

Western Wood



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

Volume 33, Issue 3

Quarterly Newsletter

Summer 2015

WOOD & Glory XVII





LYMAN + VENTNOR + FAYBOWEN + STREBLOW

+ GARWOOD + HACKERCRAFT + RIVA

Northwest Classic Boats, Inc**Expert Riva Restoration**

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

Call Dave or Rudy • 530-888-0100
2880 Ayres Holmes Rd • Auburn, CA 95602
nwclassicboats@calwisp.com

www.northwestclassicboats.com

+ GREAVETTE + STANCRAFT + HIGGINS +

CENTURY + DART + SEALYON + CHRIS CRAFT

Somewhere Along the West Shore



Summer's end always arrives too soon. This was a very busy summer for me. First, along with the Layne Davis and the Sea Scouts from the ship Challenger, we decided to finish the ACBS sponsored cracker box racer project in time for the South Tahoe Wooden Boat Classic. As usual each step of the project took a little longer than expected. Then there was the unpleasant event (OK near disaster) when the wheel came off of the trailer as we towed it back from Stan Marshalls upholstery shop. As time ran out we went into a full court press (OK panic mode). There were some overlooked items, like who was supposed to get a throttle cable and how can we get one tomorrow? Finally were ready to start the engine in the driveway. All went well, once we put the spark plug wires in the correct firing order. No time for a water test, we had to get it to Tahoe for the show. Thursday before the show the boat hit the water for the first time at the Tahoe Keys ramp. The engine started and maiden voyage from the ramp to the slip was short but triumphant.

There were 10 scouts and leaders at the show to share the glory. Some brought their families along too. This was also a chance for the Chapter membership to see the results of the project they sponsored.



Lee & Sandy Chase

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.

2014 Rates:

	Color
Business Card (2 x 3 1/2")	4 times \$250 1 time \$75
Quarter Page (4 x 3 1/2")	4 times \$500 1 time \$150
Half Page (4 1/2 x 7 1/2")	4 times \$800 1 time \$250
Full Page (9 1/2 x 7 1/2")	4 times \$1600 1 time \$500

Inquire To: Lee Chase or Bob Mullarkey
westernwood@acbs-tahoe.org

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
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@sbcglobal.net



President's Message

The Board met on August 22 to hear the results of our events thus far this year from each of the chairpersons. The year started out with concerns about the drought and the lack of water for our boating events. After a spectacular Spring Fling in Half Moon Bay chaired by Iren Jenny, the boating events at Bass Lake, Wood & Glory and the So. Shore Boat Show were some of the most fun I can remember. We still have the Delta Boating event, Shasta Lake and the Annual Meeting in Sacramento to look forward to.

I would like to speak about the overall method the chapter handles our finances as there seems to be some confusion. There are three functions which describe different aspects of how our chapter handles our finances. We have the Chapter finances, the philanthropy committee finances and our Treasurer, who works with both endeavors. There has been some confusion about how these three entities interact with each other.

We need to look at the Chapter By-Laws which spell out the purpose of our chapter and the guidelines to accomplish these goals. **The goals of the chapter are:**

- to bring together people with a common interest in historic, antique and classic boats.
- And to promote and encourage the enjoyment of all aspects of this hobby.

Terry Clapham and his committee have been working on revising our Chapter By-Laws to make them closer to the International By-Laws and to bring them up to date. The Chapter receives money from our dues, boat shows and events. These funds are used to cover the costs of operating the chapter such as paying for insurance, Western Wood printing, etc. The Treasurer collects these funds and manages their investment and disbursement. The Board of Directors is given a breakdown of these costs and can approve or discuss any items in question. All of these funds are used for the Chapter.

The philanthropy committee has a different goal and set of By-Laws which are an appendix to the Chapter By-laws.

The goal of the philanthropy committee is:

- to promote antique and classic boating by gifting to eligible recipients who have a connection to our boating activities and interests.

Their funds come from sponsors gifts, investments and charitable events. For example, The South Shore Boat Show is advertised as a "boat show for charity" and as such the profits are managed by the philanthropy committee. They make recommendations to our board of whom they would like to include in their gifting based on an application from the recipients. The Chapter Board must approve these gifts before our Treasurer writes a check from the philanthropy funds.

If any of our events such as Wood & Glory Boat Show earns a

profit after expenses, those funds are given to the Chapter only. However, if the W&G committee chooses to use some of those profits to donate a gift to a local organization, this gift becomes part of the philanthropy committee's responsibility to account for all of the chapters gifting during the year. It has to do with compliance to the non-profit requirements of our 501(3c) status which allows our donors to take a tax deduction for their gifts to our chapter. The philanthropy committee prepares and presents an accounting of all of the gifting by the chapter from all of our events to the Board for approval. In short, no money from our dues or non charitable events is used by the philanthropy committee for gifting to any organization. However, the **Philanthropy Committee has done a remarkable job of representing our Chapter through gifting to deserving recipients. They are an important part of reaching our Chapters goal of bringing people together with a common interest in our antique and classic boats.** A factor that might lead to confusion is that our Treasurer writes checks for the chapter and the philanthropy committee but they are from separate accounts.

I hope this helps explain how our chapter's finances are handled and dispersed.

Coming Events 2015

Annual Meeting



Sacramento

November 6, 7 & 8
Contact Iren Jenny 925-899-9708



WOOD & Glory XVII

It happened! Event Summary

Thank you for joining in Wood & Glory XVII and really, really making it happen! Our event's numbers are finalized and are very positive and "happy." Likewise, input from our members and guests were "positive and happy" also. Here are some Wood & Glory summary thoughts and updates for your consideration.

Wood & Glory is about people. It's about some special Lake County people and our classic boating group giving back more than we take. This year as a direct result of raffle and auction item donations from our chapter members and the Lake County business community, some \$6,000 was raised. This week, Wood & Glory checks were distributed back to our beneficiaries –
 1) Sea Scout Ship Phoenix;
 2) People Services, Inc., helping Lake County's community with disabilities, and
 3) Operation Tango Mike, who focus on supporting our deployed troops.

Your raffle and auction participation enthusiasm was noted and appreciated. Thank you.

Talking about people who give back more than they take, members **Bob & Madi Mount** held their Boatique Winery grand opening on Saturday July 18th. The winery buildings and grounds continue to be polished and detailed along with their outreach to ACBS friends and our boating community to join in and enjoy their facilities. Eight special antique and classic boats are now displayed; and the long anticipated Alpha Z is still inbound. Boatique Hospitality Director Nahani Bohan welcomes your calls and visits – contact her at 707-279-2675, nahani@boatiquewines.com.



New ACBS members Bill and Gerri Groody have joined our chapter with not another classic boat, but an impressive collection of professional camera and multimedia talents. Bill's background includes interesting and 'colorful times' with 35 years of broadcast and production moments with NBC Radio Network experience – including being a former White House correspondent. Bill and Gerri gifted W&G with their video presentations of our boats under way and they thank you for your action shots of old boats still doing their 'stuff.' View your boat and Bill Groody River Media's many videos on his site- <https://vimeo.com>

Welcome also new ACBS members Cheryl and David Lucido who don't own a classic boat – yet! They join our chapter representing the Lake County Winery Association of which Cheryl is their treasurer, and as owners of Laujor Estate Vineyards & Win-

ery. Cheryl and David participated in and sponsored our new 'Wine & Glory Tour' along with our boating activities this year, had a lot of fun, and asked if they could join ACBS without a boat? Why did she ask that when they own a "classic" winery! Welcome and contact them at 707-279-2146, cheryl@laujorestate.com

July 7th sightings – dinner host Allen Thomas and co-chairman John Lahti messing around in Allen's impressive Kelseyville shop trying to pull a steering wheel off the award winning U-22 *Miss Daisy*. The drama of the moment had something to do with using *Miss Daisy*'s steering wheel on Allen's other 1938 antique boat, *Rascal*, and getting her ready for the upcoming Tahoe shows. It had to do with an inbound steering wheel not arriving yet, and show deadlines sure to arrive on time! Good luck and Atta Boy to Allen & John. Thank you back for generously inviting Wood & Glory into your waterfront homes again.

More Wood & Glory Sightings – volunteers making it happen! In addition to our committee members Reed, Dangel, Lawrence, Robello, Gurries, Patmont, Simpson, Lahti and Mooers, we noted and appreciate our members who pitched in and helped make Wood & Glory successful. At the risk of missing someone, we thank ladies and gentlemen members Chase, Castro, Lukkes, Fisher, Kelley, Davis, Deichler, McManus, Bane, Wallen, Robello, Mount, along with my wife Susan and daughter Pamela accordingly. You are all appreciated.

A Final Wood & Glory Thank You: Bert Atwood.

Sixteen years ago, he was there at the beginning of Wood & Glory and each year hereafter, he was there with his family and special 18' 1959 Mercury Mustang named *Atwoody*. Sixteen years later, his mind and spirits were still sharp as he emailed Susan and I to be certain all the details for his family's gathering at Wood & Glory were perfect. Photographer Nathan perhaps captured what may have been their last family picture, frame 108 – the Bert Atwood Family enjoying a dinner together at the Boatique winery. Our Wood & Glory Family was saddened to learn of Bert's passing on June 16th – in his Lake County home with his family by his side - after a long battle with cancer. We tip our hats to Bert, his sons Lewie, Randy, and Bill and their family. We want them to know that to the very end, Bert prevailed on us to be certain that all his W&G details be perfect for his family. He cared. And we care, too. Thank you Bert Atwood for making a difference.

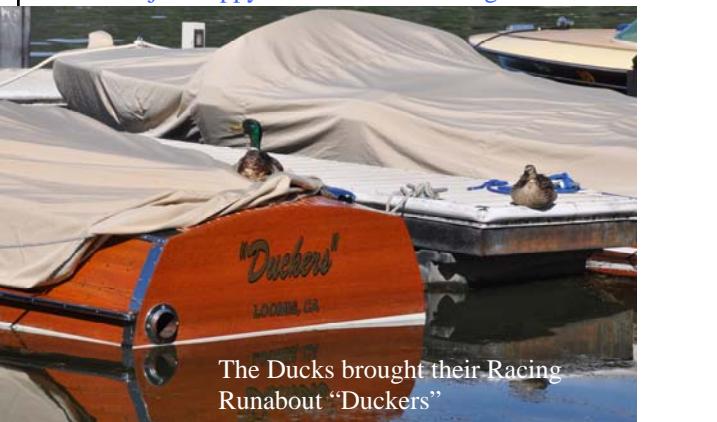




Tom and Marianne Carlin drove down from Washington again to be with us along with their Lake County friends, the Harty'. 'Captain' Tom used to drive our Navy destroyers for a living. Now, he's messing around with us on a Wood & Glory Friday morning in his beautiful 1940 CC barrel back

Wood & Glory Friday was all about relaxing and not telling anyone where you were going for your classic boat ride, or maybe just an afternoon nap! Then, that evening **the Lahti Family** said "come on over again" and bring your BBQ stuff to our Buckingham Point lawn party.

By Saturday morning **Bob and Nikki Robertson** had their crew – **Phil and Mary Lou Drees**, along with **Dirk and Linda Reed**, Bob built this 24' Hackercraft Triple replica in 1989, and Dirk and Linda were just happy in the back seat along for the ride!



The Ducks brought their Racing Runabout "Duckers"



W&G Event Chairman Wayne Mooers and daughter Pamela makes some special spray again in Grand Pa's 1956 Chris Craft Kit Boat.
Photo: Bill Groody.



Wine & Glory Tour

Donna & Allen Thomas invited our members over for beautiful dinner on Thursday evening. "Just go on the Wine & Glory Tour and bring your own wine to dinner" was all Donna asked! They provided the rest! Next year, the 'tip jar proceeds' will go directly to the Thomas' favorite charity – Tango Mike, benefiting Lake County veterans. Thank you.



And then... on Saturday evening, members **Bob & Madi Mount** opened up their new Red Hills Vineyard, Boatique Winery and boat collection just for our Wood & Glory event - two months ahead of their official opening date. Visit our slide show, compliments of Wood & Glory and Nathan De Hardt, <http://nathandehart.zenfolio.com/woodandglory2015/slideshow>. See 45 of images our Boatique Winery opening memories.





Wood & Glory Honors Veteran Member Don Veihmeyer

He was boating before classic boating was classic, and our chapter was a chapter.



Wayne Mooers and Don Veihmeyer (right), May, 2015

He is a 1981 founding national ACBS member, and is the third signature on our Chapter's Charter in 1983. Don Veihmeyer is our 91 year 'young' member you see at our events. He is shy and not real quick to tell you how long he's been messing around with old boats.

When we recently visited Don at his El Dorado

home and shops, Bill had called ahead. Don's shop and storage buildings were all swept and cleaned up. Yet, when you stand there and look around absorbing all the sights and flavors of his 'world,' you quickly realize, all over the shop floors are the 'patina paint and epoxy stain stories' of some of the 44 classic boats passing through his 35 years of "retirement" restorations. If you haven't had the opportunity to meet and talk with Don Veihmeyer, don't let this enlightening opportunity slip by you this weekend. Here are a few parts of his childhood Tahoe stories.

"My father built a summer cabin at South Lake Tahoe in 1936. I was 14 years old. (born 12-5-23) When I was 16, I talked my father into buying a boat. He and my mother shopped around the lake and bought a used, custom built 16' mahogany runabout. I had never been in a speed boat before. I was on cloud 9!"

"When I turned 18, I got a summer job at the South Tahoe Young's Bijou Beach Resort working in the store. I spent much off time around the beach and pier, and of course, driving our family's 16' boat. I became friendly with the speed boat ride concession owner, Mr. McFarland. When I turned 21 in 1944, he offered me a job as a driver. What a great summer job, - to get paid to drive beautiful speed boats!"

"At the time I got the job, Mr. McFarland was using a 1929 Garwood RB and a 1939 19' Custom RB as ride boats. During that first summer I worked as a driver of the big old Kermath 6 (in the Garwood) "blew." He replaced that boat with another Chris - a 1939 Custom RB. Between this time and 1947, Mr. McFarland added two more boats; a 1946 20' Chris Custom RB, and in 1947 we got the 20' (Canadian) Ventnor, which came out with the big fin on the back - like Bob Mount's boat. The public really liked it, but it wasn't the most comfortable riding boat we had. We all felt the 20' Custom was the best ride boat for the business; roomier and safer in the rough water." Coincidentally, one of the above 1939 'ride boats' (then named **Miss Bijou**) has come back into our ACBS show boat groups. She is now **Annabelle**, 1939 19' Custom RB, a first

place award winning boat, owned and restored by (member) Jack McManus."

And so Don and our Chapter's story continues. Other parts of his interview are forthcoming. Yet today we toast Don and say thank him for keeping the 'Glory' in our Wood & Glory.

ACBS Northern California Chapter

Joined:

- ACBS National 1981;
- Northern California / Lake Tahoe Chapter 1983;
- Signature #3, Our founding Charter Member.
- NC/ Tahoe Chapter Board Director, 1989 > 1998
- Event Chair: Delta Cruise, 1989 > 1998

First Boating Smiles: 1939, South Lake Tahoe.

Boats owned & restored: 44

Current Boats owned:

- 1936 22' Garwood Runabout
 - 1951 18' Chris Craft Riviera
 - 1953 18' Chris Craft Riviera
 - 1947 16' Chris Craft Special Runabout
 - 1956 17' Chris Craft Custom Runabout
 - 1956 17' Chris Craft Custom Runabout
 - 1960 18' Chris Craft Continental
- And yes, they are all for sale.

Home town: Davis, CA

Married: Anne Rowley, deceased, 2005

Children:

- Daughter Carol Havey, Santa Ana, CA
- Son Dan Veihmeyer, Santa Maria, CA.

Boating Buddies: Bill and Nancy Kehoe.

Retired: 1980, Pacific Gas & Electric Co.

Current Interests: My family, my home, and 'sniffing' beautiful mahogany sawdust!



Spry Don Veihmeyer (left) and Bill Kehoe taking a nap.
Wood & Glory, 2014.



Wayne Mooers & Bill Kehoe listen in as Don gives a tour of one section of his shops.



Woodie Whoopie Wrap-up

We had four fun Woodie Whoopie events at Tahoe this Summer. Special thanks to the Shepherds', the Sloat's, the Atkinson's and to Kay Turner for making their homes and facilities available. The early Summer events had good attendance but not as many as we could handle, the later events had wonderful attendance and we sincerely appreciate your participation.

As we have done in recent years all raffle revenue above our costs at last Friday's gathering at Kay Turner's home was donated to the Thunderbird Preservation Society and earmarked for the Yacht maintenance/repair fund. The engines are being rebuilt and plans are being made to replace the bottom so they have a great need for funds to keep this historic yacht in first class shape. These net proceeds amounted to \$295 and as promised I "matched" this with a \$305 donation bringing the total to \$600.

We had a subsequent challenge for others to match a \$100 gift made by an anonymous member. If you would like to match



this gift to the Thunderbird or make a tax deductible contribution of any amount you can do so directly or send it to me in the form of a check made out to the Thunderbird Preservation Society.

Thanks
Rich Fisher

Thunderbird Lodge
Preservation Society
PO Box 6812
Incline Village, Nevada 89450

Richard Fisher
12635 Rainbow Drive
Truckee, California 96161

Engines By

AIMS

INCORPORATED

Since 1963

Antique Marine Specialists

Engine Dynamometer

Hard to find engine parts

Complete machine services

Complete engine restoration

International Orders Welcome

Automotive Industrial Machine Service, Inc.

775 359-8866

1575 Glendale Boulevard

Sparks, Nevada 89431

www.aimsMachine.com



South Tahoe Wooden Boat Classic

Have you ever been to a Wooden Boat Show?

By Wel Snibbod



Well, neither had I! I was off work on Friday morning when my wife, RJ, said she saw something on Facebook about a fun boat show for charity, a wooden boat show. I said, why not.

We jumped in the 59 Caddy, headed down 89, hung a left on 50 and saw one of those flashy electronic signs. It said the boat show was at Tahoe Keys Marina and pointed us to parking. We parked the Caddy in the shade, top down with the fins facing the road, I locked the doors. We jumped into a fancy golf cart and were hauled off to the show.

The cart stopped at this big white arch with a boat under it, this must be the place. While wandering around a bunch of tents, one said ticket booth. I bought two tickets, a great value, now, a program in hand and off to the boats. We opened that program book, in vivid Crayola colors, it said there were boats there from 1929 to 2015. Looking out over the docks, where to start? There must have been close to 70 of them out there and most of them beautiful shiny wood. Varnished mahogany is it?

With the program's help, I found out that the boats were arranged from oldest to newest. About the same time as RJ said "that makes sense", we were at the first boat, *Redhawk*, a 1929 Chris Craft. She had 3 sets of seats, bet she could carry about 10. Next to her was an amazing sight, *Billie Bea II*, a 1935 Earl Barnes Speedster built up north in Canada. Beautiful, two windshields and tapered at both ends. I looked

under the hood to gander at the motor and it reminded me of my old Lincoln Zephyr car V-12. But there was extra hardware and plumbing and other stuff that I later found out was to convert the car motor to a boat engine. I also learned that the hood was actually called a hatch. Will I ever learn?

We enjoyed our walk on the docks, everywhere we looked, all manner of beautiful boats.

A little further on, were more ... and some with big engines. A boat called *Big Boy*, she looked to be about 40 feet long but the book said she was a 1937 Gar Wood twenty-eight footer with a Scripps V-12 engine. Sure seemed big. There sure must be a lot of good stories about how people name their boats. *Big Boy* had a drawing from the Bob's Big Boy restaurant on the back of the boat with her name. Whoever did the painting sure is talented! *Leading Lady*, *Jazzy Lady*, *Rosebud II*, *Miss Virginia* and *Miss Lu Lu II*, quite a lot of girl's names on boats. But then there were some manly names also, like *Mr. President*, *Nautical*, *Wildwood*, *Pinks* and *007*. Now there's a name! And it was one of two identical looking boats that were side by side and looked fast with big gold fins. They were called Chris Craft Cobras and were built in 1955. One of them, *Ventuno*, really



struck me as it had a Cadillac V-8 that was bright red! I am partial to Caddy's! The other, *007* had a blown Chrysler Hemi. The blowers, yep, two of

them, Paxton Superchargers were not mounted to the intake manifold but were mounted like a generator might be. Fan belt driven with hoses and tubing to the carb.

Moving along, there were a couple more boats with fins. One was a rocket ship, all





aluminum and shiny! *Shanty II*, she was an unlimited hydroplane that originally had a big ol' V-12 aircraft engine from the war, and she was a beauty. My wife pointed to another boat and said "hey, look at this and the cover of the program". There it was, a *Dan Arena Speedster*, just like on the cover! Pretty cool for 1955!

About this time I was getting a little dry. I mentioned it to my wife and she said that there was a beer booth! Really? A beer booth, at a boat show? What are we waiting for? I knew RJ, that's Roma Jean for short, was a keeper! Up the gangway we went and for the price of a wrist band, we could try a bunch of different kinds of beer. That helped to take care of the dry mouth. There was food in another tent and it was close to lunch time, so a beer and a burger it was.

Back on the docks, we were enjoying the different makes and types of boats. A lot of them had their owners hanging around. We talked with several and learned the stories of where the boats came from and what they had to do to get them to the condition they were in for the show. These people love their boats, talking about them and were having fun! But what really surprised me is that this group actually uses their boats too! They looked too nice for that but was glad to hear it anyway.

I had thought that Chris Craft only built wood boats, but we found three from the early 70s that were 22 feet of sleek looking fiberglass. They looked fast and were beautiful. XK22's I think they were called and the owner told us all about them and how the orange color came to being on *MS. JLG*, my favorite.

Now RJ was bugging me to keep going. You see, I am kind of a gear head and loved chewing the fat with these guys about their mills and how they run! I'll have to sneak back to *Swing Shift* and talk some more about his boat and engine. A really cool and all original Campbell Cuddy Cruiser from 74 with a get-up and go 460 Ford. Gotta be fun and bet it wakes up the chickens! So we walked a little further and saw several wood boats from Italy. A couple of boats built by Riva that must be straight out



of the movies and two more that were used as taxis in Venice. A nice way to be on the water and get out of the sun. Toward the end of the dock were two boats that caught my eye as they looked pretty quick. I found out they were

both home built boats that are Glen-L designs. One was built by a bunch of kids! Well...not really kids but Sea Scouts along with their leaders. They sure did a great job. I heard the Ford V-8 fire up and it sounded powerful. I asked one of the scouts how fast she goes and was told that we do not know, yet. The boat, you see, was just finished and this was the first time she was on the water. I wanted to find out more but the scouts had to leave to get cleaned up for a dinner. I was told it was a 50's and Elvis dinner. Can we come too? Sounded like fun so we decided it would be a great end to the day and bought a couple tickets.

Back to the Caddy, right where we left her, and off to the dinner at the Tahoe Keys Property Owners beach and pool. I was already dressed for the party I was told earlier. Levis, loafers and the t-shirt with the cigarette pack rolled into the sleeve. My wife changed into the poodle skirt that we always carry in the Caddy's trunk. The food was fit for "The King" from the bacon, peanut

butter and banana appetizers to the dinner. Mmmm, mac & cheese along with the meat and salad was great for me. Topped off with a beer and I was good. But I did buy a nice bottle of wine for my wife. They thought of everything. I was talking about the good food with some new friends at the table. We were told that the same outfit runs the picnic



and boat show award presentation up the west shore on Sunday at Sugar Pine Point State Park. Well, you know where RJ and I ended up on Sunday. Yep, they were right, this was a fun show! And did I tell you about the beer?



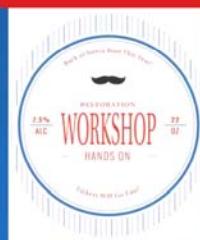
South Tahoe Wooden Boat Classic







The Restoration Workshop is Back!



We're boaters, we're back and we're better than ever!

The ACBS Northern CA/Lake Tahoe Chapter once again presents

The 2016 Restoration Workshop **March 11 & 12, 2016**

Join us back where it all began

Sierra Boat Company on beautiful **Lake Tahoe**

Two days jam packed with restoration tips, tricks and take-aways.

When we're done with you you'll be

- a sultan of sanding
- a victor of varnish
- an emperor of engine repair

You'll be

- well educated
- well fed
- well and covered in grease, paint and sawdust

So save the date because space will be limited. Look for the official sign up for coming soon!



Our Website is Getting a New Look!

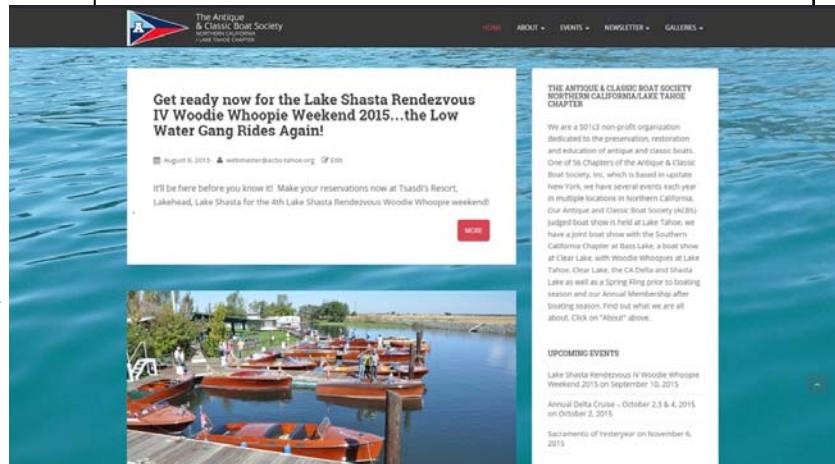
Our chapter website will have a new look. It will have all the information it's had in the past and more. The new look will be easier to use with the most current information directly accessible on the home page.

- o There will be postings about everything you need to know
 - event information and
 - signup forms as always,
 - and more follow up info on the fantastic events your chapter volunteers put on.
- o The archive of past copies of *Western Wood* will continue and
- o The site will be more interactive with lots of places for your pictures so send them any time you want. Be sure and let us know the name of your boat and the people in the pictures!

Thanks to Lee Chase for being our webmaster for the last 5 years. Lee has laid the website foundation for your new webmaster, Cheryl Caplan. Take a look.....this is YOUR website. Contact Cheryl at cherylcaplan@gmail.com with your thoughts and

Welcome New Members!

John Wallace and Valerie Morgan-Wallace
of Holladay, UT
Dan Russell and John Wendt of Martinez, CA
Scott Fife and Scott Fife of Lafayette, CA
Bill Groody and Gerri Brody of Kelseyville, CA
Sheldon Harte and John Combs of Laguna Beach, CA
Randy Christopher and Lynn Christopher
of Hayward, CA
Judd Holiday and Margaret, Holiday of Homewood, CA
David Bardelli of Reno, NV
Jay Gudebski of Lafayette, CA
William S. "Bud" Bensley and Heidi Bensley
of Pacific Grove, CA
Tom Dauterman and Sue Dauterman of Chico, CA
Buck Murray and Paula Murray of Hanford, CA
Ray Wise of Pollock Pines, CA
Carolyn Dippel of Walnut creek, CA
John V. De Rosa of Gold River, CA



Don & Sylvia Leutz
Licensed California
Real Estate Brokers

ACBS MEMBERS SINCE 1984
530-541-8849—808-652-9402
Email: Leutz@Inreach.com
www.TahoeHomesandMore.com

CA License: 01339390 & 01339286



Safety First!

Safety First! (Article #6)

By Captain Don Leutz

For this edition of Safety First! I thought I would discuss some of the many Navigational Aids that a boater sees while enjoying time on the water.

Since most of the Northern California Lake Tahoe Chapter of the ACBS boating is on Lake Tahoe or other Lakes and/or the Sacramento Delta waterways I will concentrate on some of the more common Navigational Aids one might encounter on those bodies of water.

Buoys and Beacons are the two main types of Aids to Navigation. Buoys float on top of the water, but are anchored to the bottom of the body of water. A Buoy generally has a cylindrical shape. It may or may not have a light affixed to the top. A Buoy with a conical top is referred to as a "nun." A Buoy with a flat top is called a "can."

Beacons are Navigational Aids that are permanently fixed and are also attached to the bottom of the body of water. A Beacon that has a light attached is known as a "light." A Beacon without a light is referred to as a "Daybeacon."

Buoys and Beacons provide a variety of navigation information depending upon shape, color, light and/or audible signal. Most of the Buoys at Lake Tahoe and on the Delta indicate a channel, danger, or indicate a no-wake zone or speed limit.

I am sure you have heard the phrase, "**Red, Right, Returning.**" This phrase refers to a boater that is returning or entering a channel from the open sea (or Lake) or proceeding upstream. The boater must keep the **red** Buoy on the starboard (right) side of the boat when entering or returning to a harbor. These Buoys can have "even" numbers that increase as you proceed inland. The green Buoy is kept to port (left) of the boat.

When heading out of the harbor toward open water, navigate so that the **green** Buoys are to the starboard (right) side of the boat. In this instance, you will see "odd" numbers on the Buoys which decrease as you proceed to the open water.

The above rules also apply to navigation in well-defined channels to indicate the route to be followed. In this case, the aids to navigation (Buoys) show the sides of the navigable channel, mark junctions, forks, or splits in the channel as well as indicating the safe side to pass a hazard to navigation. These aids can also mark the safe centerline on large wide bodies of water. If there is no route marked by Buoys, navigate clockwise around any landmasses.

Buoys can also mark "Dangers" or "Hazards" to navigation. A good example are the Buoys marking the entrance to Emerald Bay at Lake Tahoe. As you most likely know, especially when the water level is low like this year, Emerald Bay has a very narrow opening for boaters. Going on the outside of either of the Buoys at Emerald Bay can spell danger as those areas are quite

shallow and rocky and can ruin a beautiful day on the lake. In this case, not only do the Buoys mark the channel, they indicate danger. So, the best way to proceed is to travel between the Buoys.

Another thing a Buoy can mark is a speed limit or no wake zone. In using the case of Emerald Bay above, there is an orange and white Buoy setting a 15 MPH speed limit for all of Emerald Bay. Many boaters either do not understand the Buoy speed limit and that it applies to the entire bay or they simply ignore it. So, a diligent boater who knows the rules needs to be aware and alert of those boaters who do not know or follow the rules of the road or what the various navigational aids mean.

Many Buoys are used to mark safe water. They are used to mark fairways, mid channels, and offshore approach points. These Buoys have unobstructed water on all sides. On Lake Tahoe, there are many Buoys located offshore. These Buoys indicate that there is shallow water and/or other potential danger from the Buoy's location to the shoreline. In this case, It is always best to stay to the lake side of a Buoy instead of boating between the shore and the Buoy in these circumstances.

There are many other types of Buoys. As noted above, orange and white Buoys are used to alert boaters to various warnings and regulations. They generally are white with an orange horizontal band at both the top and bottom, with black text within or around an orange square, circle or diamond. An orange and white buoy marked with a circle indicates "Restricted Operations." A Diamond Shape with a cross indicates boats are prohibited from the area. Buoys with a square marking provide helpful information such as directions, distances, locations such as a gas

Symbol	Meaning	Examples
	Danger A diamond shape alerts boaters to hazards	
	Restricted Operations Marks with a circle indicate areas with regulated operations	
	Exclusion A diamond shape with a cross means boats are prohibited from the area	
	Information Marks with a square provide helpful information such as directions, distances, and locations	



dock or boat ramp.

All Yellow Buoys, which come in a variety of shapes, and may have one black letter on them, indicate special areas or features such as anchoring, traffic separation, fishnet area, cables or pipelines in the area, military exercise areas and jetties.

Of course, there are also White Buoys with a blue horizontal band. These are not navigational aids but are mooring Buoys. These are the only type of Buoys to which mooring is permitted and are usually privately owned or are rental Buoys. It is best to steer clear of any mooring Buoys and slow down to a no-wake speed for the protection of any moored boats.

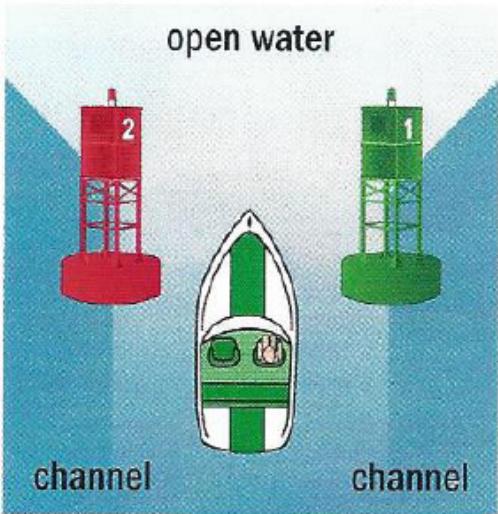
When boating, it is always advisable to travel with the appropriate nautical map for the area. While most boaters at Lake Tahoe probably do not use a map, it is certainly beneficial when boating on the Delta Waterways. A nautical map is the road map for boaters and provides boaters with an aerial view of a waterway showing the aids to navigation, landmarks, and bridges as well as information on water depth, latitude and longitude as well as other important information valuable to the boater.

Buoys are important aids to navigation of which every boater needs to be aware if they are going to safely enjoy their time out on the water. I have only scratched the surface regarding Buoys and aids to navigation. You can find additional information at: www.uscboating.org.

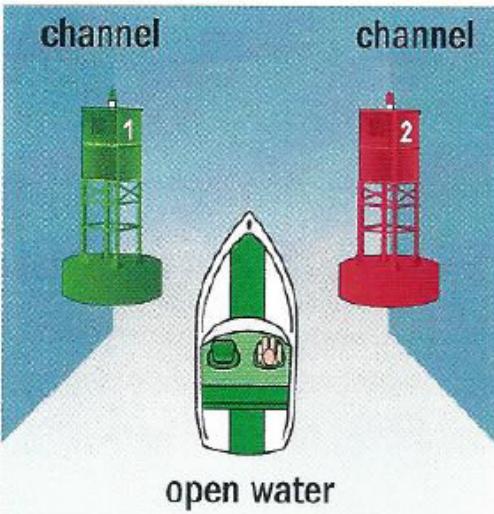
See you on the Lake!



Green colors and lights should be on your right (starboard) side when traveling toward open waters (seaward)



Red colors and lights should be on your right (starboard) side when traveling from open waters (shoreward)





TIME FOR GRANT REQUESTS



Time for Grant Requests

The **Philanthropy Committee** is asking all Chapter members to put on their thinking caps and suggest to a not-for-profit organization to make a request for grant monies for a need they will have in 2016. The grant request should be from a valid 501c3 organization that meets our Chapter's granting criteria as follows:

- Requestor must be a 501C3 or similar not-for-profit organization.
- Requestor must make a formal request on forms provided (forms posted on ACBS website)
- Current policy is for grants not to exceed \$1000.
- Our preference is that funds be used to support:
 - youth and youth-related organizations with a focus on water, environmental, wood-working, restoration, or related activities.
 - Any organization that directly or indirectly supports the use of, maintenance or restoration of, antique and/or classic boats
 - Other community based 501C3 organization from the Northern California area that have a tie to ACBS members.
- Both yearly sustaining gifts and capital gifts will be considered.
- An organization may apply in multiple years, but no organization will be considered for a guaranteed multiple year gift.

The Chapter's Board of Directors approved up to \$3,000 may be granted in \$500 to \$1000 increments based on the profitability of the Chapter's endowment in December 2015. Grant Request forms are on our website, acbs-tahoe.org under the Philanthropy tab. If you have questions, please contact Philanthropy Committee Chair, Steve Caplan or Committee members Jared Hein, Rich Fisher, Debra Dobbins or Kirk Pumphrey.

ACBS BOARD APPROVES DONATION TO TMM SUP PROGRAM

HUH? OK....we all know what ACBS is. TMM?.....Tahoe Maritime Museum.....SUP??? Stand-up Paddleboard.

Now that you have that all straight, your Board of Directors voted at their last meeting to support the TMM's SUP building program with a donation of proceeds from the Annual Meeting auction. While we don't know what the proceeds will be, the Board approved half of the funds will go to the TMM SUP program and the other half will go into the Chapter's Endowment as specified in the Philanthropy Committee Charter.

Two years ago, TMM started a SUP building program spearheaded by ACBS Board member Terry Clapham. They started out by teaching adults to find out the pitfalls of the building process. Last year, the Boys and Girls Club of South Lake Tahoe kicked off the kids program led by the museum Education Director and several eager volunteers. The kids from the club built three SUP's over a period of 3 weeks! The boards are wood and fiberglass and built from a kit which has pre-cut the parts. The kids learn how to use tools that they didn't even know existed. They learn how to build a smaller version of a wood boat! The program is funded by grants and donations. The Boys and Girls Club of South Lake Tahoe are now using the SUP's. They are learning about water safety, how a floating board moves through the water, and they are gaining confidence and having a great time! All of this meets our Chapter's purpose to educate the public as it relates to antique and classic boats.



The Chapter Annual Meeting, held in Old Town Sacramento this year, will have a great auction and 50% of the proceeds from that auction has now been specified to go to the TMM SUP Program. It is the goal of both the museum and ACBS to involve as many ACBS members as possible in this program going forward. It will be a great experience for you and for the kids. The museum is working on having the next set of SUP's built by the Boys and Girls Club of North Lake Tahoe. Make a difference, help a child learn about the hobby you love and enjoy. Call Terry Clapham for more information about volunteering.

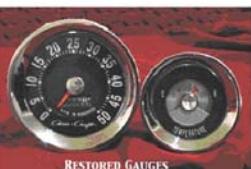


KOCIAN INSTRUMENTS

INSTRUMENT RESTORATION & REPAIR



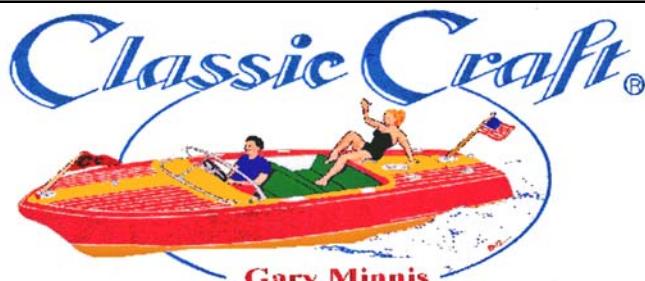
MARINE GAUGE RESTORATION



RESTORED GAUGES

Dale Kocian

2341 Indy Ct.
Depere, WI 54115
www.ccgauges.com
Phone (920) 336-1591
Fax (920) 336-1591
dkocian@ccgauges.com

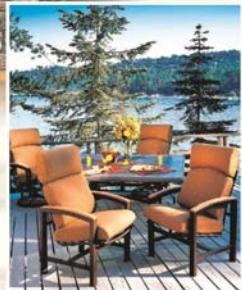


Gary Minnis

www.sacramentoboatrepair.net

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

A Store *for all* Seasons



Skip & Lin
Stahmer
Welcome
ACBS Friends!



MOUNTAIN
HOME
CENTER

TRUCKEE
11403 Brockway
530-587-6681
www.mountainhomecenter.com

FIREPLACES • STOVES
HOTSPRING & SUNDANCE SPAS
OUTDOOR FURNITURE
BARBECUES
RETRACTABLE AWNINGS

TWO
LOCATIONS
TO SERVE YOU



GRASS VALLEY
324 Idaho Maryland Rd.
530-273-4822
www.sierratimberline.com

YOUR PREMIER BROKER FOR
ANTIQUES & CLASSIC BOATS

Antique & Boat America.com

800.675.4089

info@antiqueboatamerica.com

Over 1,800 boats for sale on our website

Lake Tahoe ACBS Supporter since 2002!



The Trading Dock

Please contact the editor at lee.chase@comcast.net to place or remove a Trading Dock ad.

For Sale

1954 Chris Craft, 18' Riviera, fully restored. Hull number: R18-1075. Equipped with original engine, rebuilt with less than 25 hours since restoration. Engine is a K. Gauges and hardware are original. Last in the water 9/30/14 and works great. West System bottom (fiberglass coating). Located in Homewood, Lake Tahoe.
Excellent condition - \$24,750 firm. Please email Dana @ delaney921@aol.com with questions or to see photos.

For Sale

1937 Gar Wood 25 ft Triple Cockpit Runabout. Sierra Sue Hull #6110, Concours de Elegance "Best of Show" 1999, new Volvo Penta 454 engine, original Chrysler Majestic engine available, Priced to sell at \$225,000.00. Contact Don at 916-765-1517 or smithdon1315@gmail.com.

For Sale

1967 Riva Junior #141, excellent restore 2012, please look at our website Rivawoodenboats4sale.com

1951 CC Racing runabout R-19-343, recent 1st in class at Tahoe Concours \$64000
Call Bob, 530-470-8785, Drobertson530@comcast.net

For Sale

1963 Century Resorter, 17'. Totally original, Tahoe Concours winner 1989. Ford interceptor 360/220 hp. 1987 survey-\$15,000. Asking \$9000.

Call Jim 916-456-9941, jjchilders@surewest.net

For Sale

Chrome octagonal gas cap with vent hole on top. Excellent condition, 2 years old for early Chris craft or? \$50.00 or best offer. **Choke cable** with chrome knob with large C on knob. Excellent condition. 2 years old for 40's /50's Chris Craft or? \$75.00 or best offer. Call Peter 415 518 2720

For Sale

1956 Besotes 20' Golden Arrow. Concours show condition. One of only two 20' v-drive models custom built by the Besotes Bros. Original Tahoe boat ordered new by Fred Gellert. Restored to perfection by Besotes expert Jack Greenhalgh. Won many first place awards at Lake Tahoe wooden boat shows. Very high performance 390 CI Cadillac engine with two four barrel carbs., roller cam, etc. very fast , comfortable boat! Includes original tandem axle Besotes Bros. custom trailer. A piece of Lake Tahoe boat history! \$45,000. Contact Paul Mehus 408-639-1272 or paul@mehus.com

For Sale

1973 41' Chris Craft F.D. Motor Yacht. Great condition, 2 Ford 8 300 engines, GPS, wonderful interior. 2 staterooms (sleeps 6) , 2 full heads, salon and galley. Enclosed aft deck. Many extras. \$45,000. Contact Gail at (530) 673-3584.

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 \$22,000 (includes trailer), Contact Jim at 775-831-3060

For Sale

1960 Chris Craft Continental 18 ft- Original Chris 283 engine, West system bottom. Full waterline cover. Convertible top. A nice clean running boat.
\$8,500.00 call Don 530-344-9316.

For Sale

1964 Chris-Craft 21' Sportsman

Lapstrake plywood utility, 283 V-8.

See page 506 in *The Essential Guide*.

Needs some wood replacement and refastening. Extras available. Includes Float-On double-axle aluminum trailer, aluminum wheels + spare, disc brakes. Dual air-horn set-up, complete, never mounted. As purchased new from *Classic Boating Magazine*.

Jim Guigli jimguigli@sbcglobal.net 916-488-7448

For Sale

1930 43' Stevens tri-cabin motor yacht. Twin Perkins diesels/northern light genset. Perfect cruising boat - CIELITO has done the Great Loop and summered in British Columbia waters. She is in excellent condition – lying in San Francisco. \$139,000. Call Mont @ 209 481 5158 or email @ il2123@gmail.com.

For Sale

19 ft Continental 1961 Chris Craft 283 20 hours new engine rebuilt from Sierra Boat Lake Tahoe with new heads. Rebuilt trans. New wood and Smith systems on bottom. New custom seat covers. Clean and good running. With trailer. Ready to go.
PRICE 'boat with trailer' is 31,000.00. phone number (209) 599-4502; EMAIL, JERRI429@AOL.COM
RON AND JERRI SMITH. RIPON, CALIF.

For Sale

1948 Chris Craft 17' Deluxe Runabout

1950 Chris Craft 19' Racing Runabout

1947 Chris Craft 22' Sportsman

1965/66 Chevy 427 Engine. Never started since new.

All boats totally restored and show winners.

For information contact Bill @ 916-652-4689

For Sale

1978 Riva St. Tropez, this is the fiberglass version of the Super Aquarama. Only 300 were ever produced worldwide. Very original boat with only 470 hours. \$65,000.
Call Marty Feletto at (916) 765-1234.



For Sale
1953 Chris Craft
Racing Runabout
 MBL 158 hp,
 west system bottom,
 show condition,
 trailer and full water-
 line cover included.
 \$49,950
 1-831-596-4299
 or 1-831-484-6835.

Rod's STITCHED INTERIORS
 BY APPOINTMENT
 ROD SOUZA 821 PETALUMA BLVD. NO.
 PHONE 707 763-8293 PETALUMA, CA. 94952

For Sale

Two 18' Chris Craft Riviera Runabouts; a 1951 and 1953. Both boats are fully restored to show condition. Priced at \$28,000 each; take your pick. These two beautiful boats have brand new custom built trailers. Call Don Veihmeyer at (530) 344-9316

TRI CHROME • NICKEL • COPPER • BRASS
Custom Polishing and Plating - including Aluminum and Pot Metal

Superior Chrome

In House Plating since 1971



1616 Pomona Avenue
 San Jose, CA 95110

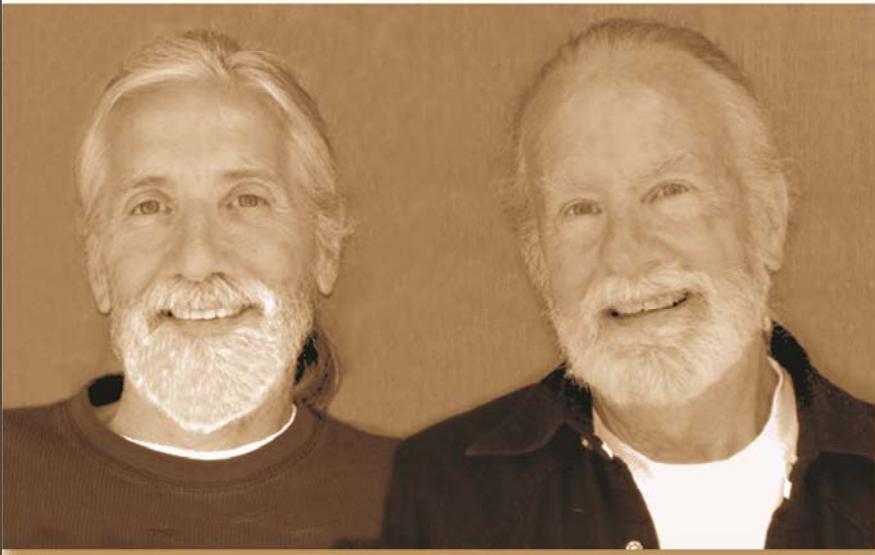
Mark or Miles

(408) 947-7781

Fax: (408) 947-2037

www.superiorchromeplating.com

*Trust the restoration of your boat
 to two experienced restoration pros.*



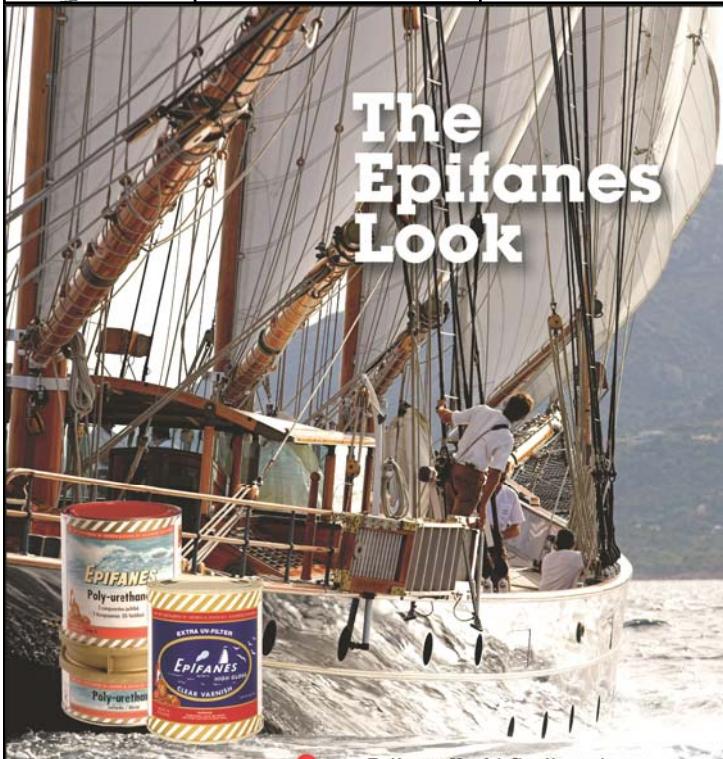
The Casey Brothers (from left): Franc Casey and Brian Casey

- Over 75 years Combined Experience
- Meticulous Concours Restorations
- Replacement Bottoms
- Professional Repairs and Rebuilds
- Complimentary Estimates Provided
- Client References upon request

The Casey Brothers, Master Restorers & Woodworkers

Visit laketahoeboatrestoration.com

P.O. Box 1413, Carnelian Bay, CA 96140 Tel. 530 546 2568 or 530 448 9708



The Epifanes Look

EPIFANES®
Yacht Coatings

FOLLOW US

AALSMEEER, HOLLAND • THOMASTON, MAINE • ABERDEEN, HONG KONG

Epifanes Yacht Coatings: in an unsurpassed palette of colors and seven varnish formulas that define exquisite brightwork worldwide — at your local chandlery, online at epifanes.com or call 1-800-269-0961.

IF YOU

LONG FOR OPEN WATER

KNOW THE DIFFERENCE BETWEEN ROPE AND LINE

LIVE LIFE ONE COAT OF VARNISH AT A TIME

GIVE ALL DIRECTIONS USING PORT AND STARBOARD

SEARCH OLD BARNS FOR BOATS

LOVE THE FEEL OF A FRESHLY SANDED PLANK

DON'T LIKE STAYING BETWEEN TWO PAINTED LINES

SET YOUR DESTINATION AS THE HORIZON

THEN WE NEED TO TALK.



HAGERTY CLASSIC BOAT INSURANCE

877.922.3398 | hagertymarine.com

Curtis Bauman
Wood Boat Restoration

Concours Winning Craftsmanship

13025 Grass Valley Ave. Ste 2
Grass Valley, CA. 95945
530-477-6702
cbwoodboat@sbcglobal.net
References Readily Available

THE FINEST BOATS
ON LAKE TAHOE
Are found at
Sierra Boat Co. Inc.

THOROUGHBRED BOATS ON LAKE TAHOE
SIERRA
BOAT CO. INC.
SALES SERVICE RESTORATIONS

See us at
5146 N. Lake Blvd.
Carnelian Bay, Ca. 96140
530-546-2551 sierraboat.com
e-mail herb@sierraboat.com