

The Bilge Pump

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

Rocky Mountain Classics

September 2002



Bill & Brenda Mumma's Resorter on Grand Lake

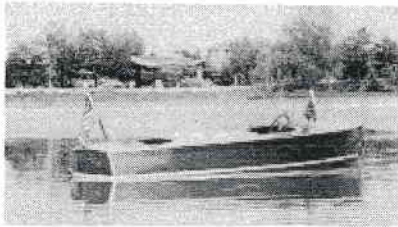
Rocky Mountain Classics Chapter of the ACBS



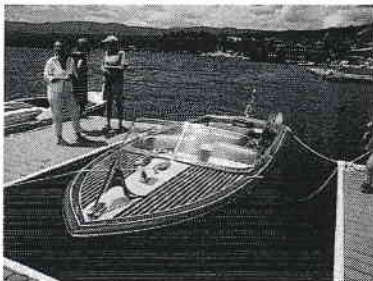
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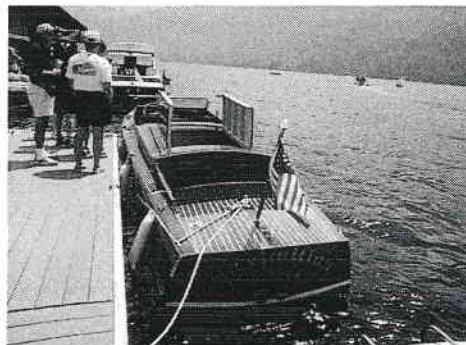


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ABOUT THE COVER

Bill & Brenda Mumma's Century



CALENDAR OF UPCOMING EVENTS

October 12 Social— Annual Meeting, Election of Officers

☺ *Watch next issue for the calendar of next year's events*

LETTER FROM the EDITOR —Reflecting on the Season

This boating season has been a tough one for avid boaters. There has been low water, high temperatures and crowds where water could be found. Our usual placid motoring has been temporarily interrupted for a season .

While the water levels may have been low around the state, the spirits and conviction have remained high with our members. Some of us have covered the boat and found alternative ways to enjoy boating. We rediscovered canoeing...a way to discover and enjoy some of Colorado's smaller bodies of water. Perhaps a kayak is your style, or maybe fishing or swimming.

Whatever your pleasure, seasons like this one certainly give us all a better appreciation for what we so often take for granted. ...an abundance of water. When the snows and the rains come in the next several months, take some time to enjoy that feeling of a snowflake or a raindrop on your face. Instead of cursing the weather, be content with what we are dealt.

Hopefully, by Spring, things will be looking better. We can survive this drought and use the time to cultivate our new boating friendships ...get to know each other and challenge ourselves to come up with even more innovative ways to strengthen our Club off the water as well as on the water.

This is our opportunity to tap into our membership and the great resources they possess...maybe it is more socials or potlucks, maybe it is workshops, maybe it's something totally unheard of that we need to make this fun for everyone. It doesn't have to be an 'Event', just get-together of friends with a common interest.

I have the best job in the world being able to write this newsletter because I have had the opportunity to begin to know a few of our members much better. Not everyone has that opportunity, so my hope for this organization is that everyone makes a concerted effort to introduce themselves to someone they haven't met before within the Club. Get to know who they are and you might be really surprised to learn how much you have in common....besides boats.

Happy Boating and I'm looking forward to getting to know all of you better in the coming year.

The Editor

Wooden Boat Trailers Make the News

Two trailers from our club were featured in the *Boat US Trailing Magazine* June/July 2002 issue. The magazine contacted ACBS to see what unique trailering needs wooden boats had. Seven boats on trailers were featured with pictures—two from our Club.

Tom & Kathy Lange's 1946 Garwood Ensign sat on the original shipping cradle. When they launched it the first time, the cradle floated off when the boat did. It was pictured on their shiny new trailer, custom made for the Garwood.

Bob & June Moharter's 1935 Dodge Model 103 was found on a trailer made from a 1932 Dodge truck chassis. The wooden spoke wheels were sand blasted, refinished, painted and tires replaced with 'new-old' tires. A new trailer was custom built using two of the original wheels on the ground and two mounted as spares. Bob built wooden fenders and running boards.

Congratulations to the Langes and the Moharters!!



At the Helm

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Jeff Waco	Safety (303) 421-3141
Chris Braaf	Shows & Awards (970) 887-2210
Betty Moore	Historian (303) 761-4453

Welcome Aboard

New Members

Charles & Pamela Talley
 Jim & Rhonda McGaughy
 Helen DeAlessi

Bayfield, CO
 Colorado Springs, CO
 Coral Gable, FL

MUMMA IS THE WORD

Bill and Brenda Mumma

The bug bit him early and never let go....that's the way Bill Mumma remembers it.

It really began around 1965. Dad really wanted a boat to take his 2 sons, George and Bill, fishing and skiing. They looked for quite a while, but finally located a 1950's Yellowjacket that needed some TLC. It was powered by a 35HP Johnson outboard and proved to be a great adventure for young Bill.

Bill, his Dad and brother, George, spent the winter and part of the following Spring getting that boat and engine ready to go. That Summer they packed up the family and the new boat and headed for Flaming Gorge, Wyoming. Bill remembers donning his 7' skis and orange life jacket, hooking up to the Yellowjacket and learning to ski. The skis were twice as long as he was tall and heavier, but a lot of fun just the same. The family enjoyed that boat for several seasons on Horsetooth Reservoir, eventually opting for some Cypress Garden Dick Pope Special skis.

In 1971 Dad realized that he needed more boat for the growing family. He found a 21' Chris Craft Cruiser with a cutty cabin, powered by a 90 HP Johnson outboard. This boat offered plenty of room for the growing Mumma family and a lot more power, too. Many summers were spent skiing behind that woodie, enjoying the best of the great outdoors with family.

By the mid 1970's, a lot of people coming to Horsetooth Reservoir were on Cabin Cruisers. It was just THE way to get away, and enjoy with family and friends.

Bill's dad found a rare 26' Higgins Cabin Cruiser this time powered by a Gray Marine inboard. They thought they had died and gone to heaven!! But the boys were growing up and wanted boats of their own.

Brother George was the first. George bought a 1958 Century Resorter and Bill enjoyed skiing with him for a few years until he sold the boat to someone out of stateand bought a fiberglass boat.

By this time Bill had a family of his own. Remembering the fun he had growing up, riding, skiing and working on his Dad's boats, he began the search for a family boat.

Months went by...the search continued. Finally, Bill located a 1965 Chris Craft Cavalier in Utah. The price was right, but there had been several changes made and it would require a lot of work to bring the boat back to the way it should be. However, he decided to take the plunge. He arranged with his brother to go to pick it up. The weekend before they were scheduled to make the road trip to Utah, Bill happened to be looking in the newspaper and spotted an 18' Century Resorter located around Cherryvale Reservoir. He walked into the garage where the boat was

The Bilge Pump

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Kathy Lange 850 20th St. 702
 (303) 447-1738 Boulder, CO 80302
 Email: tklange@msn.com

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stored and it was love at first sight. The trailer was in good shape, the boat was basically sound, but , after closer examination, Bill discovered that the engine was bad. The boat had been sitting for 5 years and time had not been kind to the internal parts. After he was able to prove that fact to the owner, the price was reduced \$1,000 and the deal was sealed. Mummas were now the proud owners of a 1967 Century Resorter.

Bill was fortunate to run into a machinist in a shop near him who took a personal interest in the rebuilding of the Ford 390 engine for this great classic. A new block had to be located and extensive work had to be done. He took special pains to insure that everything was perfect. He spent a lot of time with Bill explaining what needed to be done and why. Although the boat decks and interior still needed work, as soon as the engine was running, so were the Mummas. They spent the summer of 1999 in the water, screaming across the water with the new power plant, skiing and enjoying their new Baby.

After a great summer, they got down to business. The original decks were severely scratch and marred and the vinyl was in poor condition. They got on the internet and located a supplier for marine-grade naugahide. Brenda sat down with Bill and put together the vinyl decking, adding a racing stripe that was a variation from the original but definately *Mumma!!* The original floorboards were covered in black rubber, but the girls wouldn't ride in the boat with that flooring complaining that it was hot and uncomfortable. Bill & Brenda replaced that with the current flooring of white nautilex and the family has been boating together ever since.

Today the boat is still running great needing little if any repair. The Mummas are looking forward to many years of boating pleasure in their Century.

Bill and Brenda Mumma and family have joined our club just recently. They have been such a great addition ,bringing their enthusiasm for boating and for life in general to share with us. They were very visible at the Pirate's Parade in Loveland sporting a pirate's flag to honor the event this summer, and we had the pleasure of their company again at Grand Lake. Their boat is stunning as it flies across the water, and their smiles welcome all who have the pleasure to meet them.



Just one questiondoes the boat have a name??? It certainly has the character for one. Welcome Aboard Mummas and Happy Boating for many years to come.

**Bill & Brenda Mumma's
Century Resorter at
Lake Loveland 2002
Flagship of the
Pirate's Parade**



CAPTAIN'S LOG

PRESIDENT'S MESSAGE

Summer may be ending, but the memories linger on. How can I forget;

1. The Missionary Ridge fire that burned here near Durango for weeks. We were evacuated for seven days and watched the fire grow closer to Mark & Karen Zempel's house where we were staying. Dennis and Marian Pierce were also evacuated. Rains are badly needed, but bring added problems with mudslides, trees and boulders on the roads. Not much fun.
2. The many calls and prayers of our boating friends while we were evacuated. THANKS TO YOU ALL!
3. The low water levels. Boater spirits ran high, even if water levels were low. Many thanks to boat show planners for a great job under these circumstances; Langes, Grubbs & Balls for the shakedown at Loveland Lake, Spauldings & Tordoffs for the Frisco Frolic, Moores and Braafs for Grand Lake and the SW Colorado Crew for Navajo Lake. These folks all deserve a great big THANK YOU for all their hard work.

Our Annual Meeting is coming up. Please plan to attend and meet/renew boating friends. We need you all to help make RMC grow. Election of officers will take place after lunch. See you in Frisco on October 12, 2002.

June Moharter

ANNUAL MEETING

The RMC Annual Meeting will be held Saturday, October 12, 2002 at 1:00 PM at the Uptown Bistro in Frisco, CO (Wayne Spaulding's Restaurant). There will be an annual election of officers and directors for 2003. Ballots will be mailed to you. Please return to Linda Peak, Secretary, if you can't be at the lunch/meeting. Your vote does count.

PICTURES! PICTURES!

Please share your boat show shots with Betty Moore, club historian, for the club album.

ACBS ANNUAL MEETING & BOAT SHOW Coeur d'Alene, Idaho, September 18-21

RMC will be visible at this show with boats and members. These ACBS meetings are something to try to do for all. Much planning goes into the ACBS meetings held quarterly throughout the US and Canada. They are fun and informative, and get us to areas of the country we do not know.

Our newsletter, *The Bilge Pump*, is up for judging in the most improved category, thanks to Kathy Lange, editor/publisher. More news on this at our Annual Meeting.

SHIP'S PASSING

One of our Club members has passed away. Frank Cardio, a member for several years, passed away last month from a long-term illness. We offer our condolences to his family.

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QUARTERLY CREW


Doug & Linda Brown's 'Baby Dink'

Raised in the panhandle of Nebraska, Doug Brown never had an opportunity to boat....there was no water for that and more important things to attend to on the plains.

'Baby Dink' was his first in many ways...and what a tale it is!

Doug was working for himself installing some cabinets for a gentleman by the name of Bill Duff. Mr. Duff was kind enough to provide Doug a space to work in his garage which was partially occupied by an up-side-down wooden boat in the first stages of restoration. The boat looked like it had been sanded with 30 grit sandpaper, and the bottom had been fiber-glassed to the water line. Bill had started the project and become overwhelmed, so the boat had been sitting like that for 5 years before Doug cast his eyes upon it. The engine hadn't run for 7 years.

For the remainder of the cabinet installation, Doug corner. The boat was the first wooden boat he had wood, Doug was fascinated. He spent numerous of the hull, exploring how it was put together, how planks, how the stringers, the keel and the ribs side the boat, he decided he wanted to know more. though it didn't address that particular boat, it of how a boat was assembled. Before that book, cabinet install was finally completed, and Doug curiosity that was exciting and relentless.



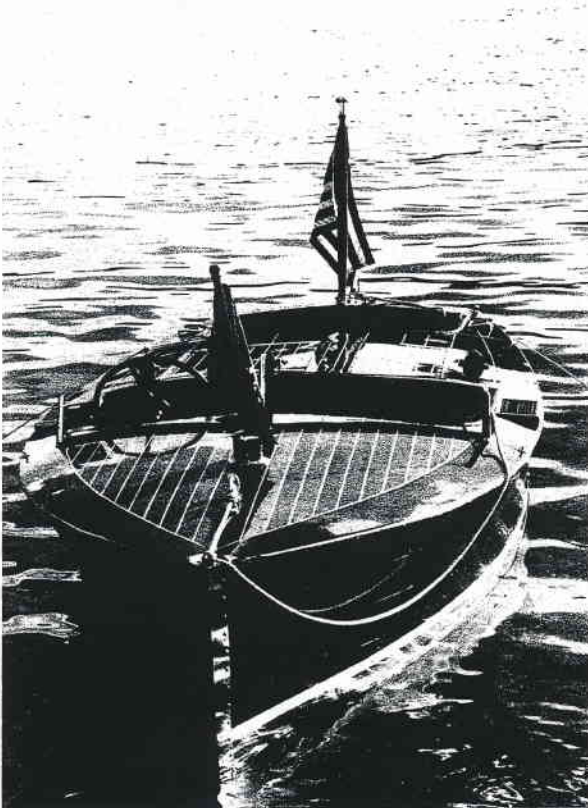
"....the boat had been a gift from his wife who had been diagnosed with cancer..."

would gaze at the forgotten beauty sitting alone in the ever seen, and being a craftsman used to working with hours after his work was done going over every inch the framework supported and was connected to the were assembled. Crawling around underneath and in- He purchased a book about boat building, and al- helped him begin to learn terminology and the basics the only terms he knew were bow, stem and stern. The went away from this experience with a longing and

Some time later, Doug was asked to do some additional work for Mr. Duff. The boat was still in the same shape and same position that it had been many months before. Bill Duff explained to Doug that the boat had been a gift from his wife who had been diagnosed with cancer, and he just couldn't bring himself to get rid of it even though he knew he would probably never finish it. Doug pleaded with him to consider selling it, and finally Bill told him he would sell the boat for \$3,500. Doug and Linda just weren't in a position at that time to spend that kind of money on a boat that needed so much more money put into restoration. He reluctantly broke the news to Bill and basically gave up on ever having the boat.

One week later, Bill Duff contacted the Brown's and made them an offer they couldn't refuse....he would split the cost of the materials with the Browns and pay Doug for the labor he invested in the boat to restore it to it's original beauty. Doug was elated! Linda and their neighbor both though he was nuts!! The opportunity was too enticing and Doug began work immediately.

The hardware, gauges, wiring, anything that could be removed had been removed and put in boxes. All of the screws had been thrown into one container, none of the pieces had been marked, no pictures recorded how things had been originally....Doug had a huge puzzle on his hands.



FRISCO FROLIC

RENDEVOUS AT LAKE DILLON

The Second Annual Rendezvous in the Rockies was once again a great success.

The Rendezvous June 21,22 & 23, Dillon Lake in Frisco triumphed over drought conditions, fire dangers and busy schedules to give those who attended a weekend to be remembered for some time.

The weekend began with Cathy & Bill Tordoff hosting a great BBQ spread complete with piles of BBQ beef, salads, snacks and desserts to tempt the staunchest dieter.

The evening was one of adult camaraderie well as fun for the kids who came. There wasn't a lack of topics of conversation, and we all came away as new and closer friends.

Saturday morning we started the day by displaying the boats on the Frisco side of the lake. The area was completely dry, and the area where the docks were last year was dust. Despite the lack of water in Frisco, we still had a number of people stop by to admire the



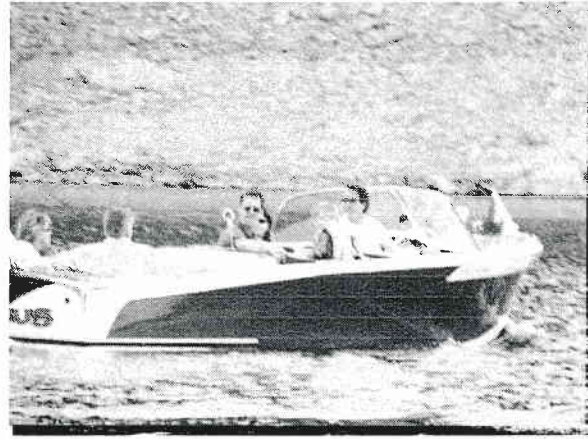
boats and met several new potential members. One couple has a Highliner that they are just beginning to work on, and we had the pleasure of their company for the day. Another newer member, Jack & Barb Koerner came by to visit and get acquainted. Their boat is still on Lake Chautauqua in New York, and they had many stories to share. They brought along some friends and we enjoyed sharing the day with them, too. Immediately before leaving to go to the Dillon side of the lake, we had the pleasure of seeing Paul Nellis briefly. He was visiting family and just wanted to stop by. It was great to see him, maybe next time he will bring Mom & Dad, too.

At noon, we all loaded up and trailered to the Dillon side of the lake. We were all very pleasantly surprised to discover that there was plenty of water there for our boating pleasure. We all loaded in and enjoyed the beautiful day, the calm water and great company. Even though the lake was actually down 20 to 30 feet, we found plenty of water to race and cruise. The boats in attendance gave rides to all who asked, and the smiles never stopped. We were excited to see our new friends from the Denver Boat Show, Jim & Rhonda Mc Gaughy. They have sent their membership form in, and are finishing up their house, soon to be looking for a boat....I think sooner now after the weekend!!



The evening meal was served at Wayne and Cindy Spaulding's restaurant in downtown Frisco, the Uptown Bistro soon

to be the Boathouse. They outdid themselves in making us a beautiful meal of Clam Chowder to die for, Lobster, salads, corn on the cob,



potatoes and for dessert the largest apple dumplings this writer has ever seen. No one left that night hungry.

Wayne Spaulding and Bill Tordoff chose to award a Director's award this year instead of the

awards awarded last year. They presented Tom & Kathy Lange with the award for their contributions to the Club and most improved boat.

The evening ended with a review of the day's pictures on the TV in the bar. Many members were able to request pictures for them to remember the day.

Sunday morning a few of the Saturday crowd met and cruised the glassy water for a few final hours. It was hard to leave the tranquility and enjoyable time we all shared. We look forward to next year and pray for rain.

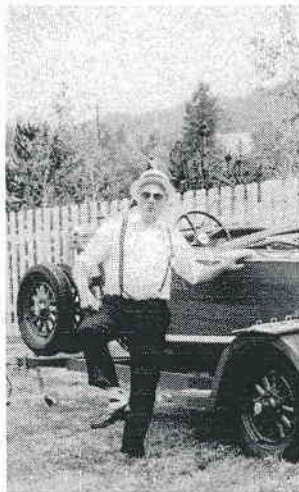
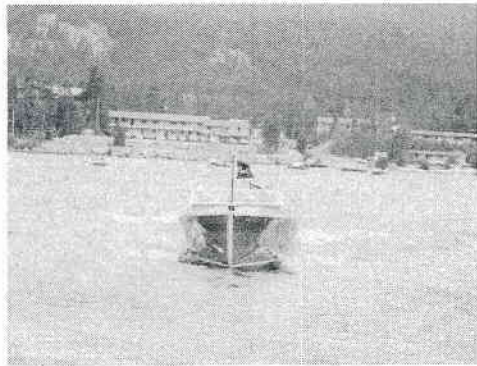
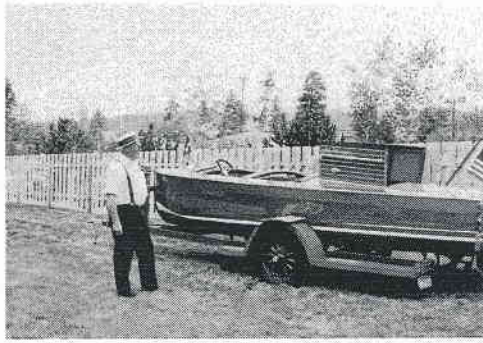
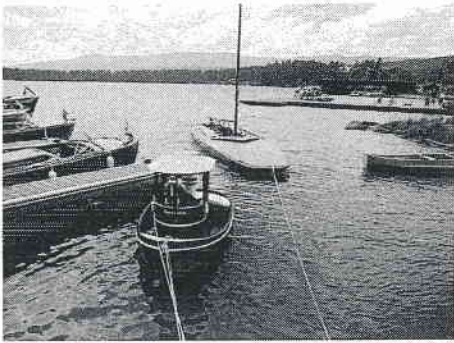


Thanks to our hosts and all that attended and made this year's rendezvous in the Rockies such a great success.



Mascot & entertainment for Friday evening





GRAND LAKE....THE GRAND LADY

Memorable magic is the way to sum up the great weekend at the Grand Lake Boat Show held at the Grand Lake Yacht Club and provided to us by the Moores and the Braafs.

Bob & Betty Moore and their terrific family provided members with a tremendous time full of great boating, scores of friends and an unbelievable spread of delicious food both Friday and Saturday evening.

The Yacht Club proved, once again, to be a wonderful venue for the event providing new, improved docks, a beautiful pavilion, indoor dining facilities and lots of water... something we have all come to appreciate more this year than ever before. The grounds were stunning with green grass and flower beds lining the stone path....truly a classy venue to show our classic runabouts to the public. Lunch on Saturday was provided by the Yacht Club offering hotdogs and brats, chips, cold drinks & watermelon.

The attendance was fantastic with over 100 at the Saturday meal. We were fortunate to have a few new attendees and 3 boats on their maiden voyage after restoration. Bob Moharter unveiled his Dodge, glistening and strutting it stuff, sporting a brilliant blue interior and chauffeuring Chris Smith across the lake. Although there were still a few bugs to be worked out, Bob and 'Firewood' "sure looked fine"! Bob dressed for the occasion in period clothing complete with a straw hat, suspenders and argyle socks to match.

Another member on their maiden voyage was Mark Zemple, and his 1947 Century Seamaid. This was this writer's first Seamaid, and the impression was very powerful. The finish was immaculate showing to perfection the 2-tone woods and sleek lines of this beauty. The boat ran great and looked great on the water. Mark experienced a little leaking early on Saturday, but teamwork and persistence paid off and got him going again in no time....These are the times we are glad we boat as a Club.....we have lots of resources to fall back on!!

Speaking of resources....Lu Ball in 'Ball Four' found herself in need of assistance when their boat developed a hole in the bottom and began to sink shortly after launching. Due to Lu's quick thinking, she was able to get the boat to shore and call for help. Once the boat was out of the water, the damage was apparent. Some of our members offered siphons, rides and any comfort they could to the Balls. A hole in the bottom, probably caused when the boat was trailered over Trailridge Road, put 'Ball Four' in dry dock for the remainder of the show. We were all very relieved that they were both OK, and although they were both understandably shaken, they took it all in stride. We hope to see them back on the water soon...maybe in a new boat.

Kit and Jeanne Phillips triple, "Tootsie" was a sight to behold cruising regally across the lake flanked by Charlie and Linda Peak, who made her a reality, in their triple,

"Maximillion". All who saw her at the Denver Boat Show thought she was beautiful, but she was even more impressive on the water. We hope to see her join us again soon. Kit vowed to number the seat cushions though after 4 of us spent 20 minutes trying to figure out where they all fit!!

We were pleased that several of our newest members joined us for this show. Bill & Brenda Mumma, the Sierson family, Mark & Karen Zemple, Charles and Pam Tally, Kettlehuts and Jim & Rhonda McGaughy and many others joined in the fun and hopefully made a lot of new friends in the process. We look forward to seeing them all at our other get-togethers throughout the year. From the enthusiasm shown by these new members, our Club is going to continue to grow and thrive for a very long time. Welcome to all of them and Happy Boating!!

Moors treated all who attended to an unbelievable BBQ Friday night. We were treated to BBQ ribs that melted in your mouth, chicken, several delicious sides (including that delicious onion casserole), and a huge carrot cake decorated for the occasion. Nobody could have gone away hungry and there was food to spare. The mood was completed with the sounds of the Big Bands....Benny Goodman, Glen Miller and the like, playing in the background. The conversation and the mood were full of commoradory and friendships...old and new....truly delightful.

Saturday morning began with an all-you-can-eat Pancake Breakfast being provided in town. What a way to start the day. The crowd was terrific. We had a lot of people come and admire the boats. Bob Moore had one of his beauties outside the gate to welcome and draw in the crowd. Bob Moharter greeted visitors just inside the gate with 'Firewood'. The docks were full most of the day. We even had a little 8' tugboat from a Texas toy maker there complete with teddy bear and motor.

The Ship's Store was fully stocked with items sporting our new Club logo. Hats, t-shirts and polos sold quickly, and we hope there will be more at the next show. Katie and Charlie Guein presented a great variety of high-quality, reasonably priced merchandise and it sounds like they have several more unique ideas for the future.

Peoples choice went to 'Tootsie', and the 2002 Grand Lake Plate was presented to the Grand Lake Yacht Club for their contributions to the occasion. Unique cutting boards, provided by [redacted] were given as door prizes to some very lucky diners Saturday evening.

These weekends are never long enough for those who attend, but I'm sure the Moore's were ready for a rest! For those who were able to join us there... wasn't it great! For those who were unable to attend, ..you have to make it next year!!!

“Baby Dink”

Doug & Linda Brown’s story

In 1998, inspiration was needed to wade through this enormous task. Linda and Doug attended the Boat Show at Horsetooth Reservoir. The wooden boat bug bit Linda when Wayne Spaulding, in his Sportsman, took the Browns for a ride. After that day, Linda had one thing to say...“Get your butt in the garage and finish that boat!” Doug, being the loving husband he is, stepped up the process. He spent the next two years of nights and weekends piecing this puzzle back together.

The boat’s maiden voyage was this year, appearing for only the second time on the water at the Pirate’s Parade this year in Loveland. Doug and Linda pondered for some time about what to name the boat. They were partners with Bill Duff on this venture, and had agreed to honor his wife who had passed away during the boat’s restoration. After much thought, the it was decided to name the boat “Baby Dink”, Bill’s wife’s pet name when she was living. Bill will be buying out Doug’s half of ‘Baby Dink’ this Fall, so the boat will go home again where Bill’s wife always hoped it would be.

Doug credited his successful completion of this daunting task to the advice and guidance he received from Bob Moharter and Chris Smith. The patience and understanding displayed by these two experienced boat people inspired Doug to not only finish this boat, but begin additional projects and dream of his next boat....a double cockpit forward similar to a 1941 Garwood.

The Brown’s current project is a 1934 split cockpit very similar to ‘Baby Dink’ This boat belongs to a man in Denver who has had it sitting for 23 years. The chine was cracked from lack of longitudinal supports both front and back, frames were broken and the boat was hogged badly from sitting improperly supported for such a long time. The owner wants a complete restoration and Doug has already begun. The boat has been flipped over, the bilge painted and ready to begin work on the deck. He is hoping to complete this project by the end of September and then begin work on his own.

The future boating for the Browns will be in that replica of a 1941 Garwood. Doug thinks it will take him about 2 years to complete. He has already made the frames, and works on other pieces as he can. The plan is to add his own touches and ‘personalize’ the boat to produce a truly one-of-a-kind boat for some one-of-a-kind people.



If anyone can do it, Doug can...a craftsman in many ways, Doug has recently fabricated a beautiful custom walnut steering wheel for Jay Leno’s Bugatti produced in a few days rather than a few months. Love of beauty extends beyond the woodworking and boat work in which he takes so much pride. Doug, reproduces that beauty in his paintings... yes he is an artist as well, currently being displayed in two galleries in the Cayman Islands. His favorite subject matter...you guessed it.....BOATS! Maybe he will do a watercolor of your boat someday!

**Doug & Linda Brown
With ‘Baby Dink’
On Lake Loveland
2002**



The Boatwright

Rebuilding the Bottom

Second in a series of four

by Bob Moharter

You are ready to begin the task of restoring your boat. Each restoration is similar and each is different. Materials and methods used by the various builders differed somewhat, but were basically similar. You can refer to the January issue of *The Bilge Pump* for *The Anatomy of a Runabout*, which is a cut-away drawing of a typical Chris-Craft, for construction details.

First, determine the extent to which you are willing to commit on the project, both in time & dollars. We will go through a fairly detailed restoration here. Your boat may not need all of this work, and you may be able to skip some steps, but be careful not to overlook important structural items. I'll try to point these out as we go along.

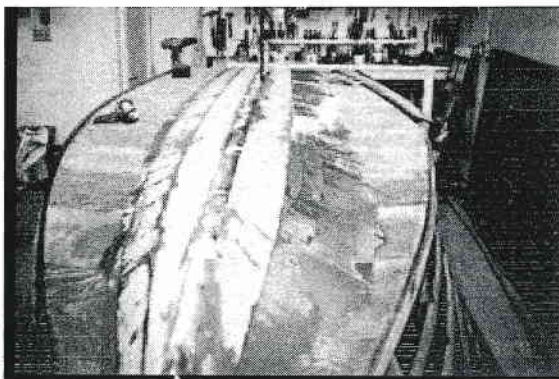
Most wood boats, even if properly cared for over the years will need a new bottom. Prepare the boat for turning it over for this work. Remove the engine and transmission, deck, hardware, fuel tank, seats, flooring and anything that can be damaged while upside down. If the deck hardware needs to be re-chromed or polished, send it out for this work now. If the instruments need to be refurbished or recalibrated, send them off now. Chrome plating and instrument restoration tend to take quite some time. If the engine needs work, now is the time. Have the fuel tank cleaned and inspected at this time.

Prepare two supports, similar to saw horses, but stronger, on which to rest the boat while upside down. The supports should be approximately 36" high and 30" wide, to bring the bottom up to a comfortable working height. There are many techniques used for turning a boat over. If you have the capability, use mechanical hoists and straps. If not, used your friends. Place the boat on the supports, so that it rests on the keelsons or stringers, just aft (behind) the dashboard and forward of the stern (the back of the boat) a few feet. Place a support under the bow (the front of the boat), to insure that the weight will not cause the boat to lose shape.

Many boats used a double-planked bottom. Some used diagonal inner planking, and some used longitudinal inner planking. All used longitudinal outer planking. Some post-war boats used plywood. Our subject boat is double

planked with both inner and outer longitudinal planking.

Remove the putty covering from the screws, the screws themselves and the outer planking. Expect 2,500 or more screws in the bottom seventeen foot boat. Try to remove the planks intact and mark them for patterns for replacement. Remove the inner planking and mark it for patterns also. If your boat has diagonal planking, record the layout with pictures, and discard the planking.



Remove the lower hull side plank and lower transom plank and keep for re-installation or patterns.

Clean and examine the framing thoroughly while it is exposed. Use a wire brush and Tri-sodium Phosphate to do the job. Look the framing over for weaknesses such as cracks, splits, loose or broken fasteners, warping and oil soaking. Use an ice pick to probe for weakness or rotted wood. Pay close attention to the lower transom frame as this is most often split and rotted due to the number of screws it holds. Use a straightedge, at least six feet long, to check the keel and framing for alignment. If a boat has been supported incorrectly for a period of time, it is not uncommon to find a sagging of the framing from its own weight and that of the engine and transmission. An extreme condition may result in the sagging of the stringers themselves. Make a "strong back" of sufficient strength to bring the keel into alignment. Use the straightedge and a string line, make sure that the keel is straight and flat at the planing surface, or about six or seven feet forward from the transom.

Once the condition of the framing is determined, begin with the replacement of the damaged parts, one at a time. I like to begin with the transom frame and work forward. After the transom frame, go to the first frame to be replaced. Remove the fasteners and the frame, make a new one and clamp it into place. Once fit, drill for new fasteners, remove clamps, bed it with 3M-5200 and fasten with new silicon bronze screws. Follow this procedure doing every other frame, working forward. Then repeat the procedure with the frames skipped over.



continued next page →

Brightwork

Hurrahs & Kudos



Thanks to the Braafs, Mummas and Gueins for the pictures for this issue. Langes lost all their 384 pictures when their African Grey parrot got ahold of the disk. There would have been no pictures this month if it hadn't been for these great members!!



We must recognize our nominating committee for their diligent efforts to provide our Club with strong leadership in the up-coming year. We are fortunate to have people like these who are willing to devote precious time to attaining that goal.



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



Our sincere gratitude to all who aided in the fight against the many wildfires that threatened Colorado this Summer. Those people risked their lives and spent numerous hours making sure a lot of us had a home to go home to.



Special Kudos to all show hosts and attendees for keeping the boating spirit alive in these trying times. Our Club is stronger for all of you.

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

Tips of the Month>>>>>

Remember to always either open the engine cover or turn on your bilge blower for a short time prior to starting your engine. This allows the built up gas fumes to escape reducing the chance of fire.

Have a fire extinguisher on board and know how to use it.

Boatwright (cont)

If it is determined that the stem, gripe, keel or chines need replacement, now is the time to address them. If the stem is to be replaced, it will be necessary to loosen the side planking and chines where they attach. Carefully remove it, use as a pattern and make a new one. Next, remove and replace the gripe. Bolt the new stem into place. Next, remove and replace the keel, stem and chines as the original. Not all builders used a rabbeted chine.

If your boat is single planked, the planks are fastened between the frames to a batten notched into the frame. If it is double planed, there are intermediate frames located between the frames. These intermediates vary by builder, and should be replaced as the originals. Make the battens or intermediates from new white oak. Steam bend as necessary, using the originals as patterns. Thoroughly saturate all of the new as well as any re-used wood framing with Smith's CPES (Clear Penetrating Epoxy Sealer).

continued next issue

THE GALLEY

Recipes from our members

This issue June Moharter has submitted a couple of her favorite recipes for you to try.....talking from experience they are both GREAT!!

Cream Cheese Cupcakes

3— 8 oz. Pkg. Cream cheese
5 eggs
1 cup sugar
1/2 tsp. Vanilla

Combine cream cheese and eggs. Cream until smooth. Add sugar and vanilla to cream cheese mixture & beat until smooth. Fill 24 cupcake papers 3/4 full. Bake at 300 degrees for 40 minutes. There will be a small dent in each cupcake after 40 minutes. Remove from oven.

Filling

1 cup sour cream
1/4 cup sugar
1 tsp. Vanilla

Mix filling ingredients together. Put 1 tsp. Of filling mixture in the 'dent' of each cupcake. Top with 1/4 -1/2 tsp jelly. Return to oven for 5 minutes at 300 degrees.

Note: I have used low-fat cream cheese with no change in results. Keep refrigerated. Freezes well!

REMEMBER TO SEND US YOUR RECIPES FOR OUR NEW CLUB COOKBOOK AND FUTURE ISSUES OF 'THE GALLEY'

Sauerkraut Salad

2 large cans (#1 or 303) Sauerkraut-drained
1 cup chopped celery
1 cup chopped green pepper
1 large purple onion—sliced thin
1 large jar pimento
1 cup sugar
1/3 cup water
1/2 cup oil
2/3 cup apple cider vinegar (red)

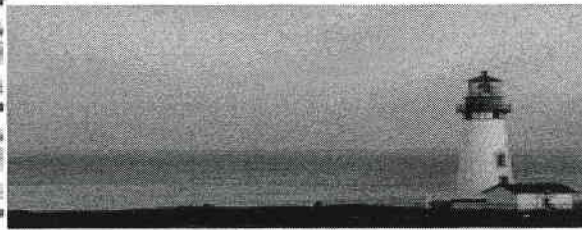
Mix all ingredients. Marinate 2 days in refrigerator in covered bowl. Keeps 2—3 weeks in refrigerator.



NAVAJO TEASER

For those who didn't make it to Navajo Boat Show & Poker Run and those who were delighted they made the trip.... Here's a teaser of the fun we had....Complete story next issue of the Bilge Pump in December...watch for it!! You won't believe your eyes!!





The Beacon

THE CAB RIDE

Twenty years ago, I drove a cab for a living. When I arrived at 2:30 a.m., the building was dark except for a single light in a ground floor window. Under these circumstances, many drivers would just honk once or twice, wait a minute, then drive away.

But, I had seen too many impoverished people who depended on taxis as their only means of transportation. Unless a situation smelled of danger, always went to the door. This passenger might be someone who needs my assistance, I reasoned to myself.

So I walked to the door and knocked. "Just a minute", answered a frail, elderly voice. I could hear something being dragged across the floor.

After a long pause, the door opened. A small woman in her 80's stood before me. She was wearing a print dress and a pillbox hat with a veil pinned on it, like somebody out of a 1940s movie. By her side was a small nylon suitcase. The apartment looked as if no one had lived in it for years. All the furniture was covered with sheets. There were no clocks on the walls, no knickknacks or utensils on the counters. In the corner was a cardboard box filled with photos and glassware.

"Would you carry my bag out to the car?" she said. I took the suitcase to the cab, then returned to assist the woman.

She took my arm and we walked slowly toward the curb. She kept thanking me for my kindness.

"It's nothing", I told her. "I just try to treat my passengers the way I would want my mother treated".

"Oh, you're such a good boy", she said.

When we got in the cab, she gave me an address, then asked, "Could you drive through downtown?"

"It's not the shortest way," I answered quickly.

"Oh, I don't mind," she said. "I'm in no hurry. I'm on my way to a hospice".

I looked in the rearview mirror. Her eyes were glistening.

"I don't have any family left," she continued. "The doctor says I don't have very long."

I quietly reached over and shut off the meter. "What route would you like me to take?" I asked.

For the next two hours, we drove through the city. She showed me the building where she had once worked as an elevator operator. We drove through the neighborhood where she and her husband had lived when they were newlyweds. She had me pull up in front of a furniture warehouse that had once been a ballroom where she had gone dancing as a girl. Sometimes she'd ask me to slow in front of a particular building or corner and would sit staring into the darkness, saying nothing.

As the first hint of sun was creasing the horizon, she suddenly said, "I'm tired. Let's go now."

We drove in silence to the address she had given me. It was a low building, like a small convalescent home, with a driveway that passed under a portico. Two orderlies came out to the cab as soon as we pulled up. They were solicitous and intent, watching her every move. They must have been expecting her.

I opened the trunk and took the small suitcase to the door. The woman was already seated in a wheelchair.

"How much do I owe you?" she asked, reaching into her purse. "Nothing," I said.

"You have to make a living," she answered.

"There are other passengers". Almost without thinking, I bent and gave her a hug. She held onto me tightly.

"You gave an old woman a little moment of joy," she said. "Thank you."

I squeezed her hand, then walked into the dim morning light. Behind me, a door shut. It was the sound of the closing of a life.

I didn't pick up any more passengers that shift. I drove aimlessly, lost in thought. For the rest of that day, I could hardly talk. What if that woman had gotten an angry driver, or one who was impatient to end his shift? What if I had refused to take the run, or had honked once, then driven away?

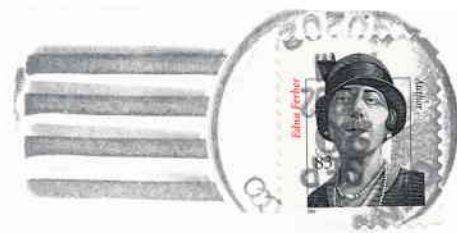
On a quick review, I don't think that I have done anything more important in my life. We're conditioned to think that our lives revolve around great moments. But great moments often catch us unaware--beautifully wrapped in what others may consider a small one.

PEOPLE MAY NOT REMEMBER EXACTLY WHAT YOU DID, OR WHAT YOU SAID,~

BUT ~

THEY WILL ALWAYS REMEMBER HOW YOU MADE THEM FEEL.

Rocky Mountain Classics
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BROCHURES 970.627.8065

Karen Cannon

karencannon@grandlakeweb.com

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