

# The Bilge Pump

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

Rocky Mountain Classics

June 2002



*Chris & Bob Braaf's "Chris' Craft"*

# Rocky Mountain Classics Chapter of the ACBS



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Bob & Chris Braaf's "Chris' Craft"



## CALENDAR OF UPCOMING EVENTS

June 22	Dillon Show — call Wayne Spaulding (970)668-5110
July 20	Grand Lake Show — call Moores (303)761-4453
August 24	Navaho Show — call Moharters (970)884-2954
October 12	Social— Annual Meeting, Election of Officers

■ The Second Annual Rendezvous in the Rockies at Lake Dillon will be held June 21 & June 22, 2002 in Frisco, Colorado.

■ Wayne Spaulding will be coordinating the event again this year, and anyone planning to attend should call Wayne for more information at (970) 668-5110.

## ELECTIONS...ELECTIONS...ELECTIONS

The Nomination Committee for Board members for next year are hard at working searching for individuals who are interested in serving on the Board. If you are interested or know of someone who is, please contact any Board member and let them know.... Remember...EVERYONE has something to offer!!

## GRAND LAKE BOAT SHOW UPDATE

It's here. Summer that is. Time to get those wonderful old wooden boats out and enjoy them. Our third Club get together this summer is July 20th at beautiful Grand Lake, where the lake is always at full pool. This is a big money raiser for our Club and a great time for the whole family. Please plan to attend.. Details for show participants will be mailed to each member. For information call Bob Moore at (303)761-4453.

## NAVAJO LAKE BOAT SHOW

Join us at Navajo Lake for a late summer fun event. the third annual Boat Show and Poker Run on Navajo Lake.

The Navajo Lake marina has invited us back this year and can provide room for up to 40 boats. Please mail your registration form early so we can let them know how to plan for us. This Marina has plenty of car and trailer parking, fuel, a store and a great breakfast buffet. Lunch is also available.

Navajo Lake is 35 miles long with most of the lake in New Mexico. The lake is smaller than but similar to Lake Powell with many canyons to explore by water, many miles of shoreline, and lots of beaches. The fishing, water skiing and swimming are also great.

Navajo Lake State Park in New Mexico charges \$4.00 for each car/boat combo for the day. They have campsites available for those needing them. The launch ramp is about ten lanes wide with courtesy docks. The Marina is adjacent. There will be plenty of southwestern members there to provide information and assistance. This is a busy place, so we recommend arriving early Saturday morning.

The Sky Ute Lodge and Casino is our headquarters again this year. They have blocked out 20 rooms for us until August 1<sup>st</sup>. Please make reservations as soon as possible. Call (800) 876-7017 and let them know that you are with Rocky Mountain Classics. We will have dinner Saturday evening and breakfast Sunday morning, but no reservations are required since the buffet will be used. There is a Board of Directors meeting scheduled for 8:00 AM on Sunday. Everyone is welcome and encouraged to attend.

SEE ENCLOSED REGISTRATION FORM

Bob and June Moharter will host a cookout again this year at their home. We hope everyone can be there. Call the Moharters for directions at (970) 884-2954.





## At the Helm

### Board of Directors

June Moharter	President (970) 884-2954
Charlie Geuin	Vice Pres (303) 670-9415
Linda Peak	Secretary (303) 358-6754
Cathy Green	Treasurer (303) 797-7630
Charlie Peak	Director (307) 358-6754
Steve Carmack	Director (303) 457-4903
Bob Moore	Director (303) 761-4453
Bob Moharter	Director (970) 884-2954
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

Scott Forbes—Durango, CO  
Frank/Louise Hagerty—Traverse City,  
MI  
John & Patricia Ciuba—Co. Springs

Steve & Regan Swinehart—  
Albuquerque, NM  
Chuck & Pam Talley—Bayfield, CO

## Chris' Craft

by Chris Smith

This is a reprint of an article my Dad did about Chris' Craft. This article was published in the December 1996 issue of Classic Boating Magazine (with some minor modifications).

### Chris' Craft

How it came about - by Chris Smith

Hull number V17773 is a 1957 17' Chris Craft Cavalier utility belonging to my daughter Chris Ann and her husband Bob Braaf. Chris Ann is the great granddaughter of the founder of Chris-Craft, Christopher Columbus Smith (my grandfather). She and Bob make their home near Winter Park, Colorado.

Chris Ann and Bob purchased the boat from a Mr. Brad Schell of Boulder, Colorado in April, 1986. The boat had numerous gouges and dents in the plywood hull sides and decks and had been repaired for holes in the aft left sheer and at the left windshield line at deck level. It had no windshield and sat on a home-made trailer. Mr. Schell said that he had found the boat near Clear Lake, Iowa,



### The Bilge Pump

Newsletter of the Rocky Mountain Classics

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to publication  
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to members  
Business card or display ads \$25/edition,

(we don't know if this was done at the factory or later) and was in sound condition. Mr. Schell had inlaid a couple of patches for the holes in the plywood sides and puttied the gouges and dents in the deck. Chris Ann and Bob stained and varnished the entire boat. As you can see from the publicity pictures enclosed, the boat as delivered from the factory, had a painted sheer that, on this boat, had been sanded down to mahogany, stained and varnished. Chris Ann and Bob installed a new windshield, replaced the upholstery, bought a new trailer and, in 1987 had the 6 cylinder, flat head, KFL Chris-Craft engine overhauled by Grand Lake Marina in Grand Lake, Colorado.

After several years of pleasure boating all over the country, two years ago Chris Ann and Bob brought the boat to me in Michigan and asked me to help them sell it. I advertised locally, tried to boat auction in Algonac, showed the boat at the Hessel Boat Show and, last year showed it a Mount Dora with no success.

This Fall, I decided that, if I couldn't sell it, I might as well fix the boat up by giving it a new look. So I put it in my oldest son's basement workshop where it is nice and warm. After removing all the hardware, I new I had to do something about the straight, flat transom. I did not want to disturb the nicely hand-painted name, so I decided that a swim platform would take away the look of flatness and also would add some length to the boat. I dislike add-on platforms with pie supports, so I made quarter fenders that extend aft, supporting the new swim platform with nice rounded corners. The support from the deck to the top of the swim platform looked hard, so I added a little grab rail on each side that softened the line up considerably.

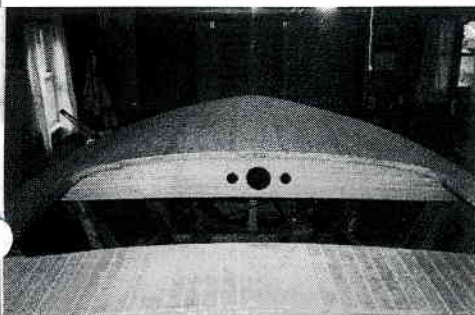
To camouflage the damaged hull sides, I decided that the holes and previous repairs would need to be covered because the plywood sides did not lend themselves to easy replacement. Also, the decks had dents and gouges and had started to delaminate in places where the Colorado sun and rain had left their mark. I went to my friend, Dick Sligh, at Grand Craft in Holland, MI, who sold me some 1/4" scrap thick mahogany planks and then he let me sort through his scrap pile where I found enough 1/4" wood to make all the new decking, a new motor box and a new curved instrument panel. You can see from the pictures how I overlaid the sides by running the 1/4" mahogany from the deck line down to the true sheer line and, from about 5' forward from the transom, down to the water line. These pieces were to be bonded in place using West System Epoxy and, not having a staple gun, I used drywall screws to temporarily attach the wood while the epoxy cured. I purposely did not pre-drill for these screws, hoping that when I removed the screws after the resin set up, I could swell the holes closed. Unfortunately, this did not work. I ended up putting all the holes. A better method would have been to bung them.

There was a lot of damage to the plywood sides near the stem at the sheer lines. Because of this, I decided to add more rake to the bow by extending it with the new 1/4" mahogany sheer overlays. I removed all the screws from the existing sheers and stem, glued in shims and screwed it all back together again. I extended the sheer overlays down to the chine. This added about 6" at the top of the stem, fairing back into the original contour at the chine.

To make the deck appear to be longer, I added a 3" wide fender molding, rounding at the stem and tapering it back to the stern. I moved the driver's cockpit aft so that the seatback is now right at the front of the engine. This move added about 15" to the length of the original foredeck and required that a new instrument panel be made. I curved the new instrument panel to match the cockpit leading edge and canted it up. To make use of the narrow scrap boards that I had on hand to work with, I glued strips of Holly between the joints so that the seams looked like I meant them to be there. I also moved the spotlight from the driver's side to the center of the foredeck.



I extended the mid-ship deck to give us a more comfortable seat when going slow and docking. This also makes the motor box look smaller and it times the hull sides together, making the hull at that point much stronger.



Because the new 1/4" mahogany deck is attached to the original plywood deck using the West Epoxy System, I did not have to worry about shrinking or swelling from moisture. This allowed the use of strips of Holly to highlight the seams. But when I applied the mahogany filler stain to the new deck, I lost the contrasting colors I was hoping for. So, after the fires coat of varnish was dry, I sanded just the seams of the Holly back down to the bare wood and then finished varnishing.

(Cont. Page 10)



# CAPTAIN'S LOG

## PRESIDENT'S MESSAGE

It looks more like Summer every day. Hopefully the lakes will be ready for our boats. (We did get a little rain here yesterday!)

The Board has planned 4 boat gatherings for this season. Hopefully you can make at least 1 activity—maybe more. Please make yourself known to the officers and Board members so we can get to know you. (Nametags will be available in the future to help us with names)

We will be planning 2003 activities very soon, so if you have an idea of a show site or activity, please let me know. The Board is looking toward a year-round Club, not only the Summer season.

Mark your calendar for the Annual Meeting of the Rocky Mountain Classics, Saturday, October 12 in Frisco. Much more to come.

So—get those polishing rags out and those tune-up hats ready—Summer here we come!!

June Moharter  
President

## OUR LOSS—MISSOURI'S GAIN

Jim and Julie Johnson and family are leaving Fort Collins to move to Missouri to help in the care of Julie's Aunt and Uncle who raised her. They plan to join the local ACBS Chapter, but continue as members her also.

Jim was an active participant in getting RMC in the eye of the public. He and the family showed "Legacy" at the 1st Denver Boat Show in January of 1998. Julie and Jim planned and hosted the 1st RMC Boat Show at Horsetooth Reservoir in June 1998. Their children have grown up in the Club, and have been a joy to watch as they matured and changed.

Good Luck to you all on your move to Missouri....and DO keep in touch!!

## DAVIS' RETURN AGAIN!!

Dick & Onie Davis have returned again—First from the Boy Scouts of America Camp at Sacramento, NM, then the Aquatics Base at Carlsbad, NM. They will be hosting Camp Jellystone at Mexico, New York! They have packed up and are on their way North.

Their Lyman was sold in Carlsbad, so perhaps we will see it again someplace. They will be back South for the winter. Good Luck to you both!!

The

# OAR House



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*- Engine & Trailer Rebuilding -*

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(307) 358-6754**



## NAUTICAL TRIVIA

*Name the best known boat produced in  
Fergus Falls, Minnesota.*

(see answer on back cover)

## QUARTERLY CREW

by Katie Geuin

In 1982, we moved to Colorado by way of St. Louis and Oklahoma. Once here, we realized that we never wanted to move back to the "flat-lands". Off-road jeeping enticed our interests in climbing mountains and reaching places that were once vibrant towns. The ghosts of the past were a lot of fun for us but our daughter was very young then and found this hobby to just be boring. From there we migrated to campers to Harley Davidsons to snow mobiles and finally to boating.

The first boat we bought was a 22' fiberglass Beachcraft with a cutty cabin. We took it to Grand Lake, Grandy, Pueblo Reservoir and Lake Powell. We loved the freedom of anchoring out and camping on the water. After our first trip to Lake Powell, we knew we had to upgrade to more of a cruiser style boat. We loved living on the boat for a week at a time but a 22' cutty cabin just didn't cut it. We began the hunt for a cruiser and just didn't like anything that was "newer". All the new boats had very small windows in the galley which didn't allow you to see out unless you put your face up to the window. So we started looking for older cruisers.

Somewhere in the process of looking for a cruiser, we came across a 1956 15' Chris Craft Cavalier, 4 cylinder. It was in pretty good shape and the price was right. We bought it and restored it to Very Good condition. It was our first experience with wooden boats and it hooked us good!

We went to the Denver Boat show that year, to see what was being offered in cruisers, and ended up meeting Bob and June Moharter, Jim Johnson and Chip Taft who had their boats in a very small display at the back wall of the show. They had met previously and were trying to get enough interest in starting an antique boat club. We spent most of our time talking to them. This hooked us even more! We knew for certain after this that we wanted a wood cruiser, but they don't grow on trees around these parts. We still had our Beachcraft at this time and the 56 Chris.

Charlie made it a Sunday ritual to scan the newspapers, internet and other resources looking for our dream boat. He saw an add in the Brass Bell for a wooden cruiser and called on it. It turned out the boat was here in Colorado. The owners wanted far too much so we didn't bother to go look at it. A year later we were still looking for a wooden cruiser. Charlie saw an ad in the Sunday paper. He called on it and it turned out to be the same boat we called on the previous year, but this time, the price had dropped considerably.

It was in a grain barn up in the northeast corner of the state. As soon as the owner opened the doors to the barn we both looked at each other and knew we had found it! This boat had everything we wanted. Large galley windows that allow you to see freely out, cooking facilities, a head, and best yet, it was wood and we could tow it anywhere we wanted to go. Trying to contain our excitement, we video taped the boat, looked it over from top to bottom and left. Without really saying anything to each other, we knew we were going to buy this boat. We went back the following week and brought it home.

Although the boat was in really good condition, it needed some restoration work. The previous owner had stained it dark brown and had put these ugly scroll emblems all over the outside hull. The bottom was painted blue and the paint was falling off. There was white vinyl on the front deck that was turning brown from years of sun and fading. Over the past 4 years we've changed the bottom to the original copper paint, pulled off the scroll work, pulled the vinyl off the deck, sanded down the outside and restored it to the proper Chris Craft stain color. We still have the inside to go. That too was stained dark brown.





# BOATS & FOLKS



Only one to make it to the beach  
'Seahawk', Charlie & Katie Geuin



So much food...so little time

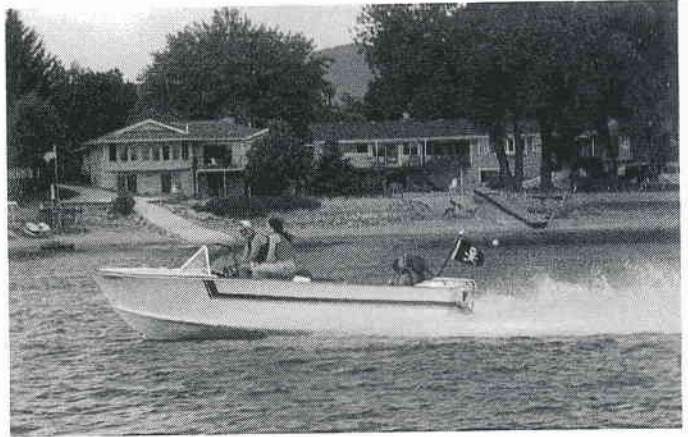


'Baby Dink' maiden voyage, Doug,  
Linda & Annie Brown



HQ as seen from the beach

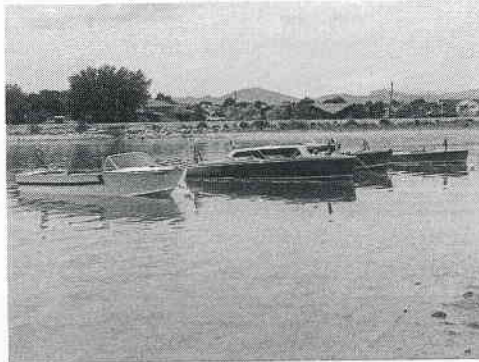
## PIRATES



Bill & Brenda Mumma's Century at speed



'Splinter' splashin', Joan & Dan Lacy



Loveland regatta



Flagship of the 'Pirate's Parade'



Beached...Lunch time!!

## PARADE



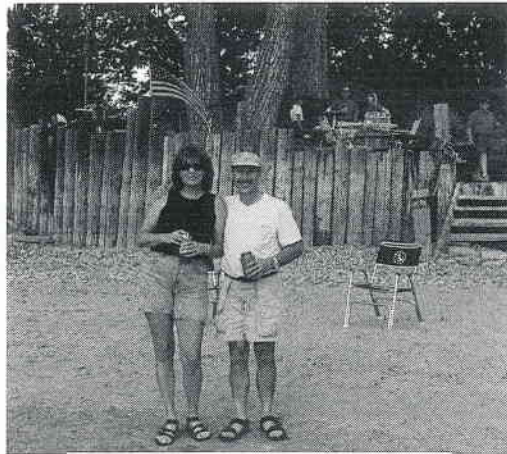
Ahoy!! Fun for all ages



# BOATS & FOLKS



Home Sweet Home..Ball's home on Lake Loveland



Forever friends



Richard Ball...great host for cocktails!



Youngest boater there



Into the sunset... 'Ball Four', Richard Ball at the helm



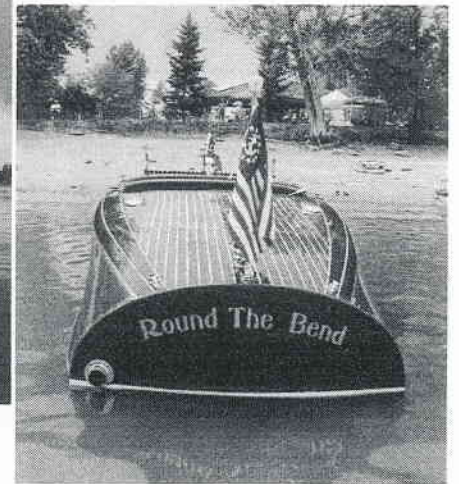
Mom & dog...Linda & Annie Brown in 'Baby Dink' ...Pic by Bill Mumma



Jim Grubbs....thanks for making the day possible!!!



'Pegasus' back from another run ....NEXT!!



Chip Taft's beautiful barrel...not afraid to beach!!



The Martini flag *has* been raised! Thanks to Richard Ball



## CHRIS' CRAFT (cont)

To cover the inside edges of the decks and combings, I again went to the scrap pile for mahogany, bandsawed at the corners and rounded off the edges. This gave me the look of the rounded foam that was used for this purpose in the old days without the hidden binding round the top that always looked so bad.

The new rounded motorbox is made of 1/4 " mahogany scrap wood, West System epoxied together. The lid was meant to be removable, but it warped so badly, I had to screw it down. The motorbox is completely removable for engine servicing. It is opened rearward before starting the engine because there were never any blowers on these inboard boats. The vents on the deck provide forced air ventilation for the engine compartment and bilge when the boat is moving.

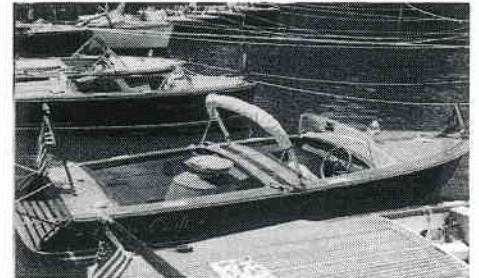
After painting the entire inside walls and bilge, I paneled the sides with 1/4 " mahogany scrap, which I stained white before varnishing. This provided some new storage pockets in the sides that weren't there originally because the ribs were simply left exposed.

I re-used all of the old hardware, however, I did cut some off the aft, lower corners of the windshield, raking it back more than it was before.

Because we were rained on at both the Hessel and Mount Dora Boat Shows last year, we fabricated and installed a new, removable folding top with side and aft curtains. We also had a new traveling cover made.

In all the years of working at Chris-Craft, I was never able to find a sanding block that fit my hand, so I'm not very pleased with the sanding job yet, however, I think that the new overall look came out very nicely.

Working alone, during the Winter, between shoveling snow and taking my wife shopping and taking a break for the holidays, I spent about three months on the rework and refinish of this boat. Chris Ann and Bob are not sure now whether to sell it or not!

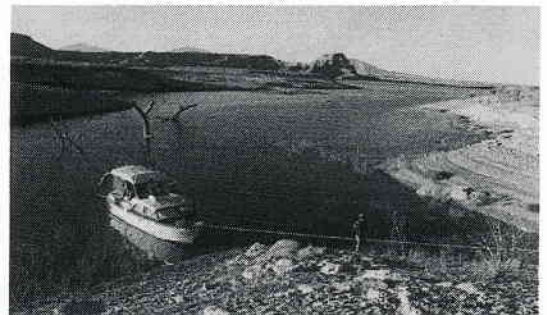


### Quarterly Crew (cont.)

You know how sometimes hobbies can become obsessions? Well add us to the list. . Charlie wanted to build his own boat from scratch but we don't have the shop facilities for this so he began to make wooden boat book cases, tables and other nautical items. Then just when we thought we were done buying actual boats, Charlie (still scanning the Sunday newspaper for "deals") saw an add a 16' - 1951 Century Utility.

He went to see it and came back to report that it was "all there" and would make the perfect first total restoration project. This boat was in Parker Colorado and originally came from Michigan. The last time it was in the water was in 1968 (based on last registration sticker on it.) The following weekend we brought it home. Charlie immediately began to do some research on it. We sent pictures to the experts in the Century Boat Club. They were a little suspicious if it being a Utility because of some inconsistencies they saw in the photos. Century was not as good about marking hull or other identification numbers as Chris Craft was. We finally found the number and discovered that what we had bought was not a 1951 16' Century but a 1946 15' 6" - Seamaid!

Someone had cut down this boat to a Utility. We are going to restore it to what it was designed to be, a beautiful Seamaid. This will be our first total restoration project. We are looking forward to displaying this boat at future shows. Who knows, maybe this hobby will turn into a final career.





# The Boatwright

First in a series of four

by Bob Moharter

## SO YOU'RE READY TO RESTORE A BOAT FOR YOURSELF!!

You have been to a wooden boat show (hopefully one of ours), the wooden boat bug has bitten and you have to have one.

There are a few things to consider before jumping into a restoring a wooden boat. This article is intended to help those who may feel that they need some direction. It is in no way meant to discourage the noble act of restoring and preserving a part of history for the enjoyment of your family and yourself.

The first step should be to decide on what type of boat suits your needs. Consider the size of your family and how the boat will be used. Does a sleek runabout suit you best or would a utility better fit your needs?

The runabouts certainly show the classy lines that we all enjoy, but have somewhat limited interior space. Runabouts conceal the engine under hatches in the deck and have seating space only. Depending on their size, they offer one, two, three or four cockpits in different configurations.

The utilities generally have the engine concealed under a box, sometimes referred to as a "doghouse", with seating and space to walk around. This allows more flexibility for passengers and more space for water skis, fishing tackle ECT. Utilities can also offer a bit easier handling of lines when docking.

The size of the boat selected may be governed by the space required for the restoration, the space required for storage as well as what the boat's intended use will be. Cost can also be a consideration. The cost of the un-restored boat plus the cost of materials and other expenses of restoration should not exceed the market value of the completed boat. The market value of a restored boat is determined by considering factors such as rarity make and model and quality of materials and craftsmanship used in the restoration.

Beginning a restoration, you will need some woodworking and mechanical skills. With a basic knowledge of these and a little common sense, you will be surprised and pleased to discover that you CAN do this! Never be afraid to ask questions of others who may have experience in restoration. You will find that anyone who feels that they might have something to offer will be happy to share their knowledge and encouragement. Wooden boat lovers are a small and dedicated fraternity who respect anyone with the common interest

To begin you need a place to work, some basic tools, equipment and patience. In most cases, the bottom of the boat will need some attention. The engine will need to be removed and the boat turned over to work on the bottom. Some hand and power tools are necessary to complete this portion, but more expensive equipment can usually be rented.

Depending on your level of confidence, decide on how difficult a project you want to undertake. You will hear terms such as "gray boat", "pattern boat", "basket case" and "original condition". These terms can describe the general condition, but are open to interpretation. Suffice it to say that any of these terms will require a great deal of work and fall into the description of a "project boat". Many boat owners feel, as I do, that a project boat is preferred for several reasons. You know what you have with few expectations. You will not have to rely on someone else's representation of work completed...you will be doing it all yourself. The best reason for doing the restoration yourself is the satisfaction and sense of accomplishment in a job well done.

How will you find the perfect boat? It may be close at hand, but it can be many states away. Ask for the assistance of other wooden boat owners. Many times they know of a boat for sale somewhere. Look in the various publications dedicated to wooden boat enthusiasts...*Classic Boating*, *The Rudder*, *The Bilge Pump* to name a few. Check out the Internet searching for 'wooden boats'. Call Brokers and Restorers listed in these resources as well as individuals. The ACBS Directory is another valuable resource. Call and talk with other boat owners with the type of boat that interests you. They will sometimes know of one similar to theirs for sale and are always happy to visit with a fellow wooden boat enthusiast.



Cont. on Page 12

# Brightwork

## *Hurrahs & Kudos*



Thanks to Jennifer Nellis for the last several 'Beacon' articles. Your contribution is a continuous inspiration to all of us.



The Editor wants to thank everyone for their input into the Newsletter. The Members are what is making this Newsletter so GREAT!



Appreciation goes out to Jeff Waco . We have a great resource in Jeff and look forward to his insight and experience in his position as Safety Officer. We also look forward to his safety classes in the future. Thanks Jeff!



Thanks to all who attended the Pirate's Parade. Everyone there contributed to making the day a lot of fun.

### The Boatwright (cont.)

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When you find the perfect boat, you may be faced with the possibility of dealing with someone far away, someone you don't know, and who may or may not have the knowledge of boats to be able to give you accurate information. Ask for a description of the condition. What about the hardware...is it all there and what in what condition? Depending on the Make and Model of the boat, replacement hardware may be available or reproductions can be made at considerable expense. Check to see if an engine is included and what condition it is in i.e. running, smoking, leaking oil, needing a rebuild. Is the engine correct for the boat? Ask if the boat is currently on a trailer and if the trailer is included. What is the condition of the trailer...is it roadworthy, good tires, lights that work, proper for the boat and has it got a clear title? Be sure to ask for pictures to be sent to you before deciding. If you still find yourself uncertain, consider hiring a marine surveyor to advise you.

When you are convinced that the boat is right for you, determine whether or not it is fairly priced. Keep in mind that this is a restoration. The purchase price is only a portion of the total cost. While you want to be fair to the Seller, be fair to yourself as well. If your offer is considerably lower than the asking price, explain to the Seller your reasons for the offer. Be willing to negotiate to reach a good compromise for both you and the Seller. If the boat is far away, decide if the trip to pick it up yourself is worthwhile. If so, agree upon a security deposit and pay the balance when you arrive. If it is more feasible to have it shipped to you, have the Seller make the arrangements.

The boat has finally arrived! You've done everything right so far, but what now? It looks like a lot of work, and it is, but you knew what to expect and you are ready to begin!

The next three issues of *The Bilge Pump* will take you through a complete restoration of a 1935, 17' Dodge, complete with descriptions of methods and materials used and pictures.



# Trading Dock

Buy, Sell & Trade

## Recollections of Chris Craft

This hour long narrative outlines the history of the Chris Craft Company, featuring Chris Smith. This tape can be purchased for \$19.95 + \$2.55 (S&H)

Make checks payable to: Water Wonderland Chapter, Grand Craft, 430 @. 21st St .M Holland, MI 49423

### BOAT FOR SALE

\*\*1956 Correct Craft, 16' Rocket Skier, needs engine, setup for V-8 \$950 OBO

ENGINES—\*Graymarine Fireball V-8, 327, V-8—188 \$450 OBO

\*Graymarine V-8 block 250. Includes in take, heads, cam, distributor, water pump, bell housing, fuel pump, engine mounts, air filters. \$175 OBO

\*Eaton Ford Interceptor. RH V-8 120 HP V-8, 2-barrel w/transmission "C" Model \$1,375 OBO

\*Extra 289 V-8 Block for upgrade

CALL Ruben Cortez (307) 742-4716

.....  
• 1960 Higgins Mandalay, 18 ft. with trailer. Needs some TLC. \$3,000 obo. Call Mark 303-745-6704.  
.....



**Ships Store**

*Rocky Mountain Classics*

**T-shirts \$18    Sweatshirts \$25**  
Please add \$3 for shipping & handling

**CALL (303) 670-9415 ORDER TODAY!!**



◆ **New in the box, trailer guides. 5' bunk type. Overton**

◆ price \$99 plus shipping. Make an offer. Mark Zempel

◆ (970) 259-3500 or 247-7857.  
◆

### Custom-made Bookcases

Made with mahogany, birch and oak....two styles available  
**Row Boat** choice of red or green bottom

72" - 5 shelves \$299

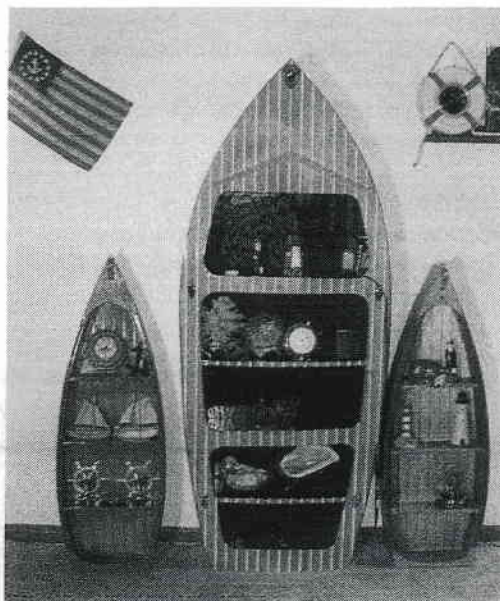
45" - 4 shelves \$199

**Runabout** Stained mahogany

72" \$399

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1961 Chris Craft Continental, 19', 283 V8. All original except for one refinish. Mint condition including original interior. Bought new in New York and brought to Colorado where it was in clean, dry storage until I purchased it 2 years ago. This boat has 200 actual hours from new. Era Tandem axle galvanized trailer included. Asking \$16,500. T10% discount to Club Members. Steve Carmack (303)457-4903

## RENDEVOUS

### THE PIRATE'S PARADE at LAKE LOVELAND

The kickoff to the 2002 boating season was a boating BLAST!

The Family Beach Party at Lake Loveland (or the Pirate's Parade as it was affectionately called), held Saturday, June 1 was fun for kids of all ages. Numerous members and their families and friends joined Tom & Kathy Lange for a fun day of boating, good food and great friends.

Member Jim Grubb arranged for us to use Lake Loveland, a private lake in the middle of town surrounded by beautiful homes, sandy beaches and parks. Those who attended thoroughly enjoyed everything the venue had to offer. About 50 people with 11 boats were in attendance. There was no official boat show, no structured schedule for the day...just time...time to enjoy the water, the food and each other in a relaxed, pleasant setting.

Lange's provided hamburgers and hotdogs to the hungry crowd, and the members who attended brought some spectacular dishes to share. We had pea, potato and pasta salads, chips & salsa, fruit, drinks, spinach dip, breads, brownies, pies, cookies and much, much more. (There's a reason potlucks are so popular....lots of great food with very little work!!)

This event was billed as a shake down cruise, and it was. Some boats got on the water, other's weren't able to this trip. Problems were located and hopefully at least partially resolved. Battery packs, wrenches and tow lines were available for those with trouble. Mechanical advise and help was available and greatly appreciated. Anyone who wanted to be on the water had the opportunity to get out in someone's boat, thanks to some great members who gave rides to all who wanted them. Pegasus, Ball Four, Round the Bend, Splinter and more could be seen carrying passengers with beaming faces across the flat, beautiful lake. (If Wayne Spaulding ever quits his day job, we are certain you could find him and 'Pegasus' running a water taxi service somewhere...as long as the Tawawka holds out!)

The kids added so much to the fun of the day. ...fishing, sand castles, games and laughter. It was great to watch our future members making their own wooden boating memories.

The greatest part of the day was the camaraderie. Everyone there jumped in throughout the day to help.... launching and retrieving boats, loading and unloading, fixing fishing lines for the kids, preparation and serving of the food, games, fixing a child's chocolate milk (no matter who they were!) talking to visitors who stopped to look. Everyone contributed something to the day to make it a very memorable one for all who attended.



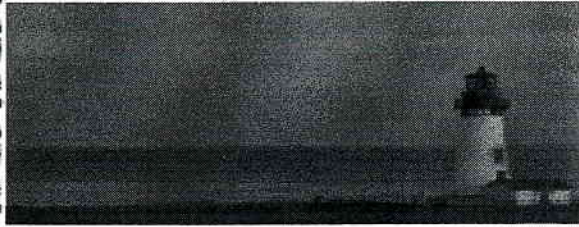
Richard Ball and family hosted a cocktail party at his beautiful home on the east shore of Lake Loveland. Everyone was treated to Hor D'ourves and drinks as well as a front row seat to a spectacular sunset on one of the prettiest natural lakes in Colorado. Their enthusiasm, hospitality and spontaneity are a great addition to our club.

Langes are really pleased with the success of this year's Loveland event, and are hoping to be able to arrange a 2-day event next year if camping arrangements can be made. The general consensus was that the day was too short, especially for those who traveled long distances (we had members travel here from as far away as Grand Junction and Bayfield!). We have a year to plan...who knows!

While you as readers have read other articles I have written, this was one of the most difficult...the bottom line is that Tom & I had a lot of fun and are really happy so many great people decided to share it with us. We want to do it again next year soooooo....those who came this year...WAIT UNTIL NEXT YEAR!! Those who couldn't make it this year....DON'T MISS IT! Hope to see you there!!







## The Beacon

### FOOD FOR THOUGHT

thanks to Jennifer Nellis

At a fundraising dinner for a school that serves learning disabled children, the father of one of the school's students delivered a speech that would never be forgotten by those who attended.

After extolling the school and its dedicated staff, he offered a question. "Everything God does is done to perfection. Yet, my son, Shay cannot learn things as other children do. He cannot understand things as other children do. Where is God's plan reflected in my son?" The audience was stilled by the query.

The father continued. "I believe," the father answered, "that when God brings a child like Shay into the world, an opportunity to realize the Divine Plan presents itself. And it comes in the way people treat that child."

Then he told the following story: Shay and his father had walked past a park where some boys Shay knew were playing baseball. Shay asked "Do you think they will let me play?" Shay's father knew that most boys would not want him on their team. But the father understood that if his son were allowed to play, it would give him a much-needed sense of belonging. Shay's father approached one of the boys on the field and asked if Shay could play. The boy looked around for guidance from his teammates. Getting none, he took the matter into his own hands and said, "We are losing by six runs, and the game is in the eighth inning. I guess he can be on our team, and I'll put him up to bat in the ninth inning"

Shay put on a glove and played in the outfield. Although no hits came his way, he was obviously ecstatic just to be on the field, grinning from ear to ear as his father waved to him from the stands.

In the bottom of the ninth inning, Shay's team scored again. Now with two outs and bases loaded, the potential winning run was on base. Shay was scheduled to be the next at-bat. Would the team actually let Shay bat at this juncture and give away their chance to win the game? Surprisingly, Shay was given the bat. Everyone knew that a hit was all but impossible because Shay didn't even know how to hold the bat properly, much less connect with the ball. However, as Shay stepped up to the plate, the pitcher moved a few steps to lob the ball in softly so Shay could at least be able to make contact. The first pitch came, and Shay swung clumsily and missed. The pitcher again took a few steps forward to toss the ball softly toward Shay. As the pitch came in, Shay swung at the ball and hit a slow ground ball to the pitcher. The pitcher picked up the soft grounder and could easily have thrown the ball to the first baseman. Shay would have been out and that would have ended the game. Instead the pitcher took the ball and threw it on a high arc to right field, far beyond reach of the first baseman. Everyone started yelling, "Shay, run to first. Run to first!" Never in his life had Shay ever made it to first base. He scampered down the baseline, wide-eyed and startled. Everyone yelled "Run to second, run to second!" By the time Shay was rounding first base, the right fielder had the ball. He could have thrown the ball to the second baseman for a tag. But the right fielder understood what the pitchers' intentions had been, so he threw the ball high and far over the third baseman's head. Shay ran towards second base as the runners ahead of him deliriously circled the bases towards home. As Shay reached second base, the opposing shortstop ran to him, turned him in the direction of third base, and shouted, "Run to third!" As Shay rounded third, the boys from both teams were screaming, "Shay!! Run home!" Shay ran home, stepped on home plate and was cheered as the hero, for hitting a "grand slam" and winning the game for his team.

"That day," said the father softly with tears now rolling down his face, "the boys from both teams helped bring a piece of the Divine Plan into this world."

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