more wine. This is what canal cruising is about.



One of the biggest cities on the route was Carcassonne. There is a big harbor where we met more Aussies. We toured the famous ancient walled city on a beautiful sunny day. Then the next day it rained, all day, really hard. We decided to stay in port to ride out the rain storm. This gave us a chance to eat at Chez Fred and meet more Aussies. We saw so many Aussies on the canal I finally asked one of them if anyone was left in Australia. He replied, "only the unlucky ones".

At the ancient walled city of Carcassonne.



We took a side trip off the Canal du Midi to go to Narbonne along the Canal de la Robine. There we met some Kiwis, what a relief from all those Aussies we kept meeting. They owned their own canal boat that they used for 3 months a year on the French canals to avoid the New Zealand winter. We saw lots of private canal boats that ranged from barely floating to luxury yachts, but what impressed us most was the hundreds of rental canal boats available. Since we were "off season", most of the rental boats were in port. I imagine that in August most of those boats are rented out and the canal would be something like a Los Angeles freeway at rush hour, only floating.

Finally, we made a long day cruise from Narbonne to Capestang where we had to return Winifred. I'm not sure how far we went on this cruise. I think you could do it in one day by car if you drove slowly. The cruise makes you slow down and enjoy the country instead of rushing to see as much as you can in the least amount of time. Winifred was a nice home for 2 weeks and other than a few stowaway ants on board and a freezing refrigerator, she gave us no trouble.



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Safety First! - "Boating Safety App"

By Captain Don Leutz

As you are most likely aware, there are certain rules and regulations that must be followed when piloting any boat. Much like the "Rules of the Road" that are necessary to follow when driving an automobile, boaters must follow the "Rules of the Road" set by the U.S. Coast Guard as well as State and local jurisdictions.

There are Inland Rules and International Rules, depending upon where you will be boating. Some of the rules will pertain mostly to commercial vessels and large ships, but many of the basic Rules are to be followed by all boaters.

The U.S. Coast Guard has developed a Boating Safety App that can be downloaded from the App Store, depending upon your mobile phone operating system. The App is free and contains a wealth of information that will help you boat safely and answer questions on the go while boating in your favorite waters.

The App allows you to input your vessel type, size, year built, color, hull material, type of propulsion, as well as other pertinent information. You can also input your contact information. After putting in the information, the App will let you know what equipment is required for your boat and what equipment is recommended for your boat. The App also provides for Safety Check requests.

In order for some of the services to be enabled, you must first activate location/GPS services. Once this has been activated, you can obtain the latest weather reports from the closest NOAA weather buoys as well as report the location of a hazard on the water.

The Emergency Assistance button, once location services has been activated, will allow you to call the closest Coast Guard Command Center.

The personal information is stored on the phone and is not sent to the Coast Guard unless you choose to send it. The Coast does not track

a user's location and the App does not track a user's location unless the app is being used.

One of the most valuable parts of the App is the "Rules of the Road" and NOAA Buoy Sections. It explains what the most common Rules are and details what various Buoys mean and where they are located. The App shows what navigation lights are required for various vessels when traveling at night.

The App also provides Boating Information by State and allows you to request a Safety Check and File a Float Plan. There is also a provision in the App to report a hazard, suspicious activity, or pollution.

The App is meant to supplement the boater with additional information and safety resources in a compact and handy way via your cell phone. It is not meant to replace a boater's VHF radio which is a highly recommended safety accessory to have on board your vessel at all times.

The Coast Guard App is meant to support the Coast Guard's Safety Program by providing additional safety education so that boaters will be compliance with federal and state boating safety requirements while on the water.

The U.S. Coast Guard Mobile App is a "must have" on your mobile phone. I strongly recommend that you download the app, review it periodically, and use it while on the water to make your boating as safe as possible.

For more information on Safe Boating, visit: www.uscgboating.org.

See you on the Water!



The Trading Dock

For more information & pictures
Check the Trading Dock on our web-site at
acbs-tahoe.org

Please contact the editor at
lee.chase@comcast.net
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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 for more information

For Sale

1954 20' Chris Craft Sportsman (Utility), Gray Marine 327 ci, 220 hp engine, dual battery system, added seating in front of engine box, carpeted, nice condition, needs bottom paint. Asking \$18,900 (includes trailer), Contact Jim at 775-831-3060

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

For Sale

1938 Chris Craft 21 ft Sportsman. 70% newly restored from top to bottom. West System bottom. Boat is in a bare wood condition. Hull and decks are skinned. All new book-matched solid 1/2" planking throughout. New dash. Most hardware present and re-chromed including windshield frame. Underwater gear present. Needs motor. Curtis Bauman 530-477-6702 or cbwoodboat@sbcglobal.net

For Sale-1946 20' Chris Craft Custom



Brand new bottom
Original Model M motor and newly rebuilt 350 Chevy
New aluminum fuel tank, new prop shaft
Water line cover, Dual axle trailer
\$59,000 Brockway Lake Tahoe
RoyceJohnson@charter.net 530-400-4691

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 mswilla@sbcglobal.net

For Sale

1952 Philbrick double Hemi powered total restoration \$35,000.
1962 18' Philbrick runabout V-8 Buick powered like new \$35,000.
Contact Joe at 925 234 6763 or jocfanfa@gmail.com Pictures on acbs-tahoe.org

For Sale

1948 vintage racing runabout, 17 foot dual cockpit. Hot Rod flathead engine, excellent condition, won awards at Tahoe, trailer and boat cover \$38,900 or best offer. Name 'Yo! Adrenne'. Contact David 916-984-3768 or DVD_Coolidge@yahoo.com.

For Sale

1938 21' Utility Deluxe Chris Craft 158 HP with Trailer and Cover Many first of class awards, Best of Show – Wood & Glory
Excellent condition – Seats 9 passengers \$50,000
[707.349.4787](tel:707.349.4787) or aanddthomas@gmail.com

For Sale

1949 Philbrick 18 ft., Ford flathead engine. Restored several years ago, used twice and stored since. Custom trailer. \$8,500 or best offer.
Call Aris or Diane at 415-717-5090



For Sale

1953 Chris Craft Racing Runabout MBL 158 hp, west system bottom, show condition, trailer and full water-line cover included. \$42,500
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or 1-831-484-6835.



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