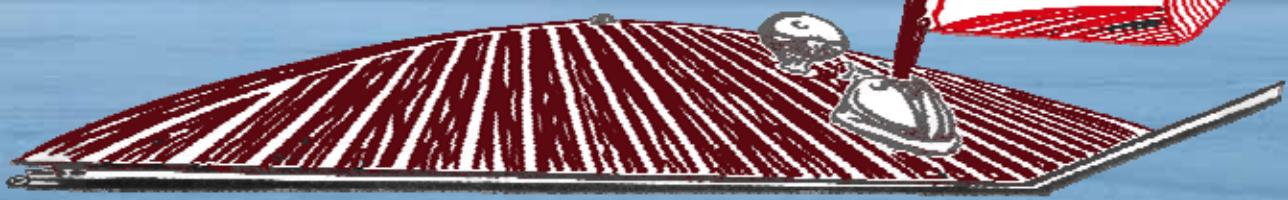


Western Wood



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

Volume 29, Issue 1

Quarterly Newsletter

Winter 2012



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Somewhere Along the West Shore



In this issue we feature our calendar of events for 2012. We do a lot of events and they are all excellent. Each year the events seem to get better and better. This year is no exception, it looks to be terrific! Plan on attending as many events as you can, you won't regret it.

All our events are a great value but remember **Woodie Whoopies** are our best bargain, they're free! You don't have to sign up, just show up. Bring something to BBQ for your self and something to share at the pot luck. It's fun, it's free, what more could you want? See you there!

Our chapter is sponsoring another boat building project for young people. The crew of the Sea Scout ship Challenger is doing their second boat. The boys are really into the building experience, doing a good job and having fun too!

The Southern California chapter's Lake Arrowhead show is on a different weekend from Wood & Glory for the first time (possibly ever). This year Arrowhead is June 8,9,10. They would like to have some Northern Cal. boats and folks. Arrowhead is a very nice event, it is So. Cal's premier show.

Contact Brian Robinson for information:
Email brobinson@hotmail.com

Lee & Sandy Chase

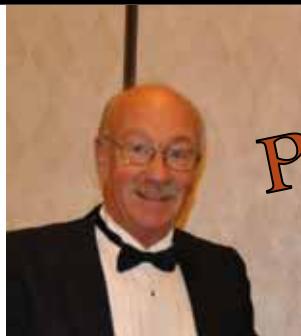
WESTERN WOOD is the Quarterly newsletter of the Northern California/Lake Tahoe Chapter, of The Antique and Classic Boat Society, Inc. and is published for the benefit of Chapter members. Publication dates are...

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...

WESTERN WOOD,
Lee and Sandy Chase

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



President's Message

On January 7, your board of directors met for our annual planning meeting. The result is 2012 looks to be an exciting year, with some 14 events planned for your enjoyment. However, they only happen and are successful with your participation. We are always looking for new volunteers, so get out and support our events. Premier events all, Spring Fling, Bass Lake, Wood and Glory, the Keys show and picnic, and the Delta Cruise are only a success because of your boats and your enthusiasm. Talk to anyone who went to any of these events last year and, even with some of the lousy weather, I'm sure everyone had a great time. My favorites were the dinner at the Pope Estate and the picnic and awards ceremony at Sugar Pine Point. Sandwiched in between are various Woodie Whoopies and a restoration workshop with some of the finest restorers in the country.

I know it is still winter, but it's never too early to get your boat ready for the upcoming season. Starting with your ignition system, more than two years on a 6 volt battery is pushing it. I also know of situations where critters have gotten into wiring. So make sure everything works before you hit the water. Change your oil if you didn't last fall and check your bilge pump. The more dangerous situations are caused by fuel vapors. Gasoline fumes can turn your boat into a bomb. If you smell gas, you've got a leak. Last and most important, make sure you have life preservers for everyone on board. Many drownings could have been prevented by persons wearing life jackets.

*Looking forward to a great year.
Remember, this is your club.
It works the best with your participation*

John Lahti



The 2012 South Tahoe Wooden Boat Classic, a Salute to the Dollar Family

by Lew Dobbins



Mr. & Mrs. Robert Dollar, Mr. & Mrs. Robert Stanley Dollar, Diana Dollar, Robert Stanley [Jr.], Mr. & Mrs. J. Harold Dollar.

This July, come join us at the South Tahoe Wooden Boat Classic as we greet and toast another truly inspirational Tahoe Family, that of Robert Stanley Dollar. A family with a timber and maritime background, it was natural for them to purchase their summer home in 1927 on the wooded north shore of Lake Tahoe. Known as Observation Point at the time, eventually to be known as Dollar Point, this was the place where boats would gather for both pleasure and to race. The Dollar boathouse, located where the Chinquapin pier is today, was always busy with boats, boat-work and of course, a lot of just plain boat-talk. R. Stanley Dollar Jr., Stan to his friends, grandson of Captain Robert Dollar was just a teen of 13 when he piloted and raced his first boat. He was hooked instantly! This was the start of a boating legend that would last for more than 4 decades and extend far past the confines of the Tahoe basin.

While the families summered at Wychwood, the Dollar's Tahoe estate, they enjoyed their boat outings on the lake. However, young Stan was more interested in going faster. The family owned many different boats over the years, used for pleasure but Stan and his father, R. Stanley Dollar would purchase and build many race boats. This would take Stan, family members and lifelong friend, partner and often time mechanic, Ollie Meek around the world in pursuit of another race, and often, another trophy.

Stan was a favorite on Lake Tahoe at the summer races. He loved the local races but especially the competition with the Kaisers, Henry and Edgar. This rivalry went on for 30 years with Stan winning more than his fair share of the time. Stan's first place trophies on Tahoe were earned by great talent, excellent equipment and of course some good luck. But Stan's abilities took him much further, winning both the internationally known and sought after Harmsworth Trophy in 1947 on the Detroit River and the APBA Gold Cup in 1952 on Lake Washington in Seattle.

The Dollar boat house was not adequate for all of the family boats and the race boats too. Boats were built, repaired and overhauled in the boat house and in Stan's shops in the San Francisco - Oakland Bay area where the family called home and where the family business, Dollar Steamship Lines was head-quartered. The need for shop space eventually led to the partnership between Stan, Ollie Meek and Morlen Visel which resulted in the building of Sierra Boat Company in Carnelian Bay. At last, a home-port marina, shop and storage facility for the fleet.

While Stan and his wife Nancy are no longer with us, several family members will be joining us for the South Lake Tahoe Wooden Boat Classic boat show, Saturday night Gatsby Dinner and Sunday Picnic. Several of Stan's race boats no longer owned by the Dollar family will be shown in addition to *Tamarack* which will be shown by Dr. Heidi Cary, Stan's niece and J Hickingbotham, Heidi's nephew. A 1931 twenty-eight foot Gar Wood runabout that was given to Heidi's mother, Diana Dollar Knowles by her father R. Stanley Dollar. *Tamarack* has been a treasured member of the family all these years.



A wonderful time was had by all in 2011 when the Lake Tahoe / Northern California chapter of ACBS honored the Pope family, their boat White Smoke and beautiful lakeside estate during the South Tahoe Wooden Boat Classic weekend. The "Gatsby Dinner" allowed us to get to know some of their family and hear of their history on Tahoe.



SIGN UP NOW FOR THE SOUTH TAHOE WOODEN BOAT CLASSIC WEEKEND

July 27th - July 28th
at Tahoe Keys Marina

Sign up for any or all of the EVENTS and don't forget to sign up your BOAT too! Meet Stan Dollar's heirs at the boat show and Gatsby Dinner and enjoy viewing several of the R. Stanley Dollar family boats including *Tamarack*, *Baby Skip-along*, *Dispatch* and others. This is a very special opportunity to have several of the boats from one family back together again. Be there!

Don't miss the "On the Docks" heavy hors d'oeuvres mixer on Friday night, the 27th. It's always a great time to gather with old friends and new. Then, on Saturday night the 28th, be sure to join the Dollar family and all your friends at the Pope Estate for a magical "Gatsby Dinner". If you like, its fun to come in costume from the 1920's and 1930's and take yourself back to the time when parties on the lawn at the Pope Estate were part of a wonderful summer. On the 29th, join your fellow ACBS members and friends at our Chapter Picnic and boat show Awards ceremony at another beautiful Tahoe treasure, Sugar Pine Point State Park. It's a fun weekend you won't want to miss.

Sign-up forms are in this newsletter and on our Chapter website at acbs-tahoe.org

Questions? Call Steve Caplan, STWBC Chairman at 408-981-6996.
We're looking forward to seeing you there!



WOOD & *Glory* XIV



“A Gathering of families and friends on Clear Lake to enjoy fine Antique & Classic Boats”

This year promises to be another great year at Clear Lake for the fourteenth annual Wood & Glory event. We will be headquartered at the newly re-opened Clear Lake Vista Resort (formerly Ferndale Resort) on Soda Bay and we have planned new and exciting venues and activities for this years events.

LAHTI'S WOODIE WHOPIE

The Lahti family will kick off Wood & Glory on Friday evening as John, Mary, and family welcome us back to their home near Buckingham point. Come by boat, car or anything that floats. The Lake County Sea Scouts will be at the dock to assist us as needed.



Bring your favorite entrée to cook on the ACBS barbecue and a dish to share. We will supplement that with salad, garlic bread and liquid refreshments (wine courtesy of Wildhurst Vineyards). Another of our favorite member/sponsors, Bob Maher, will be there to kick off our Sea Scouts benefit raffle. Don't miss this great opportunity to make new friends and renew old friendships while we kick off the summer boating season.





SATURDAY CRUISE & PICNIC

On Saturday, we will have a totally new venue for our boat show and picnic. We will cruise from Soda Bay to the sheltered marina at Konocti Vista Casino Resort about 15 minutes away. We are excited about our new venue with its well constructed docks, individually assigned slips and smooth protected water. As in the past, those coming from Konocti Bay, Buckingham or other distant locations should leave in time to join the main cruising group in front of Ferndale Resort in Soda Bay. Note that Ferndale has been renamed "Clear Lake Vista Resort".

At Konocti Vista we will not only be greeted by live music and another outstanding catered lunch but there will be 75-150 classic cars on display in the No Name Car Club's annual Roundup Classic car show. In addition, this year we will have on display some 20 beautifully restored wood racing boats from the California Speedboat Association. Some of these boats will do flyby runs during our picnic. This promises to be a great addition to the event. Enjoy lunch, enjoy the music, enjoy the boats, enjoy the cars, enjoy the company, and enjoy your cruise home



SATURDAY NIGHT DINNER

Saturday evening's dinner will be an outstanding catered event at Zino's Ristorante in Soda Bay. Attendance is limited to the first 120 guests, so be sure to sign up early.

SUNDAY – ISLAND PICNIC CRUISE

On Sunday we are planning an island picnic cruise. Wood & Glory has had the honor to picnic on Anderson Island for several years and for many of us, the island picnic is the highlight event of the weekend. This year Steve and Linda Sherwin will host us on their "Weekend Island". We'll picnic on the lawn under the grand old oak trees with David Neft providing easy listening music for us.

Entry forms are available at www.acbs-tahoe.org or contact either Doug Reed (707) 278-0116 or John Lawrence (707) 277-7255. For those who love the internet, Lee Chase has set up an on-line registration with payments through PayPal.

Recommended lodging includes the Soda Bay Inn, Bell Haven Resort, Edgewater Resort & RV Park, Konocti Vista Casino & Resort, and Ferndale Resort (newly renamed Clear lake Vista Resort).

Another resource for some may be Lake Vacation Rentals which handles the rental of many vacation homes around the lake. Note that Konocti Vista Resort is holding a limited number of rooms for us at a special rate of \$79.95 plus tax etc.

For those in town early, Mr. and Mrs. Robert Mount have invited us to an informal no host gathering at Red Hills Winery on Thursday evening.





Philanthropy Committee begins 9th Year

The ACBS NC/LT Philanthropy Committee was formed in 2003 and actively worked for two years to create a Charter and an Endowment Policy. Those early years involved a lot of research and discussion as to why we might want to create an Endowment and how it might look. As a 501c3 non-profit organization, we must not accumulate monies. So with the Chapter bank account holding approximately \$50,000, the Committee created the Endowment and established how it would distribute the monies through grants each year. The money was invested in an account with Morgan Stanley which is specifically designed for non-profit organizations.

In 2008, the Chapter put on the first South Tahoe Wooden Boat Classic which generated \$10,000 that was added to the Endowment. Over the next four years, the Endowment has grown as a result of the South Tahoe Wooden Boat Classic and now stands at approximately \$80,000. Over the same period of time, \$58,000 was granted from our Endowment to non-profit organizations that have supported the boat show, embraced our Chapter's purpose and who are worthy of our grants based on their missions.

The grants have been gifted to a number of worthy organizations including Sugar Pine Point State Park Foundation for dock restoration, Tahoe Maritime Museum for various programs, Lake Tahoe Historical Society for a maritime exhibit, Thunderbird Lodge Foundation for various projects involving the Thunderbird boat and restoration of its boat house, Boys and Girls Clubs of South Lake Tahoe for programs, South Lake Tahoe Fire Dept. for maintenance of their fire boat, the Tallac Foundation and Tahoe Heritage Foundation (Pope/Baldwin Estates) for various projects, the Sea Scouts of SC County/San Mateo Co for a kit boat, the Sea Scouts of Sacramento for maintenance of their ship, the Sea Scouts of Clear Lake for projects, the Kiwanis Clubs of South Lake Tahoe for Coats for Kids program and we have funded the building of two kit boats and are in the process of a third kit boat project.



This year we've taken another step at the suggestion of our membership. The Chapter website now has a button for Donations. If you would like to make a contribution to the Philanthropy Endowment or you would like to honor an individual or group or make a gift as a memorial, this is where you go to find the information. Gifts can be made by check and mailed to our Chapter Treasurer or by PayPal on the website.

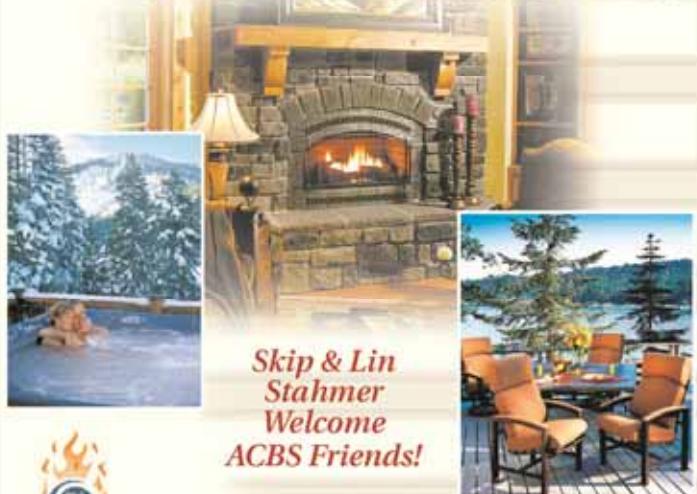
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We're going to Rock Your Boat!

The Antique and Classic Boat Society, Lake Tahoe/Northern CA Chapter, invites you to join us for a weekend of Fun, Food, Wine, Cars, Games, and oh yes, Our Annual Meeting and Dinner in the beautiful Napa Valley. Reserve the dates of Friday, November 2nd through Sunday, November 4th, and be prepared to be wowed.

The Napa Valley is very busy that time of year. Please make your hotel reservations ASAP.

We have reserved 25 rooms at the Calistoga Spa Hot Springs,

Cost varies between 147.00 to 167.00 a night. Some are kings, some are queens and some are double queens. We had to go Up valley to get decent rates, but you will not be sorry. The Hotel has decent rooms, awesome covered hot springs and two swimming pools and an incredible outdoor area. Some of you may remember staying there a few years ago. The hotel has been remodeled since then.

Calistoga Spa Hot Springs

866-822-5772, ask for rooms under ACBS

1006 Washington Street, Calistoga, CA 94515

Iren & Ted Jenny, Chairs,

Bruce & Gail Adair, Bob & Sally Mullarkey, Bill & Mary Jo Shepherd, Committee Extraordinaire.



Any questions, call or email,

Iren , home 707-944-1598,

cell, 925-899-9708,

email jennysrus@att.net





Calendar of Events, 2012

Spring Fling March 30 - April 1, Livermore, Barbara Foster 925-828-8252

Restoration Workshop April 28-29, Grass Valley, Debra Dobbins 530-263-3229

Bass Lake May 18-20, Bass Lake, Joel Castro, 209-599-7310

Wood & Glory June 1-3, Clear Lake, Doug Reed, 707-278-0116

South Tahoe Wooden Boat Classic July 27-28, South Lake Tahoe, Steve Caplan, 408-9

ACBS Annual Picnic July 29, Sugar Pine Park, Lake Tahoe, Debra Dobbins, 530-263-3

TYC Concours D'Elegance August 10-11, Carnelian Bay, Lake Tahoe, ships store, Rich

ACBS Int'l Annual Meeting September 19-20, Table Rock Lake, MO

Delta Cruise October 5-7, B&W Resort, Iselton, Preston Smith, 916-434-632

ACBS Chapter Annual Meeting November 2-4, Calistoga, Napa Valley, John Lahti, 503-581-27



Woodie Whoopies

Rich Fisher 925-525-5428

Tex Mex June 15, Shepherd's, 6220 McKinney Dr, Homewood

Italian July 6, Rubicon Homeowners Beach near 8708 Victoria

Caribbean July 20, Olympic Homeowner's Beach near 619 Olympic Dr

981-6996 Irish August 3, Atkinson's, 4870 North Lake Blvd

Clam Bake August 24, Turner's, 4860 West Lake Blvd

Clear Lake September 8, La Trianon Resort, Blue Lakes, Jim Robello, 707-278-0233



Fisher, 925-525-5428

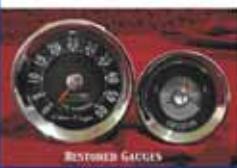
For the **Woodie Whoopies** we have provided addresses of their locations that you can use in your GPS to get there. The ones that say "near" an address are at a nearby beach with no address so don't knock on the door at the address, but look for the gathering at the beach.

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BASS LAKE 2012



Bass Lake Lion's Club sponsored Boat Show and Rendezvous Northern Cal /Tahoe and Southern Ca Chapters

Keep your calendar open for May 18th, 19th, and 20th because this is the Bass Lakes 22nd year and expect to have a great time as always. We would like to see everyone there as always for a lot of fun and good fellowship.

This is always the one event that everyone looks forward to because it is the beginning of the new boating season. We will be looking forward to seeing everyone and hearing the roar of all the boat engines.

Joel and Debbie Castro

Phone numbers for reservations are:
The Pines Resort @ 559-642-3121
The Forks Resort @ 559-642-3737
Millers Landing @ 559-642-3633





Eight Bells for Bill Little



ACBS member William "Bill" Little, of Discovery Bay passed away on Tuesday, January 10, 2012 after a brief illness which unexpectedly took his life at the age of 71. Respected and loved by all, Bill will always be remembered for his love of family and dear friends, his zest for life, and his welcoming smile.

Whether boating with his classic 1954 Chris Craft "Bleach Blond" on Lake Tahoe, crossing the Arctic Circle with his Allegro motorhome in Alaska and to the northern extremes of Newfoundland, or cruising across the Atlantic Ocean, he always traveled with his loving wife Ronda at this side and made new friends along the way.

Bill leaves behind his loving wife of 37 ½ years, Ronda, their daughter Kimberly Darretta (Michael) and their children Joshua and Anastasia, and his dear son William F. Little (Maria) and grandchildren Sabrina, Victoria, Trisha and Joshua. Bill is also survived by his brother Rollie (Carolyn) Little of Phoenix, Arizona and sister Redyl (Robert) Hulser of Walla Walla, Washington.

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Doug Reed



A Celebration of Bill's Life was held on February 4th at the Tracy Community Church in Tracy.

Welcome New Members

**Larry and Colleen Eckman
of Chicago Park, CA**

**John and Cheryl Russo
of Cottonwood, CA**

**John Garza
of Discovery Bay, Ca
Scott Hunt
of San Francisco, CA**

For membership information contact:
Donald Parsons
Phone: (209) 518-1276
e-mail: membership@acbs-tahoe.org



THE SOMEDAY STORY

By Wayne Moore



On Father's Day 2006 our family gathered together to formally launch and christen the little boat. She hung there suspended in the air like a little jewel. The lapstrake fiberglass hull lines were fair and smooth, and the varnished mahogany topsides sparkled with the perfect reflections I had worked so hard to attain. It was a long awaited moment. Yet what I also saw hanging before me were two stories coming back together – one was about an old Chris Craft hull design, and the other story was about a special friendship between a father and a son and a parting promise.



RC Anderson

The Chris Craft "story" started in the early 1960's when Chris Craft naval architect RC Anderson created the 22' wooden lapstrake hull design as the Cavalier's division's Cutlass and Dory models. His January 1964 work was used for the next 13 years on 906 Cutlass and Dory model boats and was last used in 1977 as the Chris Craft Corsair Division's fiberglass Tournament Fisherman model. Good lines last a long time.

The other "story" is a little more personal. Suspended before me was something my father and I had talked about for many years – replicating our old 1966 wooden Cutlass into a modern fiberglass hull, and then finishing it off with a classic bright mahogany topside and interior. Dad was 85 years "young" when we finally started our project, and after a while I came to realize it was not so much about building another boat, but more about our time together – time to mess around with old boats and our family tools, and a little more time to keep the "some-day-sparkle" in my father's eye.

However, two years into our part time project he suddenly died, but not before calling me to his side and making me promise, among other things, to complete our boat. So I don't mind sharing with you I choked up a little bit on Father's Day 2006 as I proclaimed "This one's for you Dad - and with all due respect, we christen her *SOME DAY*." And so the story continues. Following is a summary of the Chris Craft Cutlass / Dory era, and our *SOME DAY* project. The two stories do come back together.

Going back to the simpler days of 1964, Chris Craft Cavalier Division introduced the 22'Cutlass and open decked Dory model as "...fully modernized versions of the classic surf boat design, the Dory and Cutlass share a fast, seaworthy hull with a sweeping sheer, full lapstrake sides, and a convex bottom of tough, marine-grade plywood." The brochure shows the original blue-gray hull and white deck Cutlass fitted with outriggers and fishing rods. Aboard are two guys and a gal, rounding Pompano Beach's Light House Point, heading out into the Atlantic. RC Anderson designed the boats for open, rough water use and his lines were not only eye pleasing but practical. In addition to the 22' Cutlass, Chris Craft also built 220 units of a 26 foot Cutlass model based on the same enlarged hull lines between 1966-1968. Later on after his Chris Craft years, RC Anderson's open water designs can be found associated with noted builders Striker Yachts and Hateras to name just two.



FIRST 1964 DORY MODELS WERE SENT TO UCF POMPANO BEACH FOR TESTING.
COURTESY: RC ANDERSON COLLECTION
VISIT: WWW.PACIFICMARINEMFG.COM

There are aesthetic, structural, and performance reasons we replicated the Cutlass lapstrake design. Structurally, lap-joint (overlapping strakes) construction generates a superior strength-to-weight ratio when compared to a flat medium. Even better, if you spring or bend the overlapping strakes over a curve (like those common on boats) you further enhance the strength factors by putting the strakes under tension – a fact the Northern European Viking boat builders perfected long before Chris Craft did. And finally, the Cutlass hull lines carry a positive outward flair from the chine up, and this combined with the relief on the individual hull strakes, stem, and stern sections, makes Anderson's design an ideal shape to release from a fiberglass mold.



Chris Craft Cavalier 22' Cutlass model, era 1966

The 1960's era Chris Craft Cavalier Cutlass / Dory hulls are sometimes confused with the earlier Chris Craft Sea Skiff Division lapstrake designs, as well as other successful and competitive lapstrake hull builders like Lyman, Jersey Skiff, and Century Boats. But while both Chris Craft Sea Skiff and Cavalier division boats shared similar lapstrake hull profiles, there is a noted difference in the bottom construction: the Sea Skiff designs are



round-bilge semi displacement hulls with the strakes rolling around the bottom into the keel. In contrast, the Cavalier (and later Sea Strake) models use hard chine designs with 1/2" sheet plywood sprung over a semi-V-shaped bottom design.

On the hull, the Cutlass' upswept sheer line rises from 28" freeboard aft to 43" at the stem. The hull strakes naturally follow this rise, both visually and physically. Running into or with following seas, this natural "bow-up" design offers a time-proven, safe, controllable dry-ride advantage, while the lower 28" freeboard aft provides a comfortable deck height to work from.

Another distinguishing feature about the original Cutlass design is the unique, wedge-shaped house. The 1964-1966 "A" series house design used a sleek 20-degree-aft raking house which ended about chest high at the operator's wheel station. The wedge design provided the skipper excellent stand-up-and-drive visibility, mobility, hold-on security, and spray-dodger benefits.

The Cavalier Division wooden Cutlass product run lasted from 1964 through 1968. In 1969-1970 the Cutlass "wedge" model was built in fiberglass at Chris Craft's Cortland, New York Corsair Division where 90 more hulls were built. Then in 1977 RC Anderson's lapstrake hull design was reintroduced as the popular Fisherman and Cuddy versions – proven lines last a long time!

Our *SOME DAY* story most likely started with the times my Dad and I use to charge across San Francisco Bay in *SCOUT* (our '66 Cutlass) when the water was at it's worst – and we knew our little dory-type hull design was at home in the rough water environment and it would get us home too! It also started with the peaceful moments we idled down the Sausalito waterfront in the morning sun, or picnicked in a cove with our family on Angel Island. We also had the advantage of trailing the boat inland to enjoy new waterways, and often the boat automatically seemed to "introduce" us to new friends. Our 1966 Cutlass always enjoyed a lot of respect from the serious "seasoned yachtsmen," and over the years we started talking about "some day" replicating the design.



Perfect reflections:
A blue P-22 hull part is
pulled from the red fiberglass mold

In the late 1990's I accessed and researched RC Anderson's Chris Craft dory designs at the Mariner's Museum. Thank you, Jerry Conrad. Then with the drawings in hand and an old Cutlass hull, we started building a hull plug and later a deck plug also from which the fiberglass tooling molds were later made. Finally, once these molds were polished and perfected, the finished fiberglass hull, deck, and stringer parts were made and assembled into what we now call The Pacific 22 Series boats – a Dory, Utility, and Cruiser version all based on RC Anderson's original Chris Craft hull designs. Our plan was simply to take our time and build a no-compromise boat for ourselves, and with the fiberglass tooling on hand, allow for the possibilities others may want one also.



We left the original Cutlass lapstrake hull lines and transom alone – why mess with something that is perfect! But we modified the hull bottom and running gear design to dramatically improve tracking and steering functions. Three performance fins were carefully calculated and designed into the hull bottom, and the propeller area was also modified to improve prop power and minimize wake turbulence. Now, like a modern tournament ski boat design, *SOME DAY* will turn in her own 22' hull length if necessary. The boat can be put into a high speed turn or idle in the harbor and you know exactly where she is going.

On the topsides, we allowed for solid 3/8" mahogany margin boards and a teak deck – for function and yacht class beauty – to overlay the sub deck. Likewise, *SOME DAY'S* house was designed to our traditional values and "cold molded" using diagonally opposing mahogany veneers set in epoxy and formed over a male mold. The house's varnished mahogany grain pattern rolls around the forward radius of the house sides into a sweeping horizontal pattern aft, and the mahogany framed windscreens incorporates some interesting joinery work to produce the strength and visual design elements needed. Stand up and drive, sit behind a windscreens, interior space below all within an aesthetically pleasing design profile were our primary considerations.

We must have done something right with our design work. Recently I received a call from an 80 year old gentlemen who I previously searched for but could never find; it was the call I never expected. "Wayne, my name is Dick Anderson, and I'm the guy who designed your boat....and I just wanted to tell you what a beautiful job you did with it." Yes, RC Anderson and I became instant friends!





Concerning engines, the original 60's era Cavalier Cutlass came powered with an optional 327CID engine that pushed the boats to a catalog listed speed of 38 mph. Maybe! In *SOME DAY* we installed a common 350 CID carbureted Pleasurecraft Marine Chevy based engine with a 1:1 direct drive transmission. The prop is a 13X13 four blade. The boat speed exceeds 40 mph, yet cruises very comfortably and smoothly in the 2500 rpm / 25 mph range.

We were honored to introduce *SOME DAY* during the 32nd Annual Concours d'Elegance at Lake Tahoe. During the two-day event, the response was positive, and that in itself was rewarding because we were with some pretty discriminating company. We joined in the Grand Finale Exit parade following an Italian Riva and a beautiful San Juan 38 out of the show. The audience on the breakwater cheered, and those in the boats lining the channel waved and blew their horns as the world of wood, varnish, and classic powerboats paraded out of the harbor.

It was a proud moment and I realized our *SOME DAY* was finally here.

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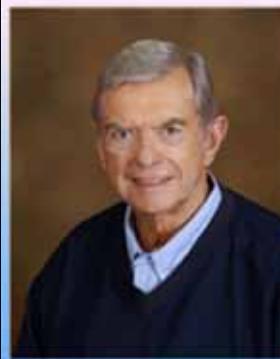
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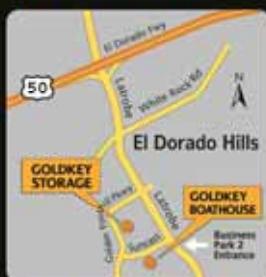
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