

The Bilge Pump

Newsletter of the Rocky Mountain Classics

March, 2000

SPOTLIGHT



This issue's SPOTLIGHT focuses its light on Bob Braaf, our President of Rocky Mountain Classics, a Chapter of ACBS.

I am honored to be the President of the Chapter this year. For those of you who don't know me, I am suppose to present a short biographical sketch for publishing in the Chapter newsletter. I was born in Kansas City, Missouri and raised mostly in Kirkwood, Missouri, a suburb of St. Louis. We didn't have much exposure to boats as my mother doesn't swim and my father was on the road a lot. We did get occasional rides in my uncle's pontoon boat and, occasionally visited Lake of the Ozarks. I attended the University of Missouri-Columbia and completed a Bachelor's Degree in Mechanical Engineering and was commissioned as Second Lieutenant in the Army Corps of Engineers. I performed just under four years of active duty in Germany where I learned to snow ski and enjoy the mountains. I came back to the States and signed on with Schlumberger, an oilfield service company specializing in wireline sensor determinations of what was at the bottom of oil and gas wells. I spent about two years in the Farmington, New Mexico area and then was transferred to Nigeria, both in the jungle and offshore. There, I was exposed to the science of "Directional Drilling" which makes the well go where it is desired to go by the owner. I found myself with a different company, Eastman Whipstock, where I supervised the drilling directional wells on offshore drilling platforms around the world. I transferred back to the U.S. in the early 80's and was living and working in Oklahoma when the oil business went bust and I was laid off. A friend of mine from the Army days

in Germany had established a small consulting engineering office in Winter Park, Colorado and asked me to come in to work with him on a proposed tunnel under Berthoud Pass and a proposed Hilton Hotel. His office was co-located with his father's real estate sales office, where my future wife, Chris Ann, was working as a sales agent. We were married in June 1985 and have continued to reside, mostly, in the Winter Park area. When the real estate business and the development business went down the tubes in the middle 80's I went back to school for an Airframe and Powerplant Mechanic's License, as I had been a licensed pilot since High School. This allowed me to get a job with Continental Airlines in Denver until Stapleton Airport closed and, then with Frontier Airlines, as an Airframe Structures Engineer. In 1995, we purchased a small real estate office in Fraser, Colorado and have been running it since. Chris Ann's family introduced me to boats, as her Great Grandfather was the founder of Chris-Craft Corporation. I have been learning lot in the past few years. We bought a 1957 Chris-Craft Cavalier in 1986 that we used for a few years as is and then was rebuilt by Chris Ann's father, Chris Smith, in 1992. That experience developed into attending and showing the boat in Michigan Boat shows, which then developed into becoming charter members of the Rocky Mountain Chapter of ACBS. We are looking forward to the continued success of the Chapter and participating in lots of future activities.

DENVER BOAT SHOW A GREAT SUCCESS FOR RMC

Submitted by Bob Braaf

The 2000 Denver Boat Show provided RMC with an opportunity to strut our stuff! Thousands of people toured the show and a fair number of those told us stories about how they grew up with wooden boats or have one to sell or just plain came to see the "woodies." Kudos to Tom Green for coordinating and organizing the display at the show and for promoting the media coverage. Tom's Century is just now bottom up in Bob Moharter's shop for a new bottom so it could not be at the show. We were very pleased to have in attendance guests Charlie and Linda Peak with their triple cockpit Chris~Craft and special guest Chris Smith, grandson of the founder of Chris~Craft Corporation. Bob Moore was there with his 1941 Chris~Craft Custom, Chip Taft brought his 1940 Chris~Craft Barrelback and Jim Johnson showed a 14 foot Chris~Craft Outboard Kit Boat. The Show was an all Chris~Craft display but not by design. Next year, we hope to have an even more prominent location, with other boat manufacturers represented. Chris Smith provided lots of entertainment with his stories of the Chris~Craft Corporation and how the boat models evolved. Bob and June Moharter helped us spin tales and Charlie and Katie Geuin ran a Ship's Store and Information Table. The Information Table handed out several hundred ACBS Application Forms so maybe the Chapter membership will expand exponentially due to the Show. Thanks to all who attended and assisted with the 2000 Denver Boat Show.

DENVER BOAT SHOW COMMENTS

Submitted by June Moharter

"There they are! The reason I came!" "Grandpa had one on Lake 'so & so' when I was a kid."
(Funny how many adults remember wood boats on

the lakes as they grew up. Some had wood boats now – some didn't.)

"I didn't know they made wood boats." (Spoken by a young visitor!)

"Remember the ride boats at Lakeside – They were just like this one." (Pointing to Bob and Chris Ann Braaf's while others thought they were like Chip Taft's.)

"Do you really use these boats now? Really put them in the water?"

"I bet you varnish them often. My dad made me varnish ours in Spring and mid-summer. I did it too, because I wanted to use it with my friends."

I watched people looking at the boats. Eyes lit up, hands automatically went out to touch while most contained themselves after seeing the many signed placed around to stay off trailers and boats. One woman was almost brought to tears when seeing Jim Johnson's Chris~Craft Kit Boat, remembering the one of her childhood on the lake!

The Show was GREAT – very tiring being on concrete floors with the overhead lamps etc., but what a thrill to see the reactions these boats had to visitors.

LAKESIDE AMUSEMENT PARK

Submitted by
Bob & June Moharter



"These boats are just like the boats at Lakeside. I remember paying .25¢ for a ride plus .25¢ for popcorn. I'd eat some popcorn and feed the rest to the big carp that were by the docks. When my turn came to ride, I'd just love the turn around the lake." We heard this story from many people at the Denver Boat Show and before this show. We were curious about these boats. We gathered directions,

descriptions of the boats, stories as to why they weren't operating them now, and who owned them. As non-Denver residents, we found our way to Lakeside Amusement Park, closed for the winter now. After driving around the area, we parked behind the shopping plaza and peered through the fence. Sure enough, we could see three boats about a "city block away" so determining what they were was hard. They truly need closer inspection. Someone told us the owner (a granddaughter of the original owner), does not want to sell them. Someone said if you restored two of them she'd give the third one away. We wondered what the "real" story is!! So if there is anyone in the Denver area who knows or wants to investigate the "real story," please let us know.

WHEN BOATS HAD HEARTS

From: Best Boats by Fernec Mate, Albatross Publishing, 1982.....Submitted by Charlie Geuin

"There is something magical and alive in an old wooden boat. She has a soul that came from the man who hewed and shaped her frames, and a beauty and simplicity from the nature that surrounded her. She was born much like a child, out of passion and love and great hopes and endless dreams, and as she passed her life being thought of and cared for, and in turn looked after those who loved her most. And as she passed from sprightly youth into dignified old age, whose last years were spent quietly in sunny fields or down on the shore with the tide washing her peacefully away; and even in those last days she stirred the hearts of those who looked her way. And something of her passed on into the tool shed or she seeped respectfully away into the earth from where she came."

JIM & SHAD'S EXCELLENT ADVENTURE

Before the summer of 1998, it had never occurred to me to restore a classic wooden boat. I suppose I

knew that people did that sort of thing, but it was not a part of my world. That is, not until one summer evening when I got a phone call from my son, Shad. While we conversed of other things that evening, Shad briefly mentioned a boat that had belonged to his wife, Chrissy's grandfather before he passed away. That phone call, although I did not know it at the time, was going to set in motion a project that has lasted a year and a half so far and will probably take another 4-6 months to complete. Chrissy's grandparents and their children had used the boat on family outings 30 years ago, and her grandfather had always meant to restore it "one day." But, as things go, the boat was taken out of the water one fall afternoon sometime in the early 1970's, wrapped in a tarp and left in a field by the family's home in Denver for nearly 25 years. With the boat sitting for so many years we were afraid to haul it very far on the old homemade trailer, so we borrowed a car trailer to transport it to Colorado Springs where I live. That was an adventure in itself ~ going down I-25 with a 2500 pound wooded boat strapped to a car trailer! Glad that we had safely gotten it "home," we were ready to dig right into the project, but we had no idea where to begin. As I said, I had never done anything quite like this before. After unwrapping it from the four or five layers of rotting tarp, I discovered to my surprise that under the front deck in a plastic bag was some of the original paperwork and records of manufacture. Chrissy's grandmother supplied us with a lot of history and additional documents. So we started the project learning whatever we could about our "new" acquisition, which turned out to be a 1959, 17 foot Chris-Craft ski boat which was first bought from Chris-Craft by the Grand Lake Boat Service, Inc. in Granby, Colorado. After establishing the boat's lineage from the original paperwork, we started looking up information on the Internet and found and joined the Chris-Craft Antique Boat Club in Tallahassee, Florida. The club has been and continues to be one of the best sources (at least that I have found) of information on the history and restoration of old wood boats. Wilson Wright, the director of the club, has been an inspiration to those of us that want to preserve

these classics. You can reach the club at HYPERLINK <http://www.chris-craft.org> www.chris-craft.org. They also have an online discussion group that allows you to ask questions and share information: HYPERLINK <mailto:CCABC@listbot.com> CCABC@listbot.com. This discussion group includes some of the top restores in the country who generously share their knowledge and experience with us "newbies." And so, armed with newfound information and a little more confidence, the project began. We were very curious to see what shape the engine was in and if it would run after all this time. To our surprise, it started right up! Then we tried to fill the bottom of the boat with water from a garden hose to see if it would leak (found out later this a a major no-no). The water ran out faster than we could put it in. This gave us our first insight that we may need to do more to this boat than just strip and varnish it. We decided that, before we could use the boat for anything more than an anchor, we would have to fix the bottom. In October of 1999 we started removing all the insides and contrived a way to turn the boat over. Our intent was to seal all the bottom seams with some kind of joint compound and things would be just fine. Fortunately, before we did this we asked the experts about it and found out that these boats were designed to swell. Adding a compound between the seams would be a sure disaster – she would end up looking like a guppy on steroids the first time I put her in the water. One of the many experts we talked with, Mr. Don Danenberg, explained not only what takes place when you put these old boats in the water but also identified what he does to restore them. Thanks to Don and the other folks we talked to, we learned the correct techniques and procedures for restoring the bottom. We were also contacted by Mr. Jim Johnson of the Rocky Mountain Club and invited to come up to his shop in Ft. Collins, Colorado to see a boat that had been restored by Mr. Danenberg. Based on what we now knew, we decided to do a complete restoration. We removed the bottom planking and plywood inner bottom and replaced two ribs (one oil soaked and one cracked

– no rot, thank goodness). We replaced the inner plywood with new Okoume marine plywood after applying clear penetrating epoxy sealer (CPES) on it and 3M 5200 on all the ribs and joints to seal it. Then we applied CPES to the outer planks and bedded them onto the plywood with 3M 5200. We replaced all the brass screws with silicon bronze screws and replaced the bungs in every screw hole. We now have completed the sanding, staining and varnishing of both the exterior and interior and have painted the bottom and sent out a thousand or so miscellaneous metal parts and pieces to be re-chromed. I have just started on replacing the seat fabric. From my current best estimate, it looks like we'll be though with the restoration by May or June, although by "best estimates" in the past have been optimistic to say the least. To keep this story short for the Bilge Pump Newsletter I won't go into any more depth in this article but would offer to share any of our experiences with other people in the club. You can reach me at HYPERLINK <mailto:shebaw@earthlink.net> shebaw@earthlink.net or call me at (719) 593-9799. I can't close without giving thanks to my wife, Diana, for putting up with me during this project that was originally going to "take a few weeks, honey," and for doing the staining on the boat. I think the very best things I have gained from this restoration project, besides a beautiful classic wooden boat, are the memories of my son and I working side by side for the past 14 months. We have laughed, cried, cursed, sweated, fretted and worked our way through some sticky restoration problems together, and I would have to say that our relationship today is the best it has ever been. That alone was reason enough to begin this great adventure. In honor of Chrissy's grandparents and because the boat will eventually belong to Shad and Chrissy, we have decided to name her "Christine." We are looking forward to the day we christen her and launch her again into a second chance at life.

Jim, Diana and Shad Wilson

THE ANTIQUE AND CLASSIC BOAT SOCIETY, INC.



2000 AWARDS SUMMARY

The Antique and Classic Boat Society sponsored a number of awards for the purpose of recognizing outstanding achievement and furthering the goals of the Society by encouraging its chapters and members to set higher standards and work toward those plateaus. I have outlined briefly the various awards as follows. President's Trophy: The intent of the President's Cup Award is to honor a person who's dedication to the aims of the ACBS was exemplary during the past year. This person may be a very active member, someone who has been instrumental in getting new members, someone whose efforts went far beyond the normal at our boat shows or meetings, your newsletter editor, a generous benefactor of your chapter, a long-time member, a generous advertiser, someone who works hard behind the scenes or anyone who you feel deserves this special ACBS award. Mary Herwig Award: This award, as graciously donated by The Manotick Classic Boat Club, is given for the purpose of honoring an individual who, though activities at the chapter level, has contributed to enhancing and furthering the aims and objectives of antique and classic boating in a very broad sense. This could typically have been through communications or membership activities that communicate, encourage, assist and promote the interest in the preservation, restoration and use of antique and classic boats. The award will be determined by the nominations forwarded by each chapter to the Awards committee who will review them and make its selection. A nominee must be a member in good standing of the chapter nominating them. This award honors a chapter

member on the international level – one person is chosen each year. This award is presented at the ACBS Annual Meeting. Newsletter Awards: These awards are given each year to recognize the effort of our chapters and their newsletter editors in communicating with their members. The society recognizes the year's top newsletter, the most improved newsletter, and the best feature articles on a continuing basis. A four-person committee chosen by the awards chair decides these awards. The Rover Award: The purpose of this award is to recognize and outstanding effort by an individual or group in the organization and implementation of a cruise or function encouraging the use of antique and classic boats for the enjoyment of the chapter and Society's members. The award is not always presented each year. The recipient is selected by the Awards Committee and is presented at the Annual Meeting. The Founder's Award: This award recognizes lifetime achievement in furthering the goals of The Antique and Classic Boat Society. It is presented at the Annual Meeting. Dean Guy chairs the Founder's Award Committee. The Society encourages each chapter to participate in the Awards Program by submitting copies of their newsletter, by nominating an individual for consideration for the Mary Herwig Award and by encouraging participation by chapter members on the various international society committees and by serving as a member of the Board of Directors. If you have any questions, please contact Bob Bush, Awards Committee Chair. (510) 895- 9985 (day); (925) 482- 0716 (night); (510) 895-5417 (fax). No. California/Lake Tahoe Chapter (427 Matthew Ct., Pleasanton, CA 94566.

ACBS LOGO POLICY



ACBS has issued a policy letter regarding the proper use of the logo of ACBS. They have given Chapters the right to use and reproduce the logo in stationery and Ship's Stores items, provided that the logo is exactly as shown and is in the colors prescribed. Ship's Store items and certain awards may also use the parent color of the item into which it is incorporated instead of the two color logo. The burgee shown in the logo may be used by itself as a burgee to be flown from a boat's mast or bow pole. What this means to us is that anyone who submitted a proposed logo for the Chapter needs to review their proposal. The policy letter stated that "Letterheads (which I take to include Chapter Logos) established by chapters which are unique to each chapter and which have no direct reference to the Society or its logo, are encouraged to add a caption indicated that it is "A Chapter of The Antique and Classic Boat society, Inc." Anyone who wishes to review the policy letter may contact Bob Braaf for a fax or mail copy. Please review your logo submissions and let Jim Johnson know if you wish to change anything. We propose to make a final decision by the Board of Directors at the Horse tooth Boat Show in June, 2000.

PRESIDENTS MESSAGE

Though two years old, our chapter continues to experience significant growth and continued success in its' activities. From 15 members two years ago, the chapter now has approximately 50 members, with new members desiring an active role in the chapter duties and functions. We expect continued success in soliciting new members, based upon the response we have recently experienced. The functions of the chapter have

centered on three annual events until recently. These events, the Horsetooth Reservoir Show in June, the Grand Lake Show in August and the Navajo Lake show in September, have demonstrated that the public wants to see Antique and Classic Boats. Consequently, the shows continue to grow in size and complexity each year. This year's events appear to continue this trend. Also this year, the chapter is attempting to add another show in the Denver area in July at Chatfield Reservoir, which should allow us to increase our media exposure. Following a good display of three boats at the Denver Boat show in January 1998, we were unable to obtain display space in 1999. However, the display at the January 2000, Denver Boat Show proved to be a knockout with five member's boats in a display that attracted many admirers. A great number of these visitors indicated that they had come to the show just because of the media exposure by the promoter for our display. This was not lost on the show's promoter and we intend to build on this relationship during the coming year. During the Denver Boat Show, we had a lot of discussions with people who wanted to get into the wooden boat world because they either grew up with similar boats or just because they liked the idea of owning a wooden boat. We distributed approximately 200 membership applications and expect a significant response and increase in membership from our efforts. The Chapter's outlook is bright, with community interest increasing and members' desire to participate continuing to exceed our expectations. I would like to personally thank all of those members and associates who displayed boats and those that assisted us in the Denver Boat Show this year and especially to Tom Green who did such a fantastic job of arranging for our participation and coordinating all of our efforts at the Show. I am encouraged and excited about the future of our chapter.

Respectfully submitted, Robert G. Braaf
Chapter President
Rocky Mountain Classics Chapter.

BOARD OF DIRECTOR'S MEETING

During the Denver Boat Show, we held a Board of Director's meeting where lots happened. New By-Laws for ACBS and Policy Letters for use of the ACBS logo and Ship's Store operations were presented. Copies are available if anyone wants to review them. Annual Chapter Dues were voted to be increased from \$5.00 to \$10.00 effective March 1, 2000, but discussions with ACBS National may cause us to delay the effective date due to the way their computer works. More information will follow when available. The Board also made membership in ACBS mandatory in addition to membership in their Chapter. Only one member will be allowed to continue as a local Chapter member only. Bob Moore and Doug Sersun were officially added as Directors of the Chapter. The Lake Navajo Show for 2000 was officially suspended due to conflict with the MAC 2000 meetings which several members plan to attend. A permanent trophy proposal by member Jean Clagett was tabled until the Chapter has more years under its belt and more members. Bob Braaf indicated that discussions are underway with the Town of Grand Lake regarding upgrades to the Town's boat docks prior to this year's GL show, with the Town providing the materials and the Chapter providing the labor. Possible dates for the work crew are in May and August, depending upon the discussions with the Town. More information to follow. Discussions included a possible change of dates for future Grand Lake Shows to allow a joint show with the Grand Lake Yacht Club and a possible future joint show with the Columbia-Willamette Chapter somewhere between the two Chapters. Finally, a tent purchase was approved for use with Ship's Store so that we won't have to borrow a tent in the future. The tent was purchase and will reside with Charlie and Katie Geuin. The next Board of Director's meeting will be held during the Horsetooth Show, with the big decision then being the Chapter Logo. If you have any other topics that the Board needs to be aware of or discuss, please

contact any of the members of the Board of Directors.

ELECTED OFFICERS

President	Bob Braaf	(970) 887-2210
Vice President	Jim Johnson	(970) 225-0590
Treasurer	Tom Green	(303) 797-7630
Secretary	June Moharter	(970) 884-2954
Board of Directors	Bob Moharter	(970) 884-2954
	Charlie Geuin	(303) 670-9415
	Doug Sersun	(719) 573-7415
	Bob Moore	(303) 761-4453
	Chip Taft	(303) 444-1474
	Director at Large	

NEW MEMBERS

Jack Alfsen	Greeley, Co
Steve & Teddie Carmack	Brighton, Co
Curt & Cindy Clark	Arvada, Co
Bob & Lora Coberly	Evergreen, Co
Timothy J. Davis	Parker, Co
Bill & Nancy Eggert	Denver, Co
Jim Guschewsky	Lander, WY
Rich Hurless	Aurora, Co
Tom May	Denver, Co
Kevin & Lorraine McHugh	Erie, Co
Randy & Linda Rau	Aurora, Co
Skip & Ida Roberts	Denver, Co

RENEWAL REMINDER

Please remember to send your dues renewal for 2000! It's too late now to be included in the ACBS Directory but ACBS and RMC still welcomes you!

SHIP'S STORE

We have club T-shirts (\$18.00) and sweat shirts (\$25.00) available through the Ship's Store. If you are interested in purchasing one please contact Charlie or Katie Geuin at (303) 670-9415. We can bring your order to the next event, or if you wish, it can be shipped to you for an additional \$3.00 shipping & handling fee.

SUMMER EVENT 2000 SCHEDULE

June 17, 2000	Horsetooth Reservoir
July 22, 2000	Chatfield Lake State Park
Aug. 26-27, 2000	Grand Lake
Sept. 25, 2000	MAC 2000/Michigan

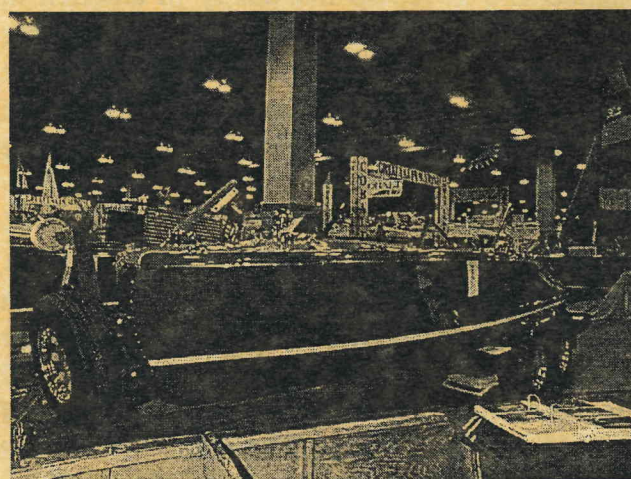
Editors Note:

We need your article to fill this section and make our newsletter better. Send your restoration notes, book reviews, interesting and boating ideas, etc., to :

geuin-katie@worldnet.att.net or you can mail them to Bob Moharter at 847 Blue Ridge Drive, Bayfield, Colorado 81122. You can phone me at (970) 884-2954. Email is preferred if you are on the web. We look forward to information you have to share with the rest of the club.

Newsletter Staff:

Editor's: Bob & June Moharter
Publishing & Printing: Katie Geuin



2000 DENVER BOAT SHOW PICTURES - Courtesy of Bob Braaf

