

The Bilge Pump

Rocky Mountain Classics
41st Chapter of the Antique & Classic Boat Society

Rocky Mountain Classics

December 2002



Mark & Karen Zempel in their 1892 Whitehall

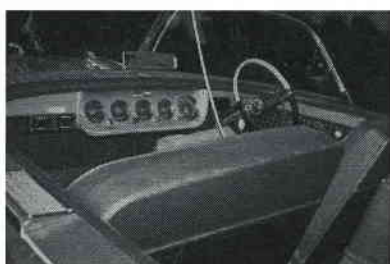
Rocky Mountain Classics Chapter of the ACBS



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CALENDAR OF UPCOMING EVENTS

January 9—12, 2003	Denver Boat Show	Tom Green
March 8, 2003	Board Meeting	Genesee
May 10, 2003	Board Meeting	Pfeiffer Elementary
May 10, 2003	Safety Workshop	Pfeiffer Elementary
May 31, 2003	Loveland Shakedown Cruise	Langes, Grubbs, Balls
June 21, 2003	Alcova Lake	Peaks
July 19, 2003	Grand Lake	Moore and Braafs
August 23, 2003	Navajo Lake	Moharters, SW mbrs.
October 11, 2003	Annual Meeting	The Boathouse (formerly Uptown Bistro at Frisco)

» DENVER BOAT SHOW— JANUARY 9-12

HELP!! We need help at the Denver Boat Show this year. Any member who would be interested in helping out by watching the boats and talking to the public for those 4 days, PLEASE contact Tom Green with your availability. You will be amazed how much fun you can have in dry dock!!

NOTICE***NOTICE***NOTICE

The Brass Armadillo has expressed an interest in having our boats as a static show in their lot. This could be great exposure for our Club, and you can shop while you show!!!!

Please contact Katie Geuin at (303)670-9415 if you would be interested in showing your boat at this venue.

Dinner Theatre Plans

McGaughys and Langes recently attended 'Singin' in the Rain' at the Boulder Dinner Theatre. During and after the performance, we discussed how great it would be if we did something like that as a group during the non-boating winter months.

We are looking into events like that in Denver and surrounding areas. If you know of an upcoming show or are interested in participating, contact Langes at (303) 447-1738.

It would be a nice way to spend a wintry day with boating friends.

DUES RAISED FOR ROCKY MOUNTAIN CLASSICS

Attendees at the annual meeting voted unanimously to raise our dues to \$15 for 2003. This will be in addition to the annual \$35 dues for ACBS membership.



At the Helm

Board of Directors

June Moharter	President (970) 884-2954
Charlie Geuin	Vice Pres (303) 670-9415
Bill Mumma	Secretary (303) 973-3677
Cathy Green	Treasurer (303) 797-7630
Charlie Peak	Director (307) 358-6754
Steve Carmack	Director (303) 457-4903
Bob Moore	Director (303) 761-4453
Charlie Simons	Director (303) 670-2807
Tom Green	Director (303) 797-7630
Chip Taft	Director at Large (303) 444-1474
Bob Braaf	Membership (970) 887-2210
Charlie & Katie Geuin	Ship's Store (303) 670-9415
Jeff Waco	Safety (303) 421-3141
Chris Braaf	Shows & Awards (970) 887-2210
Betty Moore	Historian (303) 761-4453

Welcome Aboard

New Members

Ron & Catherine Ellis	Glen Haven, CO	(970)586-3242
David Wise	Denver, CO	(303)393-6176

THE *BILGE PUMP* RECEIVES NATIONAL RECOGNITION MOST IMPROVED NEWSLETTER

Bu June Moharter

The *Bilge Pump* was awarded the most improved newsletter Award at the ACBS Annual Meeting in September 2002 at Coeur d'Alene, Idaho. I received the award for Kathy Lange and with great honor and pride presented it to Kathy at our annual meeting.

The newsletter speaks for itself—it gets better each issue! Please send articles of interest to Kathy so we can keep our newsletter interesting to all members.

*** A little history of the newsletter***

The first newsletter was printed on one sheet of paper, using a 1985 computer, in the Fall of 1999. Two issues were produced by Bob Moharter, when Katie Geuin stepped up to publish a much improved newsletter, adding black and white photos and more articles.

The name *Bilge Pump* was submitted by Chip Taft, and was selected after our boat show at Horsetooth Reservoir or coffee in the restaurant. The *Bilge Pump* is a way to “get out” information to our members.

Our Chapter was chartered in May 1998, and here in September 2002, we have proven the need value and quality of our newsletter, the *Bilge Pump*!!!



Thank you Bob, Katie, Tom & Kathy!!

SOUTHWEST BOATERS MEET IN DURANGO

The people who work so hard to put on the Navajo Lake Show and Poker Run in August each year met for a Brunch Social October 26, 2002. We welcomed Regan and Steve Swinehart from Albuquerque, NM to our Colorado group.

The food was great—the conversation was great!! Plans for next summer's show/poker run will be firmed up at an early Spring gathering (date to be announced)

Thanks to Karen & Mark Zempel for hosting the group!!

The Bilge Pump Newsletter of the Rocky Mountain Classics

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Published quarterly by the Rocky Mountain Classics March, June, September, December
Deadline for copy & ads is 1st of month of publication

Classified Ad relevant to boating interests free to members

Business card or display ads \$25/edition,

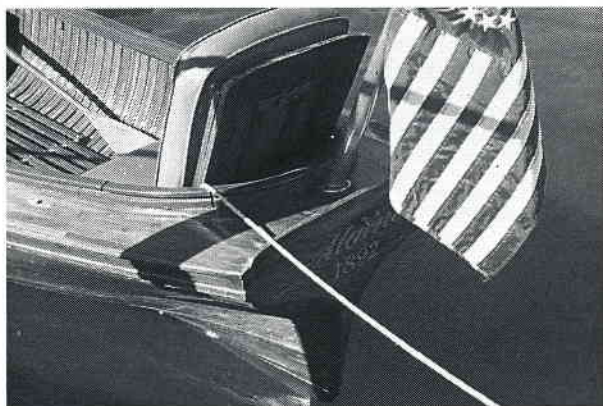
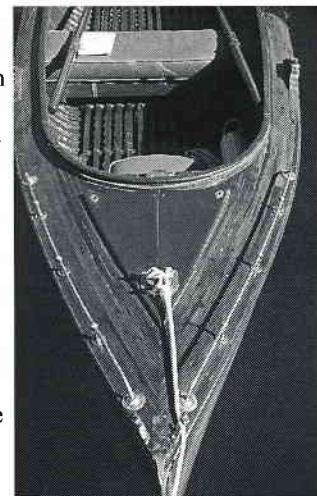
“Maine”....An 1892 Whitehall

by Mark Zempel

In the middle of a Colorado winter fifteen years ago, there was rarely anything I looked forward to more than the arrival of a copy of *Wooden Boat*, *Classic Boating*, or *The Rudder*. Upon the arrival of one of these periodicals, I would immediately turn to the back and devour the classified section, dreaming of owning yet another classic boat. After pouring over the ads for numerous barrel back and triple cockpit runabouts, my caught landed on an ad for a 17 1/2 foot Whitehall in original condition and nearly 100 years old. The boat was located in Annapolis, Maryland. Since my wife may read this, I must state that I really don't remember how much the asking price was, but it seemed reasonable since I had been thinking of purchasing an Adirondack Guide Boat for \$8,000.

I eventually learned that the Whitehall boat evolved from the ship's boats of the eighteenth and early nineteenth centuries. In the first half of the 1800's, these small boats were commonly seen in the New York waterfront. The Whitehall boat is named for Whitehall Street in lower Manhattan. It is a transom stern small rowboat, originally lap-strake but later was smooth planked. It was used in old New York as a water taxi, chandler's delivery boat and other harbor errands. During the nineteenth century, individual boat owners often fitted their boats with sailing rigs or mad ultra-light racing versions.

I called the owner who stated that the boat was sound, and had been used by his family for a number of years on the Chesapeake Bay. He stated that the boat was built in Maine in 1892. It had been used to transport provisions to larger sailing vessels that couldn't reach the rocky costal towns. The owner stated that it weighed 700 pounds and could easily transport three men and 300 pounds of provisions. I was intrigued and called a college friend and boat restorer, Tom Turcotte, in Watervliet, New York. Tom was familiar with Whitehalls and was planning on being in Annapolis area in a couple of weeks and said that he would take a look at it. Two weeks later, Tom called from Annapolis and said that the boat was sound, needed varnish, but was original as far as he could tell. He recommended that I buy the boat, he certainly would! I was sold.



Tom said that he would take the boat back to Watervliet, and would re-finish the boat over the next couple of months. The remainder of the winter I dreamed of quiet days rowing on the cool Colorado Mountain lakes. Tom & I had numerous phone conversations determining what needed to be accomplished on the Whitehall to make it usable. Did I want the mast refinished and new sails made? Until that point, I didn't know that the boat sailed!! We decided to epoxy the bottom, paint the hull to the waterline, build a new, removable interior floor, upholster the horsehair seats in new leather and re-varnish. The mast and sail could be finished at a later date.

The boat finally arrived in Colorado on a snowy February day thirteen months after first seeing it advertised in *Wooden Boat*. It was beautiful. Tom hadn't mentioned the amount of brass hardware in the boat. The

lines were beautiful and I couldn't wait until it's maiden voyage when the lake finally thawed. However, I was in for a bit of a surprise...unfortunately, the old hull had shrunk in the arid Colorado Mountains!

I launched the *Maine* in Electra Lake in June, and rowed it peacefully along the four mile shoreline. As always, unprepared for emergencies, I had no idea that the Whitehall would leak quite as much as it did. I nearly didn't make it back to shore as the water seeped in through the cracks between the planks. However, a little filling with 5200 and another coat of varnish or two, and I had a seaworthy boat that I have enjoyed for years. My best times are when we take early morning and late evening rows enjoying the quiet of the high mountain lakes of Colorado.



CAPTAIN'S LOG

PRESIDENT'S MESSAGE

This has been a busy time of year for us all—Now that boats are put away for the winter, pictures are put in albums, and snow is falling in some areas, we can relax a little.

The annual meeting of the ACBS at Coeur d'Alene was a wonderful experience. So many boats (120 on display), so many people (600 plus 18 RMC members) and such beautiful surroundings!

Our own Club Annual Meeting was well attended and response to the Ballots for 2003 officers was good (33%).

Rocky Mountain Classics is growing, but we still have a way to go. We need your help by attending our planned events, supporting the Board, officers and show planners, and offering your talents to others. Let's make RMC grow even more this next year....I know we can do it!!!

Have a good Holiday season and plan to join us at the Denver Boat Show in January.

Sincerely,

June Moharter, president

DROUGHTS AND FIRES HAVE SIDE AFFECTS

Lauri Schell has raised goats for fifteen years in Bayfield. Lauri was so proud of her twins kids born in early August, John, Lauri and Bonnie went camping September 13 & 14, and a small bear came into town looking for food. The bear got into the goat pen, attacked Momma goat, who put up a fight, ending with serious face injuries.

Neighbors saw and heard the ruckus and warded off the bear with a shovel. As the bear left, it grabbed one of the kids, taking it over the fence and into a neighbor's yard. They called the police and a veterinarian. The police came and called Fish and Game who put the bear down. The wounded kid goat had to be destroyed. Authorities said that the bear was very thin and was trying to survive with little food available since the fire.

Momma goat eventually died from her injuries. After Lauri finds herself goat-free. Our sympathies are extended to her.

What a year this has been!

MEMBERSHIP RENEWAL TIME

Renewal notices have been mailed by ACBS for 2003 Membership.

If you have not yet received yours, please contact ACBS Headquarters Membership Chairman, Bob Braaf or Rocky Mountain Classics President June Moharter.

You will be in the ACBS Directory for 2003, continue your Rudder subscription and continue your Bilge Pump letters if you renew your ACBS membership on time.

ACBS National dues are \$35 and Rocky Mountain Classics dues are \$15.

PRESIDENT'S CUP 2002

ACBS sends a cup to each Chapter President to be presented at the President's discretion, to someone who has done outstanding work for the Chapter. The cup was presented this year at our Annual Meeting to Tom & Kathy Lange.

Kathy has edited and published our *Bilge Pump* for over a year now and the newsletter has turned into a looked-for piece of mail!! It carries articles of interest, schedules of activities, and wonderful pictures of events.

Tom is always "Jonnie on the spot" to help with anything asked of him from acting as auctioneer, greeter to organizer of the Loveland Pirate's Parade and, of course, helping Kathy with the newsletter.

Thank you Tom & Kathy for all of your work. We hope to see you and "Legacy" at our future events.



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Ron Ellis

Quarterly Crew

Steve & Teddie Carmack

“What! Buy a boat? You’ve got to be kidding!! That is the last thing I would ever think of doing.” Those were my famous last words to my wife, Teddie, after she agreed to accompany me to the 2000 Denver Boat Show. We had not been around boats for nearly 30 years, and she was surprised to hear an interest in going to a boat show after our heavy involvement in antique automobiles for all of our married life.

I had heard on the radio ad about the boat show with a display of wood boats and it ignited a glowing ember inside me of wanting to own a wood boat someday.



I grew up with wood boats on Lake Tippicanoe in northern Indiana. Teddie and I spent our first summer together at my grandparents summer home on Lake Tippicanoe with a 50's vintage Century, Thompson and a Chris Craft. At that time there were three marinas on the Lake with a plentiful supply and variety of wood boats. By the early 70's, everything had changed...the grandparents had passed away, the lake home had been sold to settle the estate and all of the wood boats disappeared except for the one that my uncle stored in his barn for years and sold at his farm sale for \$350 in the early '80's.

Teddie and I returned to Indiana for a few years after discharge from the Air Force, but decided to settle in Colorado in 1976 and boats were pretty much forgotten about until the Denver Boat Show of 2000.

The Denver Boat Show 2000 forever changed our lives. The few hours we spent at the show were a wonderful experience which greatly expanded our circle of friends and activities. The highlight, of course, was being privileged to meet Chris Smith and all of the other members who attended that show. We joined the club and changed our minds from "We're not buying a boat" to "Welllll...maybe if we find a good deal on one." Well, it wasn't long before we found that good deal. Our decision had changed from wanting a project boat to wanting something we could use the first year in just a couple of months. The Moharters, with their vast knowledge and contacts, led us to the 1961 19' Chris Craft Continental in Pueblo with low hours owned by Al Herrington for over 30 years. That should have been all of the boat we would ever need for the rest of our lives! But, there is always that temptation of bigger and better. After seeing Wayne Spaulding's Coronado, we fell in love with that "bigger" and "more red" Century model. So, with Wayne's help, we found one...a big project, but hope to have it floating in the summer of 2003.

The boats are great fun, but the wonderful family-type atmosphere of our club is what makes it all worthwhile.

Happy Holidays to All,
Steve & Teddie Carmack



NAVAJO LAKE BOAT SHOW & POKER RUN

The summer of 2002 will long be remembered for the fires and the drought, but all of that was put aside for a beautiful weekend in August at the Navajo Reservoir.

Funny, but all of the locals were complaining about the low water.... there were acres of water and loads of room to play....what a great place for a boat show!!!!

The weekend began with the southwest group treating the rest of the participants to a delectable feast...everything one could imagine for a patio party. Every salad imaginable, meats, sweets and treats. Everyone was stuffed before the evening ended, and the company was the best. Talk of family, fires, food and of course boats made it difficult to keep up with all of the talk! Several of our southwest members were in attendance, and it was truly great to meet them and get acquainted. Scott Forbes brought pictures of his 1951 Riviera to share. Dennis and Marian Pierce were there along with Laurie and John Schell, Bob and June Moharter, and Mark and Karen Zempel. The remainder of the group traveling down for the event were Bob and Chris Braaf & Ty, Charlie and Katie Geuin, Steve Carmack, Chip Taft, Tom & Kathy Lange and Steven & Regan Swinehart. Moharters were the perfect hosts in their beautiful mountain retreat and made everyone present feel totally at home. It was great to finally see their beautiful home and the serene surroundings they are so fortunate to enjoy.

Steve Carmack brought his newest project, Rom Nellis' old Century Coronado with him for Bob's newest project, so several of the members naturally gravitated to the garage and needed to be prodded to join us for dinner when the time was right!! John Stiller's boat was looking good, and all were hopeful that the next time we saw it would be on the water.

Saturday morning brought sunshine, fair skies and an unbelievable anticipation of the unknown....this writer had never seen Navajo Lake, and what a pleasant surprise! As we rounded the final curve to the lake, all you could see was water, and lots of it! Even though the lake was down 60-80 feet, the sheer expanse of the lake was overwhelming.

Loading in commenced immediately with Scott Forbes and Bob Moharter assisting all boaters. The ramps were nice and wide and an easy slope making it a quick and easy unload. A quick trip around the end of the dock, and we were in one of the nicest marinas around. There was food and drink available at the marina, and then a short walk to where our boats were displayed. There were a total of 8 boats present this year for the enjoyment of the large crowd. The Marina had advertised the Show in the local paper, and had made event t-shirts for the event....truly a class act.

The day was much too short and we could have all boated for another 8 hours and still not have had enough. The temperatures were perfect, the sky was blue, the water was warm and the public there waited all day just to hear our boats fire up and parade by them on the docks. Our

boats are appreciated everywhere we go, but the reception we received there was tremendous.

The Poker Run was a great deal of fun and gave the participants the opportunity to see the entire Lake. There was even time for swim and h'dourves between cards!! Mark Zemple did a great job of laying out the course, and Chip Taft and assisted him in handing at the cards at each check point.

The Moharter's won the People's Choice Award with *Firewood* and what a great choice...that boat was the premier beauty that weekend, and Bob was looking pretty proud at the helm.

The evening meal was great with the Sky Ute Lodge providing a delicious buffet. It was truly difficult to know what to try first, and it was all great.

Lauri Schell provided the unique awards for the Poker Run winners. She had hand painted 3 fenders with some original whimsical aquatic Creatures (mermaids, fish and seahorses) The artistry was so professional and the recipients were the envy of all who attended. Chip Taft had the best hand and won 1st place, Bob & Chris Ann Braaf won 2nd, and Steve Carmack was awarded Last Place for his poker hand. The true award for the winners though was receiving some of Laurie's prize-winning zucchini squash!

The event in Navajo was really worth the trip. IN these times of drought and low water, it was really a treat to play on such a beautiful lake and enjoy the company of such great people.

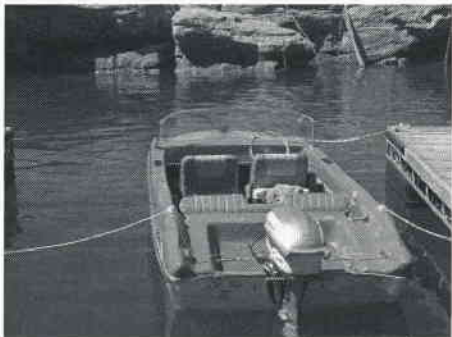
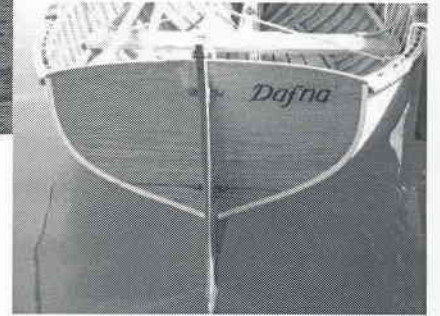
If you didn't make it this year, be certain to mark it on your calendar for next season. You'll be glad you did.

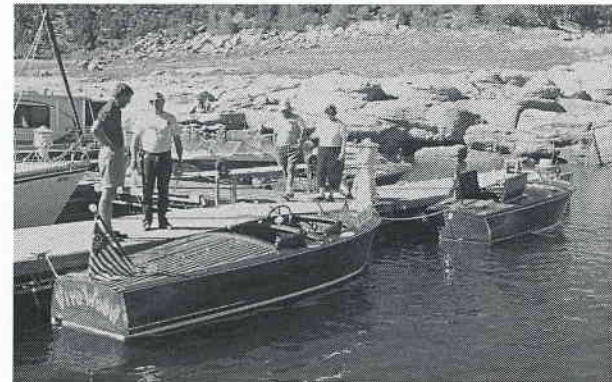
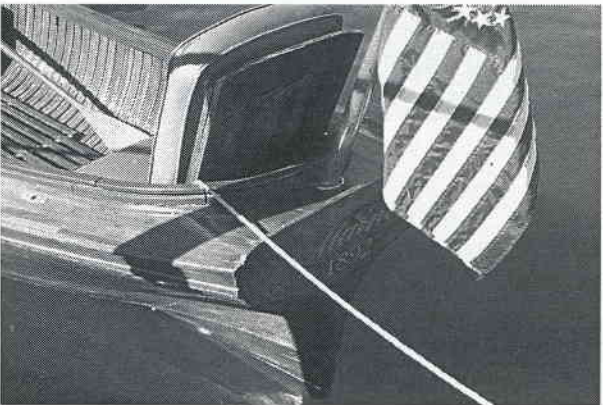
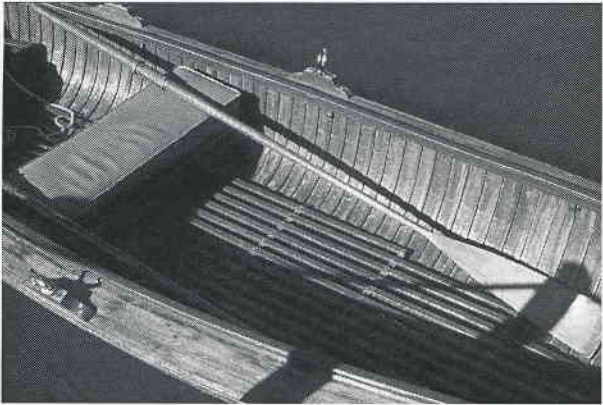
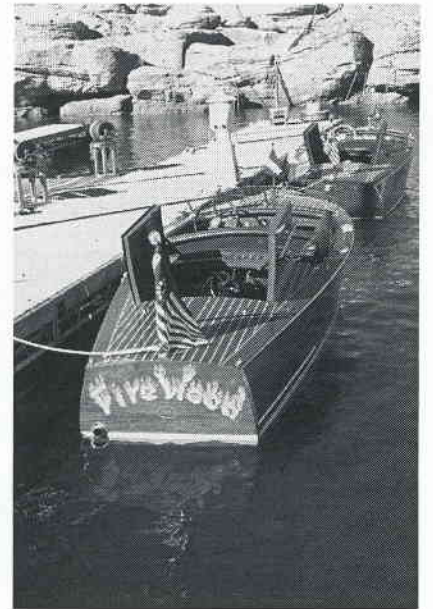


**Bob & June Moharter won People's Choice
with
"Firewood"**

Boats & Folks

Navajo Lake Boat Show & Poker Run





Navajo Lake Boat Show & Pocket Race



BOATS & FOLKS

COMPLIMENTS OF BRAAFS & MOORES



BOATS & FOLKS

COMPLIMENTS OF BRAAFS & MOORES



Distant Shores

Our Coeur d'Alene Experience

by Bob Moore

Betty & I had the good fortune of attending this year's Antique and Classic Boat Society (ACBS) Annual Meeting, held in Coeur d'Alene, Idaho from September 18-22, 2002.

On the afternoon of the 18th, Betty and I caught a plane to Spokane, Washington and rented a car for the short one hour drive to Coeur d'Alene. As we drove to the hotel, we started encountering woodies being towed to the show, so we knew we were in the right place.

The setting for this year's meeting was exceptional (as they all have been). The Hotel Coeur d'Alene is a world class resort hotel, set right on the shores of Lake Coeur d'Alene overlooking a beautiful marina packed with boats. From our room we could watch the float planes take off and land as they dodged the parachute riders and PWC's. Once we got settled in, we rendezvoused with the Rocky Mountain Classics group down at the loading ramp. The Moharters, Peaks and Braafs, along with Chris Smith, had brought their boats to the show. Once we had the boats safely tied up, we set out for dinner.

The next day, Thursday, was sort of a "do your own thing" day, and Chris Smith volunteered to take seven of us for a tour of the lake. This was the only day that the weather didn't cooperate...it was really windy. The waves banged the hull of Chris' sea skiff pretty hard, but his boat was just made to order for this type of weather and we toured the lake with ease. We even found a calm spot in the lee of a mountain, and enjoyed a box lunch and some lively conversation. After lunch we continued our tour.

Coeur d'Alene is a magnificent body of water, in fact, National Geographic once listed it as one of the most beautiful lakes in the world. It is 25 miles long and 2.5 miles wide

surrounded by mountains and forest. Chris took us into a few of the bays where we could view some magnificent homes, and then up to the golf course area where we got to look at the famous floating green. From there we returned to the hotel to get ready for the dinner cruise.

The cruise consisted of three rather large tour boats that probably accommodated a hundred people or so per ship. We set out about a half and hour before sunset, giving us just enough time to get a cocktail and find a comfortable spot to watch an incredible show of colors as the sun disappeared into the surrounding hills. It proved to be a wonderful evening with good food, fun people talking "wood boats", and enjoyable entertainment.

*Coeur d'Alene is a magnificent
body of water...once listed as
one of five most beautiful lakes
in the world.*

Friday morning, Charlie and Linda Peak invited us to explore the river in "Maximilian", and although we were really torn trying to decide which we would rather do, go with Linda and Charlie or go to business meetings, we finally decided rather than hurt their feelings, we would go explore the river. We climbed aboard "Max", Charlie fired her up, backed out of the slip, and we proceeded down the river...flags flapping, engine roaring, wake spray just beneath you...it just doesn't get any better!

As we returned to the hotel's marina, all of the wooden boats were beginning to gather and take their assigned spots along the board walk. As a wood nut, you can imagine what I was experiencing. The sound and sight of all of those woodies about sent me over the edge! I walked around in a daze for the rest of

the afternoon. The lineup included about two dozen triples made up of Hackers, Garwoods, a Dart, several Chris Crafts and a Century. The largest of the triples was Jean Hoffman's 33 ft. Baby Gar "Whoooter II", which she kept busy giving "kids a ride", and anybody else that asked.

In addition to the triples, there were several Rivas, Stan Crafts (old & New), a super slick Swiss entry, a Dispro, some really rare Higgins, a Grevette Streamliner, a couple of unusual steel hulled boats, an Australian gentleman's racer, a Ventnor replica, many, many Chris Crafts (including a 21 ft. Cobra), loads of Centuries, a very unusual Healey, and our favorite, a rare and beautiful Dodge, plus many more. The boat with perhaps the most unusual story was the "Golden Rose", a boat literally saved from the trash heap by just minutes and transformed into an absolutely beautiful cruiser. This beauty was a show stopper that had been purchased for just \$10. That evening, Betty and I took in a cocktail party which was located on the resort's golf course... transportation provided by what else—a Stan Craft water taxi, of course!!

On Saturday, we spent most of the day taking pictures, visiting with boat owners, and just mingling with the crowd. Tom & Cathy Green, along with Tom's brother and Dad, joined the group and we toured the show together. The ACBS had prepared a wonderful lunch for us, so we sat out in the warm sun, munching on turkey sandwiches while discussing the pros and cons of boat bottom treatments.

Saturday evening was the banquet. Our group gathered around our table, and as banquets go, this was a pretty good one.

Coeur d' Alene (cont.)

The highlight of the evening for our group came during the awards portion of the program when it was announced that Kathy Lange of the Rocky Mountain Classics Chapter had won the "Most Improved Newsletter" award. Thanks Kathy, you made the RMC contingent very proud that evening. Congratulations!!

Sunday morning came too soon, for it was time for us to get ready and leave. After a great breakfast in the hotel, Charlie and Linda loaded seven of us (nine total) into "Maximilian" for one last ride. Boy, can that boat fly, even with nine on board!!

This was the third annual meeting that Betty and I have attended, and we have enjoyed them all. You get to see some marvelous country, meet some wonderful people, drool over some extraordinary boats, and take home some great memories. Next year's outing is in Ottawa, Canada. Make plans for a great time...guaranteed!!



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The Boatwright

Third in a series of four

by Bob Moharter

THIRD PART OF A FOUR PART SERIES

You are now ready to begin the re-planking of the bottom. If your boat had diagonal planking, I like to use new marine plywood for replacement. If you are a purist, make the new planks from strips of the plywood. The plywood can be put down in large pieces, sometimes in almost full sheets, but will not be as original. In either method, lay out, cut & fit the inner planking and attach with a few small screws. Attach the intermediate frames with a screw at both ends through the inner planking into the intermediate. Bed the intermediate with 5200. Using the original outer planks as patterns, cut and fit new and attach with enough screws to hold in place. Lay out and drill for all new fasteners using combination drill and countersinks, choosing the proper length for each size of screw you will be using. Draw a circle around each of the temporary screws holding the planks in place.

Remove both the outer and inner planking. Saturate the inner planks with CPES, paying particular attention to the edges. Saturate the underside and edges of the outer planking with CPES. Allow for cure time of the CPES per manufacturer's instructions. Put a sufficient bead of 3M-5200 on all framing where it will contact the new inner planking. Re-install the inner planking using the circled holes. Bed the outer planks in 5200, using a notched trowel to insure consistent thickness of the bedding. Bed only enough for one plank at a time to avoid working over the same area. Put the plank down, use 2 ice picks to locate it with the circled holes and screw it into place. Apply the garboards first, and then alternate sides working towards the chine. Try to accomplish the entire planking procedure in one day if possible. You will probably need a helper. Attach the planking using #8 screws of the proper length for the application. When all planks are in place, make sure all seams are full of bedding.

Within a day or two, sand the entire bottom using a belt sander across the grain to remove excess bedding and clean up the surface. Cover the screw heads with a waterproof putty and let cure. Final sand the entire bottom until fair. Re-check to make certain that the last six or seven feet of the bottom is flat. If there are any dips or humps, they MUST be removed by sanding or filling now. If this planing surface is not true, it may cause the boat to porpoise or otherwise not handle and perform as it should.

Using dimensions from the old keel, carefully lay out the hole for the rudder stuffing box and bore the hole. Locate the strut with relation to the rudder and attach it with four new silicon bronze bolts. If the cutlass bearing was worn, it should have been replaced in a press. Using the strut and shaft, pinpoint the position of the shaft hole through the keel. Attach a wood block to the keel with a flat face at the proper angle and bore the hole.

Apply CPES to bottom planking and allow to cure. Apply three coats of Interlux Epoxy Barrier-Kote with a brush, one coat each day. Lightly sand and clean the final coat with thinner used for the bottom paint you have selected, and apply the final bottom paint. Be sure and coat the shaft hole thoroughly with each application.

At this time, you will need to decide what to do with the hull planking. If the planks are in good condition without large gaps between them, without splits or gouges, not badly weathered or otherwise deteriorated, and the topsides framing is in good condition, you may want to try and save them. If so, the lower plank that was removed may be replaced using the technique used for the bottom. Remember that most of this planking is below the water line and must be considered part of the bottom.

If the topside planking is to be re-used, it may need to be re-fastened, at least at the frames. If there are loose bungs or putty over the screw heads, or if there is a dark discoloring at the screws, it is a sure sign of looseness. Before these can be addressed, the varnish must be removed to prevent the wood around the screws from being damaged while removing the bungs or putty. Use a good varnish remover (I like Dad's brand), and then sand the entire hull. Remove the bungs or putty, retighten or replace the screws and re-bung. If the boat is puttied, you will need to use a 3/8 countersink before using bungs. Select bungs for color and grain and carefully line up the grain with the plank.

If the topside planking is to be replaced due to one or more of the conditions mentioned above, remove them before replacing the lower plank. Mark planks and keep for patterns. Remove all of the battens. Make repairs as necessary to the framing and install new white oak battens. I feel that these new battens go a long way in preserving a boat's structural integrity. Using the old planks for patterns, cut and fit new planking.* Saturate the plank on the inside and edges before drilling to prevent the CPES from getting on the outside. Fit by hand or use the router method, and apply with a bed of 5200, beginning with the lower plank. Fasten with new silicon bronze screws. Replace all of the battens and at least two strakes of planks before turning the boat right side up to give it stability. Now the boat can be righted.

*When ordering mahogany for topside planking, decide if you will want to book match the blanking. If so, order thicker material that will allow for re-sawing into two planks. That way it can be opened like a book to provide similar grain and color planks in identical positions on each side of the boat. This is probably more important when planking decks, as we will cover in our final story next issue.

To be continued next issue

Brightwork

Hurrahs & Kudos



Congratulations to Wayne Spaulding for his win in 'Pegasus' at the 2002 WIERS Boat Show on Lake Winnepesaka. He won in the Post-War Utility 22' and under class. Wayne, you and 'Pegasus' are tremendous ambassadors for our Club and boating as a whole here and across the country. Kudos!!!!



Rumor has it that there is a new addition to the Club's inventory of boats. Langes have just purchased a 14' Larson Falls Flyer. They're pretty excited about it since they have been looking for an affordable one for about 12 years. The boat probably will debut in the 2004 season!! Watch for it.



Special thanks to Linda Peak for serving as Secretary this past year.



Thanks to Bob Moharter for his 3 years serving on the Board of Directors.



The Editor wants to thank everyone for their input into the Newsletter. The Members are what is making this Newsletter so GREAT! We must have done something right...they awarded us the "Most Improved Newsletter" award at the International Show in Coeur 'D Alene. Thanks to all who have contributed!!!!



Congratulations to Charles Anderson who also won at the WEIRS Boat Show in Winnepesaka this year. He placed with his 1947 Garwood "Addie" in the Post-war Utility 22' & under class.



Congrats to all newly elected Board Members. Thanks for your devotion to our Club.



Our thanks & appreciation to Charlie Simon and Bill Mumma who have agreed to serve on the Board of Directors.



Gratitude and thanks to Doug Brown for his contributions of the beautiful inlaid paddles.

For Safety's Sake

This segment is for providing helpful safety tips to help make us all safer, happier boaters.

Tips of the Month>>>>>

***A PFD (or Personal Flotation Device) for each person on your boat is required. There are several different types of PFD's...for more information contact Jeff Waco. Don't be bashful to wear your PFD...it's the safe thing to do!!

***Have at least one person on board who can operate the boat safely and properly if the captain becomes incapacitated.

THE GALLEY

Recipes from our members

This issue comes to us from the kitchen of PJ Lange. Tom's mom made these for years and Tom carries on the tradition. If you're a chocoholic, this one is for you!!

CHOCOLATE DROP COOKIES

<i>1/4 cup oil</i>	<i>1 2/3 c. flour</i>
<i>1 cup brown sugar</i>	<i>1/2 tsp. salt</i>
<i>1 egg—beaten</i>	<i>1/2 tsp. soda</i>
<i>1 tsp. Vanilla</i>	<i>1/2 c. milk</i>
<i>2 sq. chocolate, melted</i>	<i>1/2 c. nuts</i>

Blend together sugar, oil, egg, vanilla and chocolate. Add dry ingredients alternately with milk. Add nuts. Drop onto greased cookie sheet. Bake at 350 degrees for 10 to 12 minutes. Makes approximately 4 dozen.



RECIPES WANTED

The Club is planning a cookbook for RMC best recipes!! You all have that one (or more) favorite recipe—sooooo—Send them to Katie Geuin and soon they will be in print for all of us to share.

Thanks in advance for your contribution.

Rocky Mountain Chapter Annual Meeting

by June Moharter

Our Annual Meeting was held October 12 at Frisco. Thirty people attended this years meeting. Meeting highlights were:

- Dues—after much discussion, the annual dues for RMC were raised to \$15 (plus ACBS dues of \$35) The raise will cover costs of mailing and printing the newsletter.
- Fees for boat entrants in our shows was discussed to help offset rental fees, permits, mailings ect for the shows. No decision was reached and the Board will discuss at a later time.
- Election of Officers—2003. A total of 19 ballots were mailed and 15 were turned in at the meeting for 34 total votes or 33% of our membership. Slate of members approved were;

President—June Moharter

Vice President—Charlie Geuin

Secretary—Bill Mumma

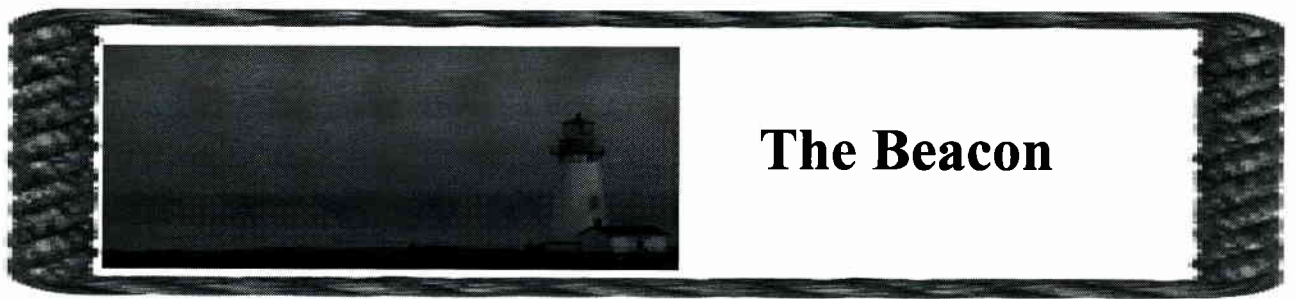
Treasurer—Cathy Green

New Board Member—Charlie Simon

Thanks to our nominating committee Chip Taft, Charlie Geuin, Steve Carmack.

- Board Meetings and Show dates confirmed. Please support the people who have planned these shows.
- Tom Green has volunteered to be our Boat Show Coordinator. He will guide show hosts in planning. Thanks Tom for your help in this important job!!
- Workshops were suggested to be held by our Club members in the future—please send me your ideas as far as what, where, & when, and I will bring it to the Board---Great Idea!!
- ACBS is encouraging a Youth Program to be started in each Chapter. Lisa and Morrie Christner expressed interest in this project. I will be sending them info as I receive it from ACBVS. Thanks to Christners for your interest.
- A safe Boating Class is planned for May by Jeff Waco...more to come.
- Thanks to Wayne Spaulding & Staff for the great food & service!
- Doug Brown made & donated a pair of inlaid paddles. Chip Taft donated some boat-shaped pewter candle holders, Bob Moharter donated "Moose Drool" beer from Missoula Montana, and June Moharter donated a poster from Coeur d' Alene. All items were raffled at the meeting netting \$348. Thanks to Katie Geuin for heading the raffle and encouraging participation.

As usual, a great time was had by all. Join us next time!!



The Beacon

Smiling in the Rain

A little girl walked to and from school daily.

Though the weather that morning was questionable and clouds were forming, she made her daily trek to the elementary school.

As the afternoon progressed, the winds whipped up along with the thunder and lightening. The mother of the little girl felt concerned that her daughter would be frightened as she walked home from school, and she herself feared that the electrical storm might harm her child.

Following the roar of the thunder, lightening, like a flaming sword, would cut through the sky. Full of concern, the mother quickly got into her car and drove along the route to her child's school.

As she did so, she saw a little girl walking along, but at each flash of lightening, the child would stop, look up and smile.

Another and another were to follow quickly, and with each flash, the little girl would look at the streak of light and smile.

When the mother's car drew up beside the child, she lowered the window and called to her,

"What are you doing? Why do you keep stopping?"

The child answered, "I am trying to look pretty, God keeps taking my picture"

May God bless you today as you face any storms that come your way.

And don't forget to SMILE!

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