

# *Western Wood*



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

Volume 36, Issue 3

Quarterly Newsletter

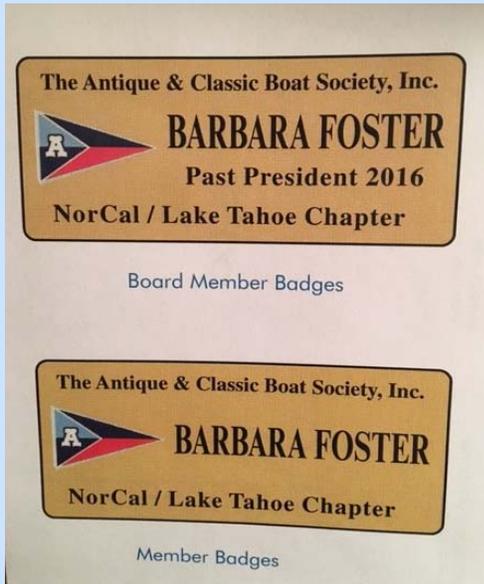
Summer 2018



## *Bass Lake Rendezvous*



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 kind of a clip you want magnet or pin.  
 Thanks Barbara

# Event Calendar 2018

## Three Chapter events to go:

- **Lake Shasta Rendezvous—  
September 7-9**
- **Delta Cruise—  
B&W Resort—  
October 5-7**
- **Annual Meeting—  
Campbell/San Jose—  
November 2-4**

# 2018 Board of Directors and Officers

At our Annual Membership Meeting in November, the ACBS NC/LT membership elected the 2018 slate of Officers and Directors as follows:

### OFFICERS

President:	Layne Davis
1st VP:	Robert Gaestel
2nd VP:	Don Leutz
3rd VP:	Virginia Gompertz
Secretary:	Jane Bane
Treasurer:	Jared Hein

### DIRECTORS AT LARGE

Immediate Past President:	Debra Dobbins
Editors, Western Wood:	Lee and Sandy Chase
Director of Information Services:	Sandy Chase
Director of Advertising:	Virginia Lukkes
Director of Philanthropy:	Rich Fisher

### Class of 2018 Directors

Heidi Kashyap  
 Joel Castro  
 Annie Hill  
 Dave Lyon

### Class of 2019 Directors

Miles Kashyap  
 Pat Butler  
 Bill Means  
 Gordon Kirkland

### Class of 2020 Directors

Lew Dobbins  
 Barbara Foster  
 Doug Reed  
 Doug Shone

# Advertise in Western Wood

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

2016 Rates:	Color	Web ad
Business Card (2 x 3 1/2")	4 times \$250 1 time \$75	\$75 \$25
Quarter Page (4 x 3 1/2")	4 times \$500 1 time \$150	\$150 \$50
Half Page (4 1/2 x 7 1/2")	4 times \$800 1 time \$250	\$250 \$75
Full Page (9 1/2 x 7 1/2")	4 times \$1600 1 time \$500	\$350 \$100

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

# Somewhere Along the West Shore



## Why is there always one more thing to fix?

One thing I find very interesting about antique boats is the evolution of the many ways boats were built over the years. The change from wooden boats to fiberglass that started in the late 50's was more like a revolution. Some early adopters of fiberglass chose to use fiberglass as a moisture barrier wrapped around a wood boat. Chris Craft used fiberglass over wood on their Silver Arrow model and my Campbell is a plywood boat underneath it's fiberglass wrapper. This approach was abandoned after a few years for reasons that have become obvious to me now.

Fiberglass is an excellent barrier to water and keeps water out of the boat. The problem arises when water finds its way between the wood and the fiberglass skin, so the wood stays wet. In the old wooden boats, the bottom planks would eventually dry when the boat was out of water. Not so with a fiberglass layer over the bottom. Any water that seeps in stay in for a long time.

On my Campbell I found that an alarming amount of water was coming in around the rudder through hull fitting. This fitting sees a lot of stress under way and apparently it worked the caulking lose enough to let water seep in. When I removed the rudder fitting I found a lot of very wet rotten wood next to the fiberglass skin. The fiberglass itself was it great shape.

Since I don't like leaky boats I was faced with the issue of how to fix the problem. The first thing I did was drill a bigger hole through the wood (but leaving the fiberglass) for the rudder fitting. This may not sound sensible, but it did get rid of a lot of the rotten wood. I then scraped as much of the rotten wood as I could from between the fiberglass skin and the sound wood of the bottom. So now I had a boat with a too big hole for the rudder fitting and a lot of missing wood.

The next step was to make sure the remaining wood was dry. I took a hair dryer and set it up to blow warm air into the cavity. This went on for several days, after all some of the water in there was from the Jurassic period so it took some time to dry it out. My next idea was to tape over the bottom and pour penetrating epoxy into the cavity to treat any remaining rotten wood. If you ever try this, don't use Duct Tape. The penetrating epoxy penetrated right through Duct Tape. I next tried Gorilla Tape. That worked! I kept pouring penetrating epoxy into the cavity until it stopped disappearing. Things were looking good at this point, but I still had a giant hole in the bottom of the boat.

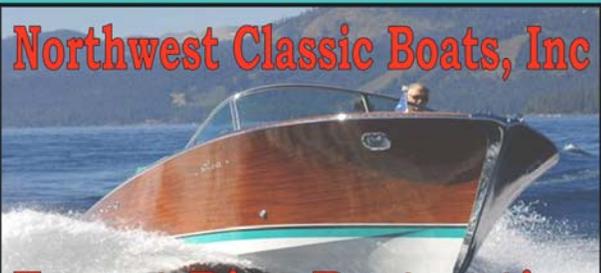
I filled the hole by using epoxy to glue in a hardwood dowel. I poured West System epoxy all around the dowel to fill any gaps and cavities. When the epoxy cured, I had a boat that would float, but I couldn't steer it. I had to drill a new hole for the rudder fitting if I wanted to steer. I think I got the new hole pretty close to the original location. I then set the through hull rudder fitting with gobs of 5200 caulking.

I have been using the boat all summer and it is running well and staying dry inside, except when it rains. I hope to use it for a while before the next problem pops up!

*Lee & Sandy Chase*

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

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

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

[westernwood@acbs-tahoe.org](mailto:westernwood@acbs-tahoe.org)  
[lee.chase@comcast.net](mailto:lee.chase@comcast.net)  
[sandy-chase@comcast.net](mailto:sandy-chase@comcast.net)

## President's Message



Kelly and Layne Davis

As I sit at the computer to write my president's message, I can't help but think about all of our members that are, or have been, affected by our Northern California fires burning right now. My thoughts and prayers go out to all of them and hope for quick control of all of the fires.

We just returned from a great weekend in Stockton at "Runabouts on the River" on the San Joaquin Delta. Special thanks to the committee of Bobby Gaestel, Teri Parker, Joel and Debbie Castro, Don and Sylvia Leutz for all the help and joining Kelly and I in putting this Boatshow on. We weren't sure how the turnout was going to be for this first time show in Stockton but our members came out in force, like they usually do. We had 49 beautiful boats out there on display for the public to admire. We had boat rides, booths, music, food and libations all while sitting in the shade of the club house, watching the boats go by on the river. The Stockton Sailing Club was a wonderful venue and the dinner Saturday night was fantastic. We were highly successful in putting on a very fun event for our club members. I've received all kinds of positive comments and it looks like we have a huge interest in doing this again next year. Thank you to everyone that brought their boats out and attended this first, hopefully annual, Runabouts on the River.

The year is going by so fast. Since my last message, we've already enjoyed the wonderful events of Bass Lake Rendezvous and Wood and Glory at Clear Lake. Thanks to Bobby Gaestel and Teri Parker for putting on yet another wonderful Bass Lake event. Barbara Foster and Jim Robello out did themselves with Wood and Glory also. Kelly and I haven't been able to make a Woodie Whoopie yet but we're really looking forward to the one at the Turner's residence at the end of August. I've been told that Rich Fisher has put on some great one's so far. Don't forget the board meeting the next day at the Chase's in Tahoma. I'm hoping for a rather short meeting so that maybe we can go do some boating on the Lake afterwards.

We'll be heading to Port Huron Michigan for the Boat the Blue Annual Meeting and Boat Show. Although we're real excited about going to Michigan, I'm bummed that we're going to miss the Lake Shasta Rendezvous (Sept 6 -9). This is the first time I've missed this event. You can still sign up for it and the Gurries promise to be hosting a great event as usual.

If that wasn't enough boating for you, or if you haven't been able to make some events, there is always the Delta Cruise coming up. The Delta is one of my favorite events and this year will be no different. Sign ups are in this Western Wood and on line, so come on out and enjoy our last scheduled boating event of the year. It is officially October, 5,6,&7 but a lot of members get there even earlier and stay an extra day or two.

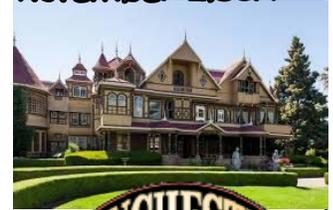
Watch the web or your email for the upcoming sign up and information for the Annual Meeting, Nov 2,3, &4, 2018 that will be in the Santa Clara County area. Details will be coming soon. If you have any questions, do not hesitate to call me or shoot me an email. If you haven't met any new members this year, make sure you introduce yourself at one of the events. If you know of any fun people, with or without a classic boat, give them an application, and as always, bring your family.

Layne Davis

## This year's ACBS Annual Meeting and Dinner is a Mystery!

November 2,3&4

Come join us for a fun filled weekend in the San Jose and Campbell area. We have great food and adventure planned for you. Home base will be the DoubleTree by Hilton -Campbell Pruneyard Plaza. We have rooms blocked until Oct. 3 with a special rate of \$129 a night. See below on how to make your reservations.



Start Friday in the Pruneyard Plaza at the Rock Bottom Brewery with all your ACBS friends.

Saturday is the Mystery, at the Winchester Mystery House. We have a special private tour set up for us with special docents. Then lunch on the premises. The tour begins at 11:00 and only holds 50, so sign up early!!!!

Saturday night is the ACBS Annual Meeting and Dinner at the DoubleTree. We will elect officers for 2019 and will have a picture show honoring our past Presidents throughout the years. (Note if you have pictures of ACBS events or Presidents you would like to share, send them ASAP to

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

Sunday morning, Downtown Campbell shuts down its' main street for a wonderful farmers market. Meet up with friends to walk along and pick-up some goodies to take home with you. Downtown also has one of the last great used books stores and an olive oil and balsamic vinegar shop with tastings.

To book your room at the **Hotel:** DoubleTree by Hilton Hotel Campbell - Pruneyard Plaza ONLINE:

**Booking Link:** [https://secure3.hilton.com/en\\_US/dt/reservation/book.htm?execution=e1s1](https://secure3.hilton.com/en_US/dt/reservation/book.htm?execution=e1s1)

**Group Name:** Antique Classic Boat Society

**Group Code:** ACB

Please note, the entire URL must be copied for it to work properly or go to the Chapter web site [www.acbs-tahoe.org](http://www.acbs-tahoe.org) and click on the link to the Double Tree.

**Phone:** 1-800-222-TREE(222-8733)  
& request the code **ACB**



# Membership Corner

By Don Leutz, Membership Chair

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

**George & Susie Bassett** – Alamo, CA  
**Lee & Zeena Graham** – Ceres, CA  
**Brian & Raquel McDonald** – Davis, CA  
**Albert & Monica Gonzales** – Modesto, CA  
**Sam & Jackie Moore** – San Rafael, CA  
**Bruce Ferrario** – South San Francisco, CA  
**Victor & Cookie Danhi** – San Rafael, CA  
**Greg Busby** – Homewood, CA  
**Bing Bingham** – Sacramento, CA  
**Rod Baker** – Alameda, CA  
**Ralph Jaggi** – West Sacramento, CA  
**Philip Knightbridge & Patty Yardley**—  
 Pismo Beach, CA  
**Dean Scott** – Alamo, CA  
**Brian & Deborah Stevens** –  
 Incline Village, NV  
**Lorna Fear** – Mariposa, CA  
**Jerry and Phyllis Hiemstra** – Modesto, CA  
**Ronald and Dea Berberian** – Stockton, CA  
**Jim and Donna Campbell** – Campbell, CA  
**Clay and Kristin Breuner** – Reno, NV

As of this writing, we have 476 active members in our NC/LT Chapter. Please encourage your fellow members to renew their memberships so they don't miss out on our many fun activities. When you receive your membership renewal notice, please take the opportunity to renew on the ACBS Website, [www.acbs.org](http://www.acbs.org), or give me a call at 916-681-4751 or email me at [leutz@inreach.com](mailto:leutz@inreach.com) and I will help you with the renewal process.

Some of our new Members have been the result of learning about our club at our Membership Booth at some of our events, including Bass Lake, Wood and Glory, Runabouts on the River, and the Lake Tahoe Concours d'Elegance. Having a booth allows for ACBS information to be given out and, also as a gathering place for Members to relax and converse while at these events.



At our Wood and Glory and Runabouts on the River events, we offered boat rides to the public which also turned out to be very successful as an effective way to promote ACBS and Membership. We were able

to give some people their very first Classic Boat Ride and look forward to continuing the Ride Program at future events.



I would encourage you to invite your friends to our events. Let them see for themselves just how much fun we have and remind them that one does not need to have a boat to be a Member of ACBS. Perhaps, you can offer your friends, family or youth a Gift Membership to ACBS.

We have Membership Packets available to give out to any prospective new member. The packet includes the new Envelope-style Membership Application, a post card listing our member events for 2018 and Membership Business card. This information can be placed in a plastic Zip-Lock Bag and kept handy, and dry, in a glove compartment of a car or boat ready to give out when one asks about your boat or ACBS. These packets are also beneficial to hand out at other events such as car shows, parades, other gatherings, etc.

Be sure to contact me should you wish me to send you some Membership Packets. You can also sign-up for Membership online and find information on our local Chapter Website at [www.acbs-tahoe.org](http://www.acbs-tahoe.org). For any questions, contact me at 916-681-4751 or [leutz@inreach.com](mailto:leutz@inreach.com).



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# The 2018 Delta Cruise

**B&W Resort, Isleton CA – October 5<sup>th</sup> to October 7<sup>th</sup>  
ITS DELTA CRUISING TIME!!**

Come and explore the many Delta Waterways, winding along fields of crops or sheep. Relax in the delta laid back style and reminisce with old friends. If this is your first time, then come and introduce yourself. Meet friends that you'll have for the rest of your lifetime and bring your families. The San Joaquin Delta has literally thousands of miles to explore and the opportunity to experience this magical area is right around the corner!

The Northern CA/Lake Tahoe ACBS Chapter wants to welcome you to join us at the California Delta for the **2018 Delta Cruise**. The first weekend in October has a permanent place on many ACBS member's calendars reserved for the ACBS Delta Cruise. So be sure to mark your October calendar for the weekend of the 5<sup>th</sup>, 6<sup>th</sup> and 7<sup>th</sup> for your trip to Isleton!

This is a fun weekend that starts with a traditional potluck on Friday night. Be sure to arrive early in the afternoon so you can enjoy exploring some of the California Delta's 1000's of miles of twisting, turning waterways. Several of us head off to Giustis, Wimpy's, Rosa's or Windmill cove for a little lunch. Don't eat too much and be sure to take a map so you can find your way back to the B&W resort in time to enjoy the sunset BBQ with your ACBS friends. Check in at registration to get your packets for the weekend.

The Friday night BBQ Potluck begins at 5:30pm at the B&W Resort. **DON'T FORGET TO** bring a dish to share, your own meat/entrée to BBQ, and of course, libations to your personal liking! The Barbecue pits, charcoal, plates, cups and plastic utensils along with sodas and water will be provided.

Saturday morning, we'll jump start your day with a complimentary breakfast served on the levee, just above the docks at 7:30am. Then it's back to the cabin to pack your personal picnic feast and make ready to get underway.

At 9:00 am there will be a skipper's meeting on the levee and at 9:30am, Tim Stapleton will lead the parade of boats out of the Marina and into the wide Delta channel for the Poker Run Cruise to Grindstone Joe's. Tim is looking for a few boat owners to help with the poker run. Contact Tim if you can help.

Our lunch destination is Grindstone Joe's, a private island and club that has become a tradition at this event. We're lucky to have access to this unique private island. Gather with your friends under the Pavilion for a relaxing lunch, or bring some lawn chairs and games for the large lawn out back. Don't forget to pick up your garbage and all of your gear before heading back.

Returning to B&W Resort, prepare yourself for a catered BBQ feast prepared on site. Again, don't forget your favorite libations. Please let us know in advance of any special dietary requirements. Call Layne Davis at 408-234-7613.

On Sunday, we will be cruising to Moore's Riverboat Restaurant, located right on the Mokelumne River, for our Sunday Breakfast. There are plenty of docks for our beautiful boats. It's so close that everyone can boat to it, even if you're not planning on continuing on for the Sunday River Cruise. After our tummies are full and we take a group photo, we'll be underway again. It's just a short ride back to B&W to pull your

boat out or to gather up for the River Cruise.

At about 12:30, we will disembark from B&W for another great River Cruise under the leadership and guidance of Gene Dangel. Who knows what this year will bring.

Don't miss this annual ACBS favorite and let's see if we can get **50** boats at this event!



## AGENDA

### Friday:

5:30pm Social Hour and BBQ Potluck and the B&W Resort. Bring a dish to share and your own entrée. The Barbecue pits, charcoal, plates, cups and plastic utensils along with sodas and water will be provided.

### Saturday:

7:30am: Complimentary Continental Breakfast on the levee by the docks.

9:00 am: Skipper's Meeting on the levee

9:30am: Depart for Grindstone Joe's - a route map and cruise instructions will be provided upon registration on Friday evening - don't forget your picnic basket, cooler and beverages! Bring some lawn games for more fun.

5:30pm: Social hour

6:30pm: Catered dinner at B&W Resort

### Sunday:

10:00 am: Breakfast at Moore's Riverboat Restaurant on the Delta Loop.

12:30 pm: River Cruise - instructions will be given out at brunch and at B&W.

For those needing accommodations, the following are suggestions you may find helpful:

**B&W Resort** 916-777-6161

Cabins (likely full)

**Best Western Plus** 209-367-3000

I-5 and Hwy. 12

**Delta KOA** 916-777-5588

Trailer Park and 10 Chalets

**Microtel** 209-367-9700

I-5 and Hwy. 12

**Rio Sands Lodge** 707-374-6374

205 Hwy. 12

**Tower Park Marina** 209-369-1041

Cabins and camp sites

If you have any questions, please don't hesitate to call or email, Layne Davis at 408-234-7613 or Skip145@comcast.net

## What Will Your Legacy Be?

We can all be proud of the support that our Chapter of ACBS has granted to the Sea Scout troops, the Tahoe Maritime Museum, the Thunderbird Preservation Society, and other worthy non-profits. Each year we try to grant a portion of the earnings of the endowed funds enabling the Endowment to grow and therefore increase support to worthy groups in the future.

We aim a lot of our philanthropic endeavors toward youth groups. They all deserve to have the equipment, facilities and supplies, etc. to succeed in their endeavors. At the same time, this exposes them to ACBS and we can be hopeful that some of them will grow with us and possibly be custodians of our antique and classic boats in the future.

**If you are interested, there are a few ways that you can help us grow our endowment and possibly get a tax deduction for your generosity.**

- 1. Straight forward donations are an immediate method of increasing our endowed funds. If they can be matched by an employer, all the better.**
- 2. Make an annual contribution to the Fund.**
- 3. Leave a gift in your will or trust to go to the ACBS endowment.**
- 4. Form a Charitable Gift Annuity.**
- 5. Make a gift of Appreciated Assets – Stocks, Bonds, Funds.**
- 6. IRA Charitable Rollover.**

A gift through your will or trust is a wonderful way of ensuring that support of the ACBS-Tahoe Endowment continues for future generations. If you already have a will, you can create a simple codicil to easily add a gift to ACBS. If you want to include ACBS in your will or trust please use our full legal name: Antique & Classic Boat Society, Northern California/ Lake Tahoe Chapter.

Perhaps you have a life insurance policy that has outlasted its original intended purpose. You can make the ACBS-Tahoe Philanthropy Fund the beneficiary with just the change of a form. Or you might choose to sign over a fully paid policy.

Your lawyer or estate attorney is best prepared to assist you with #3 to #6 above and your tax preparation specialist can help with tax related questions and mutually advantageous “rollover” benefits. The I.R.S. recognizes ACBS-Tahoe as a tax-exempt, 501(c)(3) not-for-profit organization. Our federal tax ID number is 77-0466692. Our mailing address is: ACBS NC/LT, c/o J. Hein, 25 Curtus Ct., Hillsborough, CA 94010.

Feel free to contact Rich Fisher or Steve Caplan if you wish to discuss this further.

[Rich.fisher34@yahoo.com](mailto:Rich.fisher34@yahoo.com)  
1 925 525 5428

[scaplan42@gmail.com](mailto:scaplan42@gmail.com)  
1 408 981 6996

## Eight Bells for Suzanne Smith

**(11/13/1939 - 7/6/2018)**

Suzanne Smith, a beloved member of the Antique and Classic Boat Society left us July 6<sup>th</sup>. Suzanne is survived by her husband Don Smith, also a member of the society, her four children and four adored grandchildren.

Suzanne’s contribution to ACBS and the Tahoe community went beyond her membership. She was active in the wooden boat community, a charter member of the Tahoe Maritime Museum and long time Tahoe Yacht Club member. As namesake and owner of Sierra Sue, a 1937 25’ Garwood Custom Triple Cockpit Runabout, she and Don won Best of Show honors at the 1999 Lake Tahoe Concours d’Elegance Wooden Boat Show. Her presence, charisma and strength were on display during Tahoe summers for the past 42 years in their cabin above Emerald Bay.

A memorial service and celebration of life was held for August 6<sup>th</sup> at the Newcastle Cemetery, 850 Taylor Rd, Newcastle, CA.

“Til we meet again in Heaven,  
keep me in your heart”

Thank you,

**Russ Ballati**



# Wood & Glory XX, 2018

*"A gathering of families and friends to use and enjoy or antique and classic boats on Clear Lake."*

**Jim Robello Summarizes the Daily Activities**

*\*View more activities pictures at ACBS-Tahoe.org \**

## HATTERAS YACHT CRUISE, Evening May 30<sup>th</sup>

Wood & Glory kicked off on Wednesday evening when 30 members boarded Bob Braitto's classic 53' Hatteras for a thoroughly enjoyable three plus hour sunset cruise. The cruise was an auction item from last year's Wood & Glory event in which Neal and Barbara Gapoff were the high bidders.



Neal Gapoff

## WELCOMING RECEPTION, Evening May 31<sup>st</sup>

Thursday evening brought 100 of our ACBS Members and guests together at the beautiful Corinthian Bay home of Allen and Donna Thomas. They again hosted our welcoming reception and fundraiser for Wood & Glory participants to raise money for Tango Mike, a local charity that puts together and sends "care packages" to our troops serving overseas. This year over \$1,080 was raised for Tango Mike.



## LAHTI'S WOODIE WHOPIE, Evening June 1<sup>st</sup>

The 20<sup>th</sup> consecutive Wood & Glory Woodie Whoopie was again held at the Lakefront home of John, Mary, and John Lahti Jr. Over 160 members and guests enjoyed the beautiful lawn party gathering overlooking Clear Lake. Our local chapter of Sea Scouts were on hand to help us park, whether we came by boat or car.



## BOAT CRUISE & SHOW, Saturday June 2<sup>nd</sup>



On Saturday, our Wood & Glory boating activities kicked into high gear, beginning with an early morning Skipper's meeting, which was followed by a cruise of about 40 of our antique and classic boats. The cruise ran from Soda Bay through Dorn Bay, Horseshoe Bend, past the State Park and on to our Konocti Vista Marina show near Lakeport. At the marina, each boat had an assigned slip and the Sea Scouts were again there to help our participants safely dock their beautiful boats. Overall, over 50 boats



were displayed along with 75 classic cars from our local car clubs. This year, our Membership Chairperson, Don Leutz, along with Virginia Gompertz, offered 43 classic boat rides to the public as an encouragement to bring in new members.

## AWARDS DINNER, AUCTION, & DANCE

### Saturday Evening, June 2<sup>nd</sup>

Once again members Bob and Madi Mount welcomed us to their amazing Boatique Winery for our Awards Dinner. This venue is truly a very special opportunity to get together amongst the Mounts' award-winning boats and enjoy a lovely dinner and the Boatique Winery's award-winning wines



(optional). Following dinner, Dave Lyon presented award trophies to the owners of four of our outstanding boats –

*Notre Dame, Mezet, Sea Jul, and Happy Hour.*

Along with many fabulous donated Silent Auction items, Allen Thomas headed up the live auction featuring a number of very valuable items.

Collectively, the auctions raised just over \$7,000, which will be distributed to the Lake County Sea Scouts Chapter 711, People Services of Lake County, and our ACBS-NC/LT Endowment Fund. This year, we ended the evening with a dancing to the music of the 50's and 60's courtesy of Neal Gapoff.



Mezet

## "FANTASY ISLAND" CRUISE & PICNIC, Sunday June 3<sup>rd</sup>

On our 20<sup>th</sup> anniversary we retraced the boat parade course of our first Wood & Glory to "Fantasy Island". Members participating in the cruise gathered in Paradise Cove near the home of Steve and Hannie Patmont. The cruise began around 10:30 a.m. as the boats paraded eastward down to and around Rattlesnake Island, returning westward up the opposite shore past Windflower Point, Fruit and Weekend Islands. From there, we headed southeast down and past Monitor Island and on to the community of Clearlake. We returned along the opposite shore passing the Golden Gate Bridge pier, Jago Bay, Bayliss Cove, Konocti Bay, Kolaia Landing, and the

Buckingham Peninsula to arrive at Anderson Island (aka our "Fantasy Island") by noon. Once on the island we enjoyed a very relaxing lawn picnic serenaded by live music by the L.C. Diamonds, and the island's owner John Yeandle's presentation on the history and his memories about his family times on the island.



"Fantasy Island" was a wonderfully kicked back way to wrap up this year's Wood & Glory. Once again our ACBS members enjoyed "on the water boating time" along with social gatherings for a wonderful event!

**SAVE NEXT YEAR'S DATES:**



G-5's owner & builder Gerard Raney and driver Dan Arena launch & celebrate the Raney family's happy moment with Wood & Glory fans



Dan Arena & owner Gerard prep for launching, June 1, 2018



Rare, super charged W-24 Duesenberg, 24 cylinder, 917 HP

**SOME OF NOTRE DAME DETAILS**

Owner / Builder	Gerard Raney, Redwood City, CA
Design	Stepped hydroplane, two point
Year	1939
Length	22' bottom + 3' stern overhang
Engine	Duesenberg, W 24 cylinders 6 cams, 96 valves, 3 magnetos
Engine HP	917 HP @ 5,000 RPM
Boat Speed	100 MPH
Boat Materials	Wood hull, aluminum cowlings
Replicated	1993 ~ 2018
Value	Priceless

**WOOD & GLORY XX CELEBRATES NOTRE DAME'S LAUNCHING & DAN ARENA SHARES HIS EMOTIONS**

No words can describe the anticipation and excitement I felt as I climbed into the driver's seat next to Gerard Raney that day at Clear Lake. I was anxious to fire-up the 100 year old, 24 cylinders, Duesenberg for its maiden voyage. (It would be 70 years since my father, Gene, and his older brother, Dan Arena, had turned it off after her last race.) As I hit the starter button and the engine roared to life, the "Notre Dame" leaped forward like a rocket ship on top of the water. The engine, with its 917 H.P. and 1000 foot pounds of torque took Gerard and me for a thrill ride of a lifetime. While we raced across the water, we had a second to look at each other and just grin. I felt Dan, and Gene were sitting with us and smiling as well.

I experienced such a sense of family history on this day, for I grew up listening to stories of the triumphs and disappointments of this famous race boat, designed and built by Dan Arena. The most notable achievements include winning the "President's Cup," the "Silver Cup" and the "Gold Cup." It also broke the 100 MPH speed record in 1940.

For Gerard Raney, it was so much more. It was a fulfillment of a 26-year promise to Dan and Gene to reproduce the "Notre Dame". Gerard had purchased the W-24 Duesenberg in 1993 and originally anticipated building a vintage race car for the engine. Upon learning the engine's history and making contact with the Arena Brothers, he knew what he wanted to do even though he had never built or owned a boat. His most memorable quote before embarking on this project was, "How hard can it be?"

It is my belief there is no other person who could have completed this project that included rebuilding the one-of-a-kind 1927 engine, and the building of a replica of the 1939 "Notre Dame". Gerard used some of the original drawings and the construction diary, along with photographs from that time, to create a beautiful identical twin of the original "Notre Dame".

I have come to admire and respect Gerard and his family for who they are and what they have accomplished during these last 26 years. It has been a dream come true for all involved.



# Bass Lake Rendezvous

2018 ACBS  
No. CA / Lake Tahoe & So. CA Chapters

What an amazing weekend we all enjoyed at the 28<sup>th</sup> Annual ACBS Bass Lake Antique & Classic Wooden Boat Show & Rendezvous at the beautiful Pines Resort. This truly wonderful ACBS event is sponsored by the Bass Lake Lions Club along with The Pines Resort and The Pines Marina. This was the 28<sup>th</sup> year that the No. CA/Lake Tahoe & the So. CA ACBS chapters have gotten together at this beautiful Central California alpine lake just 17 miles from Yosemite National Park. The Bass Lake Rendezvous is one of just a few events in the U.S. where 2 ACBS chapters get together. What a great time we all had visiting with many ACBS friends and their guests that we haven't seen in a while, viewing some of the finest Antique & Classic boats on the west coast while helping to support the Bass Lake Lions Club.

The No. CA/Lake Tahoe & So. CA ACBS chapters want to Thank all of our members and their guests that made the journey to Bass Lake to enjoy good times, great friends and have a lot of fun on this little jewel of a lake in the Central California Sierra Nevada mountain range. The Bass Lake Rendezvous seems to always turn out to be a very fun, relaxing and enjoyable weekend for all. Teri & I along with Bob Newcomer and John Maddox hope to see you here next year to enjoy this truly memorable ACBS event...

The Bass Lake Lions Club wanted me to express their sincere Thanks to all of our ACBS members and to their guests for helping make the 2018 Bass Lake Antique & Classic Boat Show their most successful event to date... This would not be possible without you and your amazing Antique & Classic boats... Thank You...

Upon arriving at Bass Lake we were greeted with a full lake. Teri & I were getting a little nervous last winter with hardly any snow or rain in Central CA for the season. Heck, we didn't even take our snow ski's out until the end of February. Bummer... But mother nature came through in a big way and we received over 20 feet of snow and a huge amount of rain in the next 30 days. Life is good again. With no more worries over the lake level, all of my stress just melted away with Bass Lake filling up faster than any previous years on record.

The weather for the event and the weekend could not have been better. We were treated with temperatures during the day in the 70's and 80's with blue sky, a light breeze and some nice cloud cover on Saturday for the boat show. This made for the perfect ACBS event. We had it all here at Bass Lake. Over 125 members and their guests enjoyed viewing 50 beautiful Antique & Classic boats.

Some of our members and their guests enjoy taking an extra day or so to visit Yosemite National Park that is only 17 miles from Bass Lake to enjoy all the Beauty & Magic Yosemite has to offer. With record amounts of snow and rain that we received in March, the waterfalls,



rivers and lakes in Yosemite National Park were a beautiful sight to see.

While the journey to Bass Lake can be a long haul towing a boat, it was so nice to hear all the wonderful comments that were made to Teri and I about how they are having such a fun and relaxing weekend and that they are looking forward to next year's event.

After arriving on Friday and checking into their rooms, the first thing everybody planned to do was to launch their boats and boat on over to Millers Landing for the annual Friday Night BBQ hosted by the So. CA ACBS chapter. As Teri and I were arriving at picturesque Millers

Landing, it was such a treat to see close to 50 amazing Antique & Classic boats at the docks. There is nothing better than having a cocktail or a glass of wine while strolling the docks at Miller's Landing and viewing these floating treasures.



The Friday Night BBQ was a great time to visit with friends, meet new members and have a glass of wine or your favorite cocktail. We also enjoyed the amazing appetizers and deserts that people brought to share. As the sun was setting on Bass Lake, it was time to head

back to The Pines Resort for a beautiful Sunset/Cocktail evening before we docked our boats for the evening. Good Times!!! Special Thanks to John Maddox, Miller's Landing and the So. CA ACBS chapter for all your efforts to make this a very fun and enjoyable part of everybody's weekend.

While it was difficult to leave the after party at the Pines Resort on the deck overlooking Bass Lake Friday night, Teri & I knew we needed to get up early to prepare for the Saturday morning Coffee and Pastries, help the Lions Club set up and get things ready for the boat show. Saturday morning we were greeted with some cloud cover with a slight possibility of some sprinkles and a light breeze. At around 7:45 am ACBS members and their guests started to arrive for coffee and pastries before heading down to the boat dock to wipe down their beautiful boats before the show. After we got the ACBS flags up, it was smooth sailing from then on. By 10:00 am the weather could not have been more pleasant. What a beautiful morning it was to be relaxing on the shores of Bass Lake. The variety of Antique & Classic boats that attended the event was amazing. We enjoyed viewing many beautiful boats like Chris Craft, Century, Riva, Garwood, Hacker Craft, Mercury, Besotes, Philbrick etc. and some very nice early Classic Glass. A heartfelt Thanks to all the boat owners for keeping and maintaining these awesome boats.

We had our skipper's meeting at 10:30 prior to gathering on the lake for the annual boat parade & fly-by. This part of the boat show is always a fun time for





the boat owners and spectators to view and hear these stunning boats in action. We had close to 50 boats participating which made it a lot of fun for everybody. Special

treated to a great desert and a beautiful Sunset to top off our evening... But wait; the evening was not over yet. After the sun went down, some of our members ended up having some great after dinner parties. Turned out to be a lot of fun! Thanks for the friendship and good times...



Sunday morning we woke up to a beautiful sunny day. By 9:00 am our members and their guests were gathering at the boat dock to participate in the

annual Chuck Kelley poker run. This is always a fun event that we all look forward to with over 25 boats participating. Thanks so much to Chuck Kelley & Barbara Walker for making the poker run such a fun time.

The brunch at The Pines Resort was great. Both Millers Landing & The Pines Resort did an outstanding job catering our events. During our brunch we were visited by a couple beautiful bald eagles circling overhead while we gave out some nice gift prizes and trophies. Congratulation to all gift prize and trophy winners. They were all well deserved...

Thanks to Arnie & Sharon Schweer and Joel & Debbie Castro for all their help with the boat parade. You did a great job. Thank You!!! We also want to Thank Virginia Gompertz, who worked very hard to have boat rides for the public, Bob Robertson for setting up this years swap meet and Don & Sylvia Leutz for having the ACBS membership booth for the show.



During the boat show, we were treated to a live band, a very cool car show and an opportunity to enjoy some of the best hamburgers you have ever tasted. Thanks Tom & Tammy Tusio, owners of The Pines Marina & Bass Lake Water Sports for all of their support and for all their efforts to help make our Antique & Classic boat show such a fun time for all who attended.



Trophy Winners:

- Best Runabout:**  
1935 Gar Wood Freedom Will & Sonoma Clark
- Best Utility:**  
1957 Chris Craft Fatal Attraction Bob & Glenda Newcomer
- Most Unique:**  
1988 Bella Aqua Gold Rush Marvin & Patti Cecchini
- Best Restoration:**  
1958 Chris Craft Kris Craft Mike Williams
- Most Original:**  
1958 Glastron "Jus' Cruzin" David & Terri Coleman
- Skippers Choice:**  
1946 Chris Craft Matchbox Rick & Laurie Gurries
- Peoples Choice:**  
1929 Chris Craft Redhawk Lew & Debra Dobbins



With the boat show concluding at 4:00, everybody had plenty of time to go back to their rooms to relax, have a cocktail and freshen up before we all gathered by the pool deck overlooking the lake for a wonderful dinner. The view of Bass Lake was very enjoyable and the dinner was fantastic. After

Dinner we were all treated to some very funny entertainment provided by Arnie & Sharon Schweer. Thanks for putting on such a funny show for all of us to enjoy. We would also like to Thank Jessica and all her staff at The Pines Resorts that handle the special events for doing such a fantastic job for our ACBS event and for the very generous



donation by The Pines Resort to help pay for the Saturday and Sunday boat slips for the show. It is all greatly appreciated.

After enjoying a very tasty dinner catered by The Pines Resort, we were

Teri & I would like to thank the Bass Lake Lions Club, The Pines Resort, The Pines Marina, Millers Landing and all the volunteers for all of their help and support.

We would also like to Thank all our ACBS members for your support of these wonderful ACBS events that take place all across the U.S. Without you and your beautiful Antique & Classic boats, these events would not exist.

**Thanks for keeping the dream alive!!!**

We hope that everybody enjoyed the 28<sup>th</sup> Annual Bass Lake Rendezvous and we are looking forward to having you join us next year for the 2019 event. We hope everyone had a Fun & Relaxing weekend... Enjoy the rest of the boating season!!!

All the Best  
Robert Gaestel & Teri Parker



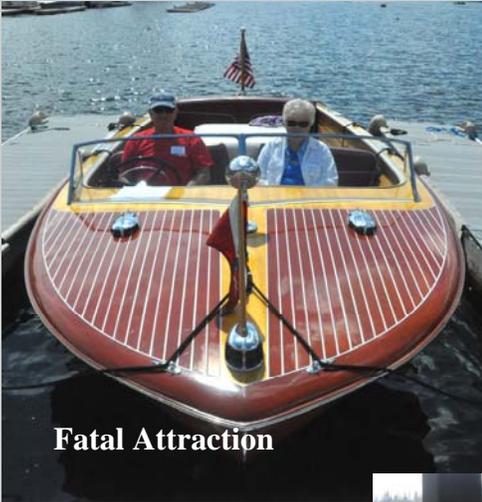
# Bass Lake Rendezvous Trophy Winners



Will & Sonoma Clark



Freedom



Fatal Attraction



Bob & Glenda Newcomer



Gold Rush

Marvin & Patti Cecchini



Mike Williams



Kris Craft



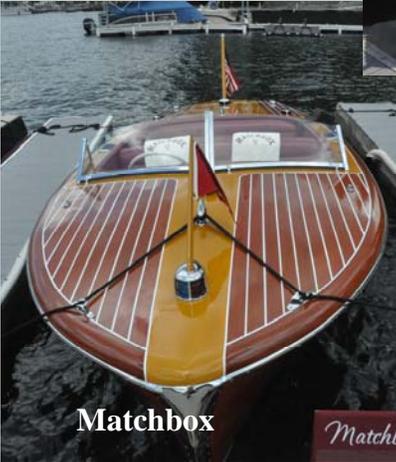
David & Terri Coleman



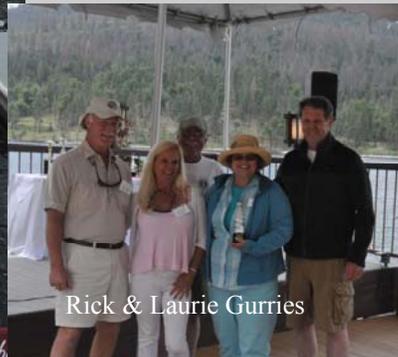
"Jus' Cruzin"



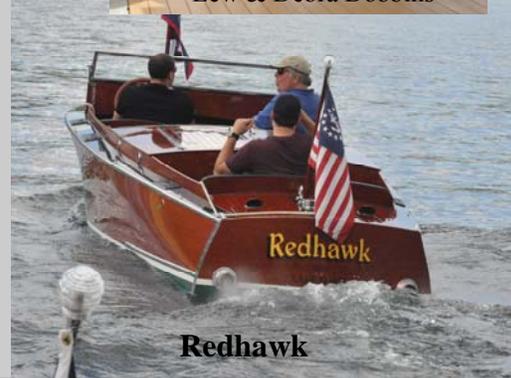
Lew & Debra Dobbins



Matchbox



Rick & Laurie Gurries



Redhawk

# What Makes a Marine Engine?



By Lew Dobbins

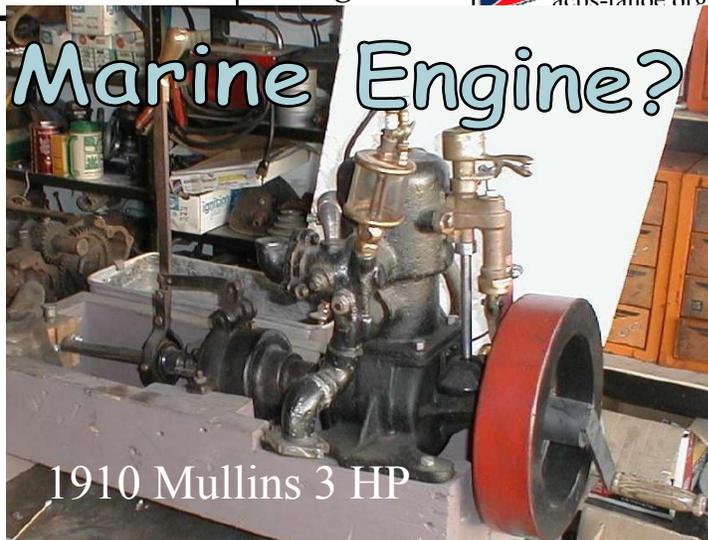
X-ray of a gear-head.

Time to get back to the gear-head zone. Again, not for the faint at heart! This article is the first installment in a series of articles on our popular classic and antique marine engines. This first chapter will answer common questions about our engines and the changes that have happened with them through time. It is the ground work for the following chapters that will talk about the trials and tribulations of rebuilding some of these engines. They will describe some of the details you need to know compared to building that good ol' small block Chevy or Ford V-8 automotive motor. Some of the information that will be presented in these chapters may make more sense if you refer to the article I wrote for the Winter 2014 Western Wood titled: "Alphabet Soup or Demystifying Chris Craft Engine Models". This article, in its original form, may be found here: <http://acbs-tahoe.org/newsletter-archives/> A slightly updated version may be requested from me directly at the email address below.

To tell the story of our engines, we really need to go back in time to the early days of power boating. There were many small companies building fantail launches, fishing boats and pleasure boats. The choices for power for these crafts, back around the turn of the century, were fairly limited. Most of these craft were propelled by conventional steam engines, Naphtha Steam Engines (See Note 1 at bottom) and small 2-Stroke single or two cylinder engines made by, soon to be, an ever increasing number of manufacturers. The four-stroke engine had been around for a few years but was slow to make inroads into boats due to their increased cost from more complex hardware and generally their larger size.

Luckily, the motor builders did standardize somewhat on a couple of points: First that the rotation of the propeller, when in forward, was often what became known as "marine" rotation or "right-hand" rotation. Both of these mean that the propeller is turning clock-wise (in forward) as viewed from behind the boat when looking at the transom. The other point was *somewhat* of a standard depending upon physical size of the engine. This is how the engine is mounted in the boat. Or rather the motor mount spacing centerline on the stringers.

Many boat builders wanted to set the stringers at a common spacing for their designs. But their stringer spacing may not have agreed with the rapidly increasing choices of engines and their builder's measurements. To remedy this, a pair of engine stringers or short length stringers were often bolted to the insides of the main stringers. These would then adapt or accommodate the engine of choice. This practice, while normal up into the 20s, was common on many Gar Wood runabouts up to WWII. The early small engines mostly used a 10" center to center mount spacing onto the stringers. Prior to the end of the 20s, as the engine size grew we also saw 13.25" (often 13.5"), 14.5" and 16.5" bolt spacing centers on the stringers. This Mullins Launch engine (Built by W.H. Roberts) is a 1910 single cylinder two stroke 3 H.P. marine engine with a 10" mount spacing. Note the divorced or separate reverse gear behind the engine.



1910 Mullins 3 HP

These non-one-of-a-kind boats started the standardization that most all boat builders and engine manufacturers adhered to. The production boats, built by Chris Smith and Sons starting in the early 1920s, used anything they could find for higher horse power and more speed. Boat racing was all the rage but out of reach for the common boating family. And prior to WWI, the only engines available were really low in horse power and too large and heavy. As the engines increased in size and power, 22.5" became the most common stringer spacing. This number remains somewhat of a standard today for most pleasure boat installations. But it is not critical now, as we have lots of different adjustable mounts available to us.

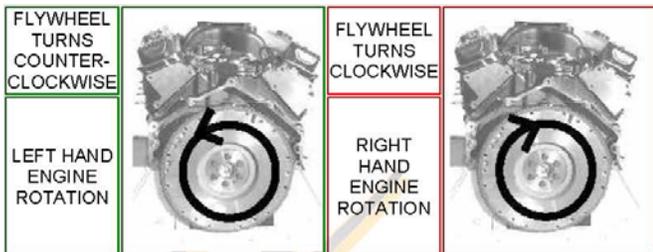


But that was not always true. So many engines had a fixed rubber, sandwiched motor mount. There was no adjustability with this in relation to the stringer width or height. The boat's stringers were designed and built for a specific line of engines. This made shaft alignment more difficult as well. If the transmission output flange and the mating drive shaft flange did not mate perfectly, the engine had to be *shifted around* to make for a PERFECT mating. The engine would be moved in all axis by movable wedges at each of the 4 motor mounts. Sounds easy enough, get it set and go play. True, until next year or a little beyond. These vertical rubber sandwich mounts had a habit of sagging under the weight of the engine. Shaft alignment would change with this aging process and need to be adjusted or the mounts replaced and then realigned.



Sagging Motor Mount

As stated above, marine engines historically have run right-hand rotation where industrial and automotive engines mostly run left-hand rotation. In an automotive environment, the engine flywheel is at the rear end of the engine and a transmission or output shaft is connected at the flywheel. By turning the engine around, to flywheel forward, and running a transmission from the crankshaft snout (formerly front of the engine), the industrial engine does not need modification as the propeller will turn clockwise or marine rotation as viewed from the transom. All of the Chris Craft engines built on Hercules engines ran flywheel forward with the reverse gear attached to the “front” or crankshaft snout end of the engine. Oiling systems were modified to provide adequate lubrication to all required hardware based on the installation angle.



This was different from the industrial applications where an engine ran flat or level in its installation. But in a boat, the engines ran at an incline of as much as 20 degrees from level! Oil also had to be fed to the Paragon (or other) reverse gear as it used the same 30 or 40 weight oil that was lubricating the engine. The answer came in drilling the crankshaft snout along the centerline for a few inches with a small bit until it hit the hollow, main bearing pressure fed oil galley inside the crank that was used for lubricating the connecting rod bear-

ings. This provided just enough oil to lubricate the transmission, fill the transmission case up to about 2” before flowing forward, back into the engine pan and the oil pump pickup. This level of oil in the transmission case allows the planetary transmission drum to sit in oil and throw it all around when running.

As oil usually sat year round in the transmission, it is not uncommon to see a little oil in the bilge under the rear of the transmission. As our hardware is getting older, the output flange seal has gotten harder and less pliable, at the same time as wearing a groove in the mating surface. So oil leaks are fairly common here. A new seal and maybe a “Speedy Seal” will take care of that oil leak. Speedy Seal is a thin cylinder of metal that presses over the old seal surface on a worn output flange. This provides a new smooth surface for that new seal to prevent further leaking.

The rotation of marine engines has been a moving target. As cruisers and larger runabouts often had twin engines, we need one engine to have a different rotation. This would cancel out torqueing effects and increase maneuverability. Engine manufacturers were running flywheel forward and generally did not have the luxury of turning one engine around to provide that opposite rotation. To gain opposite rotation on one of a matched pair of engines, they needed to find a way of swinging the crankshaft in the opposite direction while NOT changing the rotation of other internal parts. The engine would require major changes if we also turned the camshaft, oil pump and distributor in the opposite direction. But if we add some gears to allow the camshaft to continue to turn the same as normal, then we change to an opposite rotation starter and we are good. Not quite that simple and there have been several iterations of this process.



Kermath Sea Wolf-1

Another piece of history on Flywheel forward is that with older engines, they were slower turning with less horse power. Most all engines back in the early half of the century had very large diameter and heavy flywheels. With many engines, they

were too large to fit between the stringers. If they were able to fit between the stringers, they were still going to hit the keel and bottom of the boat! If you could fit it all in, the flywheel would also throw water all over the place in the bilge. No water in your bilge? Always our goal!

In the mid to late 50s, Chris Craft and others started to



Chri Craft 283H

use marinized automotive V-8 engines. For the most part, these too were flywheel forward. It was not until the early 60s that Chris Craft finally started to turn around the small block Chevy V-8. We will talk about these engines in a future chapter on overhauling the Chris Craft Chevrolet V-8. Stay tuned for tech talk and overhauling issues on the Chris Craft K and M series engines as well.

By the late 60s and into the 70s, the industry became

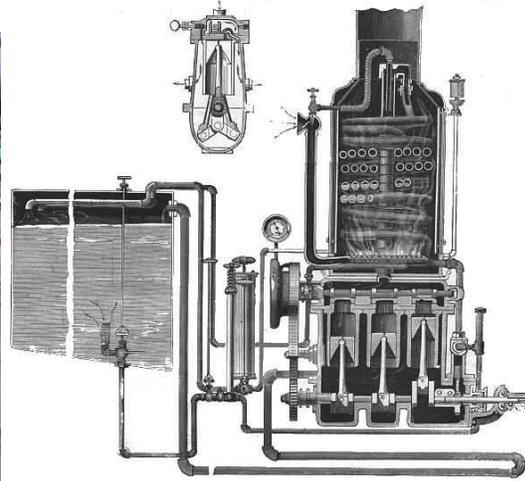


Chri Craft 327F

more standardized on using Detroit car and truck engines. That meant purchasing a stock left-hand engine and adding the marine hardware and plumbing. New hulls and designs gave us all kinds of new transmissions and gear boxes. And more boats with left hand props.

Note: 1. The Naphtha Steam Launch Company built

boats and engines before and just after the turn of the last century. A *normal* steam engine uses a fuel (wood, coal, oil) to heat and boil the lake water into high pressure steam. The steam is then fed through a throttle valve, into the double acting cylinder or cylinders via directional valving to expand and push



### Naphtha Vapor Engine

the piston to create shaft rotation. The pistons are usually double acting in that steam would push from one direction to the end of piston travel and then while the piston returns, it exhausts, the now low pressure,

steam out to the atmosphere via the stack. At that same time, the valves apply high pressure steam to the opposite side of the piston, driving it back. So one cylinder and piston actually create two power strokes per revolution.

The Naphtha Steam Engine was a little bit different while still using the basic steam engine principles. Naphtha, or more correctly, Naphthalene (C10 H8) is a low flash point crude form of gasoline, distilled or cracked from crude oil. It boils off somewhere between kerosene and the lowest grade of gasoline in the cracking/refining process. Today it is used as a cleaner and fuel for cigarette lighters. (That little yellow Ronson can.) In the Naphtha steam engine, this fuel is used as the heating source to boil our liquid to a high pressure vapor as in conventional steam engines. The major difference is that instead of boiling lake water, it boiled naphthalene from the fuel tank! Now the high pressure vapor is sent to the pistons to create motion and then when exhausted, it is run through a set of cooling coils that are mounted to the outside of the keel of the boat. This allows the now lower pressure exhausted vapor to cool and condense back to liquid. The liquid is then returned to the fuel tank for reuse. One of the advantages of boiling the naphthalene is that it takes less energy (fuel) to boil than water, a theoretical cost savings. These power plants were also quite compact and efficient especially where size matters in smaller launches.

There are very few of these engines found in museums as most all eventually blew up during use! Many of the Naphtha Launches survived as they were repowered with internal combustion engines early on. One such repowered launch is "Cathedral", recently seen in the Tahoe Maritime Center in Tahoe City during 2017 and at the 2018 Lake Tahoe Concours d'Elegance. She has spent most of her life on Lake Tahoe and Fallen Leaf Lake.

Comments or requests may be sent to [l.dobbins@sbcglobal.net](mailto:l.dobbins@sbcglobal.net)

# Safety First! – “Boat Owner Responsibilities” - (Article #18) By Captain Don Leutz

As a boat owner/operator, there are many responsibilities that need to be taken seriously in order to be a safe boater. Planning and preparation will go a long way to providing safe and enjoyable power boating.

Responsibility for the safety of the boat and everyone on board, as well as anyone that might be affected is that of the boat owner/operator. There are a few basic guidelines that should be kept in mind and followed in ensure everyone’s safety.

- Be sure to not exceed the maximum capacity of the boat. This capacity can usually be found on the Maximum Capacities plate or label. In many classic boats, however, there may not be a plate, or label, or it may be missing. A rough guide to the maximum capacity on a boat without a

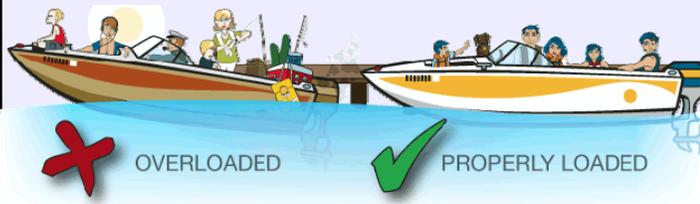


plate or label can be calculated by multiplying the length of the boat by the beam (width) in feet and divide by 15 to get a maximum number of people. For example, my boat is 19 feet in length times 6.8 feet Beam divided by 15 equals 8.6 passengers. However, my boat has seating for six and I would not put eight people aboard my boat. Remember you need to also account for the weight of any gear brought on board. Exceeding the weight or horsepower limits could result in capsizing or swamping of the vessel.

- To reduce the risk of falling overboard, brief all passengers to sit in designated seats, not on seatbacks, side decks, the bow or transom. Make sure your passengers maintain a secure grip on the boat, should they move around.



- Brief your passengers on the importance of keeping their hands and feet inside the boat. Identify safe and danger areas on your boat. Point out the locations of fire extinguishers. Life jackets, flares, first aid kits and bilge pumps. Explain to adult passengers how to put on life jackets in the case of an emergency. Make sure all children, under 13, wear Life Jackets at all times. Explain what to do with trash and how to operate the marine toilet, if so equipped. Let your passengers know what is expected of them when leaving or returning to dock and while the boat is underway or anchoring. Describe basic emergency

procedures, such as how to use a Marine Radio, turn off the engine, what to do if someone falls overboard, or dangerous weather conditions occur.

- Avoid sudden changes in speed and direction while underway and try to give your passengers a warning when making a sudden maneuver so they don’t lose their balance or fall overboard.
- Always maintain a proper lookout for other vessels, hazards, swimmers and divers. You can assign an experienced passenger as a lookout just in case.



- **Always Lookout** - Always be aware of other craft and water users
- **Always Lookout** - Watch out for people on or under the water
- **Always Lookout** - Keep a safe distance

- Always observe proper speed limits, no-wake zones, and operate your boat in a safe manner.



- Know your boat’s performance capabilities and limitations and do not exceed them.
- Make sure to fill your boat with gas before leaving the dock and maintain a proper reserve so that you can return to dock safely.
- Check the weather before you leave the dock, be alert for any weather changes by checking for updates periodically on your VHF Marine Radio. If the weather deteriorates, be sure to head back to shore.
- Know the Navigation Rules and use them to avoid collisions. You are expected to comply with them or take seamanlike precautions. You are expected to be aware of dangerous situations. A departure from the Rules may be necessary to avoid immediate danger.
- Comply with Homeland Security measures. You must not approach within 300 feet (100 yards) of any U.S. Naval vessel and you must operate at minimum speed within 500 yards. If you must pass within 100 yards to ensure safe passage, you must contact the Naval Vessel or the Coast Guard on Channel 16 for proper permission.

- Avoid impeding the passage of tug and barge traffic and large vessels that can only navigate within a channel.
- You are responsible for any damage caused by your wake, so be considerate of others and minimize the effect of your boat's wake, especially near docks or vessels liable to capsize. Avoid disturbing the natural habitat of wildlife.
- Position the propeller away from anyone in the water. Or, preferably, turn off your engine until they are clear.

..... **AWARENESS ZONE AND PROPELLERS** .....

▶ It is prohibited for any passenger to sit on the bow, gunwales or swim platform while the boat is moving.

▶ No passenger should be in the awareness zone until:  
- Motor off  
- Remove keys  
- Count to ten

▶ Respect the awareness zone while skiing or engaging in water sports.

▶ Do a "head count" and post a lookout before starting the motor.

FROM THE U.S. COAST GUARD AND THIS COMPANY

- On long cruises, it is a good idea to create a Navigation Plan and a Float Plan. Leave your Plan with a friend or relative ashore with detailed information on departure and arrival times, destination(s), boat name, names of people on board, type of radio and survival gear on board. When you return to dock, let your friend or relative know that you have returned safely. Tell your friend or relative to contact the Coast Guard should you not return on time.
- Be aware of the symptoms of Carbon Monoxide poisoning, especially if you are captaining a houseboat, cruiser, or pontoon/party boat.

**SIGNS OF CARBON MONOXIDE POISONING**



By taking your Owner/Operator responsibilities seriously and following some simple procedures, you can ensure a safe boating experience for you and your passengers.

For more information on Safe Boating, visit:

[www.uscgboating.org](http://www.uscgboating.org)

See you on the Water!



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ACBS MEMBERS SINCE 1984

# The Trading Dock

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

## 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](mailto:DVD_Coolidge@yahoo.com).

## 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.

## For Sale

**1937 Gar Wood 25 ft Triple Cockpit Runabout.** Sierra Sue Hull #6110, Concourse de Elegance "Best of Show" 1999, new Volvo Penta 454 engine, original Chrysler Majestic engine available, **Price greatly reduced to \$150,000.** Contact Don at 916-765-1517 or [smithdon1315@gmail.com](mailto:smithdon1315@gmail.com).

## For Sale

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

## For Sale

**1938 Chris Craft 21 ft Sportsman.** 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](mailto:cbwoodboat@sbcglobal.net)

## For Sale from the Hal Orchard estate

**1930 Dodge 28 foot triple**, "TANGO" only example with the correct V 12 Lycoming engine, \$250,000.00.

**1930 Dodge 25 foot triple**, "TEMPTRESS" 125 Lycoming eight, \$75,000.00.

**1938 Garwood 33 foot Baby Gar** reproduction, "BOLERO" with Liberty V12, \$150,000.00.

For more information contact John Allen, 408-605-4910 or email [allenoldmarine@aol.com](mailto:allenoldmarine@aol.com)

## 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](mailto:RoyceJohnson@charter.net) 530-400-4691

## For Sale

**1949 Philbrick 18 ft.**, Ford flathead engine. Restored several years ago, used twice and stored since. Custom trailer. \$12,500 or best offer. Call Aris or Diane at 415-717-5090

## For Sale

**1951, 20ft Chris Craft Riviera....** R-20-662.... "Diana" Original tahoe boat.... Delivered to Tahoe Boat Co, Oct. 29, 1951 Renewed by Northwest Classic Boats in 2013. Original mbl 158hp motor rebuild by Dave Traino in 2014. 10 hours since rebuild. Awarded, most original boat of show. South LakeTahoe 2014. Comes with custom waterline cover, custom travel cover and trailer.... \$45,000... Contact: Bill Osborne: Email- [perledupond@gmail.com](mailto:perledupond@gmail.com)

## For Sale

**1953 19' Chris Craft Racing Runabout.** Complete new restoration. West System bottom. Custom made mooring cover. New custom made trailer. **\$45,000.** Call Don Vehmeyer at (530) 344-9316 or email Dan Vehmeyer at [dlvmeyer@gmail.com](mailto:dlvmeyer@gmail.com)

## For Sale

**1963 Chris Craft Holiday 20 ft.** New rebuilt 427 (now 431) Lincoln, 5200 Bottom Boat is in Great shape all interior redone In correct colors by previous owner. Contact Gordon 707-321-7821 or [kgkirkland@hotmail.com](mailto:kgkirkland@hotmail.com)

### Klondike - 1938, 25' Chris Craft Clipper

Compact cruiser, sleeps 4. Stove, sink, running water. Enclosed head. Large open cockpit. No-leak bottom. 85hp K. Restored in 2010. Many awards, including 2 Best of Show.

**FOR SALE - \$59,500 including trailer & covers.**

Contact Sierra Boat 530-546-2551 [sierraboat.com](http://sierraboat.com)



## For Sale

**1953 Chris Craft Racing Runabout** MBL 158 hp, west system bottom, show condition, trailer and full water-line cover included. \$42,500  
1-831-596-4299  
or 1-831-484-6835.

# Will There Be a 2019 Restoration Workshop?

What do you think? Does late winter or early spring of 2019 work for you? How about having another 2 day workshop at Sierra Boat Company?

Well, you might just be in luck! After the boats are put to bed for the season, Debra and I will be meeting with Herb, Chris & Brian to nail down a date for a Friday and Saturday workshop with their team of experts at Sierra Boat for early 2019. And as before, the extravagant food will be a part of it. Did you enjoy your polo shirt from the 2016 workshop? Need a matching one for 2019?



Stay tuned for more details! As soon as

we have firm dates for the chapter's 13<sup>th</sup> Restoration Workshop, we will get it published on the chapter website and here in Western Wood.

In our last workshop, at Sierra Boat Co., we broke the group into 4 classes. Each class rotated through Varnish and General Refinishing, Carpentry and Mechanical discussions and hands on training. We will most likely run it the same way in 2019.

This is your opportunity to ask questions or let us know what you would like to see addressed in this upcoming workshop. Feel free to send an email with your thoughts.

For questions or additional information please contact Debra at [losthorsebooks@sbcglobal.net](mailto:losthorsebooks@sbcglobal.net) (530-263-3229) or Lew at [l.dobbins@sbcglobal.net](mailto:l.dobbins@sbcglobal.net) (530-263-0412). Did I mention the ice cream?



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- 1936 Ditchburn, 23.5 ft. Legacy
- 1938 Greavette Streamliner, 24 ft. Curvaceous
- 1947 Greavette Streamliner, 22 ft. Traveller
- 1947 Chris Craft Custom, 20 ft. Foxy Lady
- 1948 Western Fairliner Torpedo, 17 ft. Studebacker
- 1949 Ventnor Deluxe Runabout, 19 ft. La Fin
- 1955 Chris Craft Cobra, 21 ft. Touch of Glass
- 1959 Chris Craft Silver Arrow, 19 ft. Quiver
- 1963 Wickets, 18 ft. Race Boat
- 1964 Amphicar, Model 770, 7 knots/hr in water and 70mph on land
- 1976 Serenella Venetian Water Taxi, 30 ft. Boatique
- 1998 Van Dam, 33 ft. Alpha Z
- 2011 Van Dam, 30 ft. Madeleine (custom designed by Van Dam Boats)

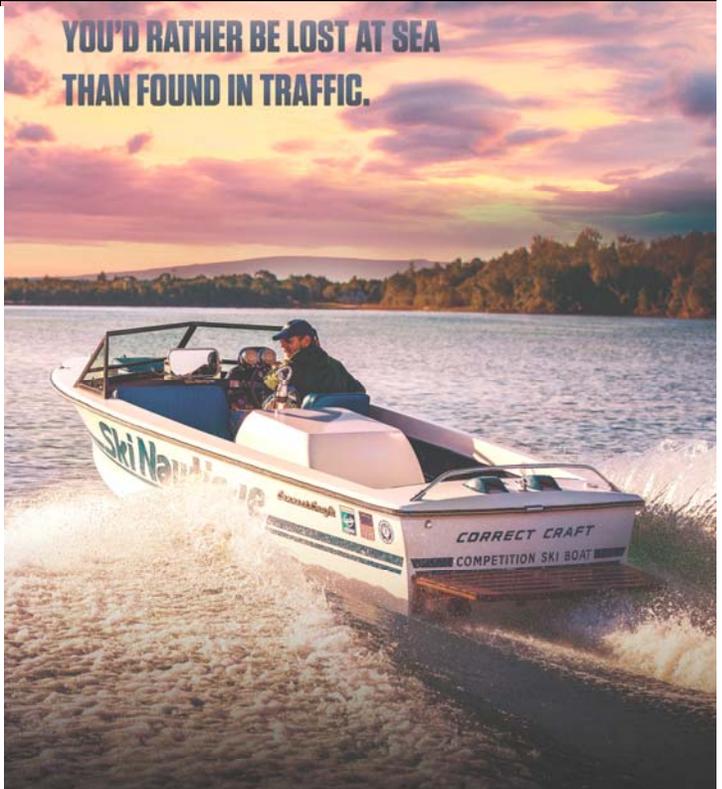


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