

The Bilge Pump

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

Rocky Mountain Classics

March 2003



Lisa & Morrie Christner's 1967 Cavalier "Finally Floats"

Rocky Mountain Classics Chapter of the ACBS

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CHAPTER, ENROLLMENT FORMS AVAILABLE;
www.acbs.org



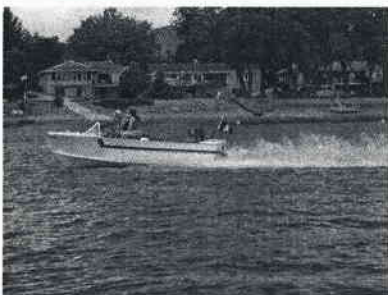
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Morrie & Lisa Christner in their 1967
Cavalier, *Finally Floats*
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On the Horizon

CALENDAR OF UPCOMING EVENTS

May 3, 2003	Static Boat Show	The Brass Armadillo contact Katie Geuin (303) 670-9415
May 10, 2003	Board Meeting	Pfeiffer Elementary
May 10, 2003	Safety Workshop	Pfeiffer Elementary contact Jeff Waco (303) 421-3141
May 31, 2003	Loveland Shakedown Cruise	Langes, Grubbs, Balls contact Langes (303) 447-1738
June 21, 2003	Alcova Reservoir	Peaks contact Peaks (307) 234-0382
July 19, 2003	Grand Lake	Moores and Braafs contact Moores (303)761-4453
August 23, 2003	Navajo Lake	Moharters,SW mbrs. contact Moharters (970) 884-2954
October 11, 2003	Annual Meeting	The Boathouse

SAFETY CLASS—SAFETY CLASS—SAFETY CLASS—SAFETY CLASS—SAFETY CLASS

SATURDAY, MAY 10, NOON TO 5 PM, PFIEFFER ELEMENTARY

CONTACT JEFF WACO....see Page 17 for complete details

LOVELAND PICNIC & SHAKEDOWN CRUISE—MAY 31, 2003

SEE PAGE 13 FOR DETAILS

STATIC BOAT SHOW—BRASS ARMADILLO

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.

ALCOVA RESERVOIR —JUNE 21

Make your plans soon!! It will be here before you know it. Loads of camping and water!!

CALL CHARLIE & LINDA PEAK FOR DETAILS (307) 234 -0382

At the Helm Board of Directors

June Moharter	President (970) 884-2954
Charlie Geuin	Vice President (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
Tom Green	Show Coordinator (303) 797-7630

Welcome Aboard

New Members

Mike & Kendra Novick	Evergreen, CO	303-674-5524
Ken & Elisa Clifford	Bountiful, UT	801-292-8080
Wayne Grabow	Colorado Springs	719-487-8027
Jim Huff	Casper, WY	307-237-8710
Tom & Lynne Ludwig	Grand Lake, CO	970-627-3707
Russ & Dena Murray	Centennial, CO	303-740-8082

HISTORY OF ROCKY MOUNTAIN CLASSICS

As our membership grows, the number of members who know the beginning of our Club are fewer. This information is meant to prepare new members for the upcoming election of officers in October and should serve as a good review for all members.

We received our Charter from the ACBS in 1998. We fashioned our By-laws after the ACBS by-laws, spelling out Board Members, Officers, activities, goals, ect. A brief resume' for all of us follows;

1. **GOAL**– To share our knowledge and love of antique and classic boating with the public. *This is done at shows in and out of the water where we meet the public and talk about our boats, share our knowledge and enjoy boating, wood and fiberglass of all eras.*
2. **OFFICERS**– All Clubs need to be directed by people who give of their time and energy to do the structuring for the Club. Officers are also members of the Board.
 - a) **President**–elected annually; can serve up to 3 years
 - b) **Vice President**–elected annually, can serve up to 3 yrs
 - c) **Secretary**– elected annually; has no term limit
 - d) **Treasurer**– elected annually; has no term limit
3. **DIRECTORS**– at least one Director is elected each year. Total of 5 Directors
 - a) **Directors**– elected for 3 year terms; no term limit
 - b) **Director at Large**– appointed at the pleasure of the Board for an indeterminate term
4. **COMMITTEE MEMBERS**– appointed by the President
 - a) **Membership**–Keeps in contact with ACBS for membership data. Serves as the Chapter contact for new members
 - b) **Show Coordinator**–provides guidance to event promoters
 - c) **Newsletter**– acts as Editor & Publisher of the *Bilge Pump*
 - d) **Safety**– provides safety programs & seminars to members
 - e) **Ship's Store**– is responsible for all items sold. Selects, orders, maintains inventory and sells all items for the Chapter
 - f) **Awards**– alerts individual event promoters to availability of national awards given by ACBS and Marque Clubs
 - g) **Youth Development**– works with the young people to promote an interest in enjoyment and preservation of antique and classic boats
 - h) **Historian**– maintains an album of history of the Chapter. Accepts photos of all events from other members to put in album.

How do all of these people function? The Board of Directors meets at least four times annually to set up activities for the Club and conduct the business of the Chapter. Board Meeting dates and times are published in the *Bilge Pump* are open to all members in good standing. An agenda is prepared by the President and sent to the Board members and Committee Chairs 30 days prior to the scheduled meeting. Members wishing to be put on the agenda may contact the President with the topic to be presented There is an open discussion period scheduled at the end of each Board meeting where the members may offer input. (cont. page 6)

The Bilge Pump Newsletter of the Rocky Mountain Classics

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(303) 447-1738 Boulder, CO 80302
Email: tklange@msn.com

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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,

“Finally Floats” Christner’s Cavalier

by Lisa Christner

When I was in high school, my dad came home one day pulling something interesting behind the pickup. My mother said that Dad had purchased a trailer and the boat came with it. For an entire winter season, my dad spent every spare minute (kind of hard with 2 jobs and 4 kids!) working on his “boat”. My dad was a mechanic and teacher by trade, not exactly an expert in wood repair! But, with the help of a couple of friends who were wood experts, the boat was ready to float by summer.

That was the beginning for me. The boat was built for fun and most of the best memories of my young adulthood are of family boating trips. My dad is an excellent boat driver, and besides myself, there were countless others who learned to water ski behind his 1956 Chris Craft Sportsman. Every summer, we would try to beat our record to see how many skiers could be pulled at one time. The record stands at 7; we all got too big and too heavy after that!

It was on one of those family camping trips that my husband, Morrie, caught the fever. You know the one, WBF...Wooden Boat Fever. It usually strikes men first. It is very contagious and as far as I can tell, incurable. Soon after this trip, I noticed “Classic Boating” showing up in the mailbox. (Unbeknown to me, Morrie had secretly been searching the want ads for a boat of his own.) And then there was the email list, books on boats, membership at West Marine, and let’s not forget, membership in ACBS! But, the thing that worried me the most was chatter about “a boat of our own.”

I didn’t give it much thought until one day, Morrie came home pulling something interesting behind his pickup! It was déjà vu! The difference was, this little beauty actually ran and floated, too! Morrie is an excellent driver; so many people have learned to ski behind our 1967 Chris Craft Cavalier. It was on one of those ski trips that “it” happened.

We were having fun skiing around at Chatfield Reservoir when Morrie noticed we were “taking on a little water”. For those of you with a wooden boat, “taking on a little water” is almost expected. However, when Morrie informed me that both bilge pumps were running non-stop, “taking on a little water” suddenly had new meaning. With that, we high-tailed it to the dock and not a minute too soon; the water was over the floorboards!

After we loaded the boat onto the trailer, it was revealed that a 6’ x 2’ section of plywood had come off the bottom! A close call to say the least. Once home, we took the boat apart, flipped it over in the driveway and thought, “It’s just one board, how hard can it be?” I’m sure we aren’t the only ones to make that naïve statement. We soon learned it was going to be a bit more than we could tackle. So, while we were deciding what to do, that big blue tarp just sat in the driveway....and sat.

Morrie had been faithfully reading his “Classic Boating” magazine and suggested we call Don Danenburg to get on his waiting list for boat bottom repair. As it turned out, Don was newly partnering with Retro Nautique in Salt Lake City, and could get us in there within a year. Perfect! My dad, Morrie and I hauled the boat to SLC for repairs. My dad decided to get the bottom of his boat repaired at the same time. I think we looked a bit like the Beverly Hillbillies of boating hauling these boats to SLC! One boat was trailered on it’s trailer on a 5th wheel trailer and our boat towed behind.



CAPTAIN'S LOG

PRESIDENT'S MESSAGE

What a great start to 2003! The Denver Boat Show attracted a lot of interested people to our display area... many saying they came to the show to see our wooden boats! We showed them a variety of things, and they enjoyed them all!!

It was a great treat to have Chris Smith with us. He is such a wonderful man who shares his love of boats and wealth of information with everyone.

I really enjoyed meeting club members who can not get to our summer shows, but made it to this one, especially when they came and introduced themselves. I attempted to have them meet the other members there and, hopefully, they made some more friends in the Club.

Sincere thanks to Tom Green for directing this wonderful event for our Club. We had less floor space this year, but he worked at getting more and things came off well. Thank you Tom!!

Water levels may be a problem for summer activities in Colorado this season. Keep in touch with the show hosts of each event for any changes. I think our Spring motto needs to be "THINK SNOW!" so that we can fill up our lakes. Workshops may have to replace boat shows. Any ideas?? Call me!

New Members...please join us at our events as often as you can. We need your ideas, enthusiasm and interest. Old Members...we need you, too! You are so valued for your knowledge and energy. Let's make Rocky Mountain Classics a fun group to a part of...water or not!!

June Moharter,
President

HISTORY OF ROCKY MOUNTAIN CLASSICS (cont.)

Each year, the President appoints a committee which is charged with the responsibility of presenting a full slate of Officers and Directors for the approval of the Board. Upon approval of the slate, the Secretary prepares ballots and sends them to all members in good standing. An Annual Membership Meeting is held after the end of the boating season for all members (this year it will be in October) The annual election of Officers and Directors is held at this meeting counting all hand-cast and mailed ballots received.

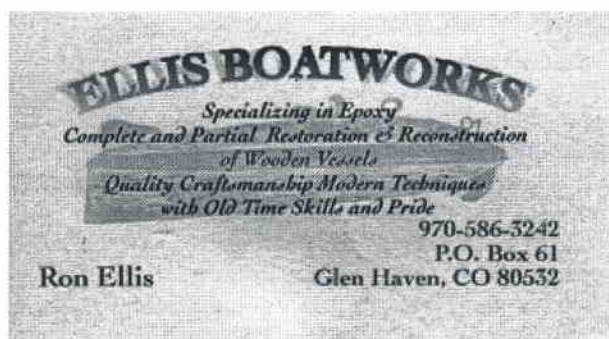
Our Club motto, established in early 1998, is "HAVE FUN—STAY AFLOAT". We need to remember this as we enjoy our boats, our networking with fellow boaters both old and new, and welcoming new members to the Rocky Mountain Classics.

Thanks to all—June Moharter, President

P.S. Formal By-Laws are available from the President. If you call me at (970) 884-2954, I'll get you a copy.

Tidbits of News

The Boy Scouts of America has received "Tax Deduction Boats" from around the world. There is an area near Williamsport (in the Los Angeles area) and another in Florida where boats can be purchased for private use. They have small and large boats, motors, rowboats ect. in good to bad condition. Check the Boy Scout website for more information. It's worth a look!!



Quarterly Crew

Richard & Lu Ball

My first interest in wood power boats came at a very early age. My family had just built a home on Lake Loveland. Once or twice a year in the summer, my father's client, a successful wheat farmer in Loveland, would launch his beautiful 1956 Chris Craft boat. It had a double cockpit and would rise up out of the water, barely planing, and roar across Lake Loveland. Farmer Stump would come over to our house and always give me a ride. He had the typical farmer's tan with the lower two-thirds of his arms a beautiful mahogany to match the boat and the rest of his body as white as a sheet. He drove the latest year's Cadillac, and I always thought, "Wow, I want to be a wheat farmer!"

In the early '50's, we had one other wood boat on the lake...a Century painted red and white. Those were the only boats except for some folks who would come up from Denver or over from Greeley and bring their woodies.

It wasn't too long before there were numerous outboard Tupperware ski boats on the lake, and although I would learn to ski behind a wooden kit boat with a 25HP engine, most of the boats on the lake during my youth were of the Tupperware variety. We never owned a boat...my father insisted that since we lived on the lake, other people could bring their boats. This worked quite well, and I didn't own a boat until I was an adult.

My first wood boat was in junior high. It was a wood kit row boat that we built in the shop class out of marine plywood. It later became an excellent sandbox!

One of my most vivid recollections is skiing with three slalom skiers behind a Century Ski Dart that was owned by Dr. David Sutton, a medical doctor in Loveland. His son was near my age, and for one high school graduation party, we all went skiing behind that boat. Doc Sutton and his son were both members of the Century 100 Club. This meant that they had jump skied a distance of 100 lineal feet on Lake Loveland, and Century gave him one of the first proto-type Ski Darts in 1962. Doc Sutton and his son could be seen nearly every day at noon during the summer months on Lake Loveland as they practiced slalom skiing and jumping over the ski jump. The jump was then located at the northwest corner of the lake near where our Club has it's first Lake Loveland Regatta last year. I can remember being on the ski jump structure with buckets of water, and as the boat would approach, our job was to pour five gallon buckets of water over the plywood surface to keep it adequately lubricated as Doc Sutton and his son jumped on wide wood jumping skis. I was never crazy enough to try jumping, and now really regret that. That Ski Dart has never been off of Lake Loveland except for brief excursions to Grand Lake, and is now our family's pride and joy known as "Ball Four".



Quarterly Crew (cont.)

I need to digress a bit. In 1973, a good friend who had grown up on Lake Loveland purchased Doc Sutton's residence. The residence came with the 1964 Century Ski Dart, all the skis, tow ropes and the house. My friend, Doug, knew how much I cherished wood boats, and asked if I would help him spend the winter stripping all of the stock turquoise and white paint off of the boat to expose the beautiful mahogany wood underneath. We spent many hours sanding, staining, lacquering and refinishing the boat hull and redoing the interior. Today you can't find any remnants of the old turquoise paint. After refurbishing the boat, we used it for one summer and then he let it sit out south of his house, uncovered and forgot to drain the block. Seeing it weather in this state was like seeing someone torture my children. The next Spring, I asked Doug what he was going to do with the boat. He explained that the block was probably cracked, and he really didn't know what to do. I made him an offer, and said, "If you will give me the boat, I will restore it again, license and insure it, and moor it out in front of your house for our mutual enjoyment." This was an offer he couldn't refuse, hence the Ball family finally had acquired it's first wooden power boat.

I soon discovered that the Ford Interceptor, 170HP V-8 engine didn't have to be completely overhauled since the freeze plugs had preserved the interior of the block. By the use of some liquid welding material and a tune-up, the engine was as good as new. I have added some chrome embellishments from a 1957 Century Palomino...a tongue and groove boat which my law partner's family had on Lake Loveland during the 1960's & '70's.

The scariest moment I have had in "Ball Four", was a warm day in May on the boat's first launch. Doug & I were sitting on the north bay of Lake Loveland, and the flat side draft Nash carburetors had flooded, as usual, so the boat wouldn't start. We had cranked it over several times, and as we looked back at the engine, suddenly realized that smoke was coming from under the engine cover. We lifted the cover, and flames shot up about a foot into the air! We threw some sweat-shirts and towels on the engine block, and closed up the engine cover. Of course, we had no fire extinguisher, and began yelling frantically to two gentlemen playing tennis at a home nearby. (Ironically, we would later realize that one of them was none other than Doc Sutton!!)

Nobody heard our plea for help. Doug, being a little brighter than myself, said "I'm going to get help!" and jumped into the water. I stood trembling over the engine seeing my daughters' faces pass in front of me and thinking "I will NOT let this boat burn!" About that time, a fire truck arrived on the adjacent street with sirens blazing, and out of nowhere a yellow Tupperware boat came screaming toward me. All I can remember is catching a fire extinguisher thrown from the boat, pulling the pin, spraying the engine and collapsing on the back seat. All of the electrical had burnt, and much of the Naugahyde surrounding the engine cover, but the boat was intact and only it's vanity had been damaged.

The Ski Darts are a flat-hulled, mahogany plywood, light, speedy in-

board, I believe to be essentially the proto-type of the new Mastercraft ski boats. With a center ski pole behind the front seat, it makes an excellent ski boat, and has been used by our family and many participants on Lake Loveland as a slalom ski boat. Except for one engine overhaul nearly ten years ago, the boat has remained quite durable. There are very few Ski Darts on the water anymore. The original 1961 Ski Dart was seventeen feet long, and was century's first effort to build a moderately priced (\$2,795) ski boat. Century built this Ski Dart from 1960 and 1961, and a slightly revised version, like "Ball Four", with rear fins, from 1964 to 1966. The V-8 Ski Darts will cruise between 32 and 37 miles per hour, and the hulls do not need presoaked or swelled prior to launching. I have replaced the side draft Nash Rambler carburetors with a standard Ford two-barrel, which is a significant improvement (it avoids fires!) I do carry a fire extinguisher now, and after the catastrophe of nearly sinking the boat last summer on Grand Lake, I will carry a hand bilge as well.

The bottom of "Ball Four" is presently being restored, and I hope to have it ready for the second annual Lake Loveland Regatta on May 31, 2003. It will be "Ball Four's" thirty-ninth consecutive summer on Lake Loveland



VOLUNTEERS & IDEAS NEEDED!!

The Ship's Store is looking for member's to volunteer an hour or two of their time to work in the Ship's Store during shows. It's a great way to get to know people...and you can stay cool besides!!

If you have a great idea or resource that could make the Ship's Store even better...we want to hear from you, too!

Please respond before April 1, 2003 to let us know when you can help or what you can offer to our Club.

Our Club is growing fast, and we need everyone's help to make it go...

Call Katie Geuin at (303) 670-9415 by April 1.

DENVER BOAT SHOW 2003

This year the Denver Boat Show and it's participants outdid themselves to make our contribution to the Show one to remember. This story is from the perspective of one of those fortunate enough to be involved with promoting our hobby to the masses.

Wednesday, January 8th, had been long anticipated and didn't disappoint those involved. The load in is always a challenge. The Convention Center employees do a great job of coordinating the hundreds of watercraft and vendors...directing them to the right place in the right order...what a job. We arrived about noon hoping to be toward the front of the line. They had it under control, distributing color-coded dock passes so that we were ushered to the front of the line and allowed to go in almost immediately. Once inside, we had Club members there to help unload the boats and trucks. Everybody chipped in and made short work of getting everyone in and back out...what a team!!

We soon realized that the space that was being provided wasn't nearly enough to accommodate the boats already there let alone the ones still in transit. Tom Green, show coordinator, immediately got on the phone and, after a few nervous moments, was able to get us enough room for everyone. The next several hours were spent jockeying trailers to show off every boat to it's best advantage. Displays and flags went up, and the polishing started! We must be getting better at this because nobody wanted for anything. Tape, tables and talk...plenty of everything to get us set up and ready for the 4 day show.

The Club's new audio video system presented it's own set of issues. Speakers and speaker wire had to be strung, taped down and ...the real trick....functional. Tom Lange swore it had worked in 3 previous dry runs the week before. After several hours of frustration, he decided to walk away and let cooler heads prevail and with a fresh approach tackle the problem early the next day. Thursday morning, the system magically worked, and the Beach Boys, Glen Miller, Jimmy Buffet and others could be heard drifting through our display. Great videos, many provided thanks to Chris Smith, could be seen throughout the 4 days of the show.

Bob & June Moharter were there with *Firewood*, Bob & Betty Moore brought their beautiful 1948 20' Custom, Wayne Spaulding towed his *Pegasus* down from Frisco sporting her new bright work and looking good. Kit Phillips brought his triple, *Tootsie*, and Tom & Kathy Lange brought their Garwood, *Legacy*, and their new project boat, *Kokomo*, a 1955 Falls Flyer. Bob & Pat Grossman joined us this year with their 1961 Chris Craft, *Fairfax* along with Don Hendrickson with one of his many toys, a brightly painted sailing dory.

This year the Ship' Store looked so great! Our new logo items were professionally displayed on a display rack. Charlie Geuin contributed an adorable row boat table for the raffle. Charlie has selflessly given a lot of his time and skills providing our Club with raffle items for many Shows to the financial benefit of the Club. This year the raffle netted about \$441 for our Club. The winner of the table was Chris Braaf. The Ship's Store sold \$276 worth of clothing, \$36 worth of newsletters and a book for a total profit of \$643.

Many members attended and made this show a success. Those with and without boats spent their time sharing their passion and experiences with the many who visited us. Charlie and Linda Peak, Chris and Bob Braaf, Jim & Rhonda McGaughy, Katie and Charlie Geuin, Don Hendrickson, Pat and Bob Grossman, Bob & Betty Moore and their son, Mike, Wayne Spaulding, Tom & Kathy Lange and Bob & June Moharter worked the crowd. The 2 dozen Krispy Kremes went quickly (HA, HA Tom, she told you they would!). Braafs fed us all one evening with plenty of Kentucky Fried Chicken and all the fixin's. Although we were so busy we had to eat in shifts, it sure tasted great! Veterans exhibitors brought plenty of refreshments and snacks for the weekend. Thanks to everyone for everything they contributed.

We had visits from some additional members during the Show. David Aull, Steve Carmack, Doug Brown, Rich & Lu Ball, Morrie and Lisa Christner, Tom & Cathy Green, Brad & Jennifer Moffet, Bill Mumma, Charlie Simons, John Stiller and many other familiar faces that we hope to see more of this coming season.

The Denver Boat Show was full of stories as always. There was the Scottish gentleman that confessed that there were many times as a boy that he would slip away for a ride in a woodie without telling his mother. He said he always felt that the ride was worth risking her wrath! Another gentleman looked long and hard at the Falls Flyer. He said he was certain that he had seen one of them in a friends back field in Ohio. (we got word after the show that he checked , and it was a Flyer!! He bought it for \$100!!) Then there was the young lady who had a boat that her dad had when she was young. She had so many memories of spending time with her dad in that boat. He had passed away, and her husband was certain that it was junk because it had fiberglass on the cedar-stripped hull. She spent a very long time talking to Wayne and Kathy and she walked away knowing that her boat would be on the water again. Her daughter and her both vowed that they would restore it. We armed them with our numbers and good wishes.

Many visitors expressed interest in joining our Club. We hope to see more new members in the months to come.

Chris Smith joined us again this year. He spent hours talking to people and even spent time demonstrating knot tying to anyone interested. Once again, his wealth of experiences and skillful story-telling captivated a whole new group of enthusiasts and reminded the rest of us how lucky we are to know him.

Tom Green commented that the nicest addition to the Show this year was the addition of the sound system. Like he said...we are selling a state of mind, and the music really "brought 'em in, slowed em' down and took em' back". There was also the comment that the music actually helped block some of the noise from the other exhibitors.

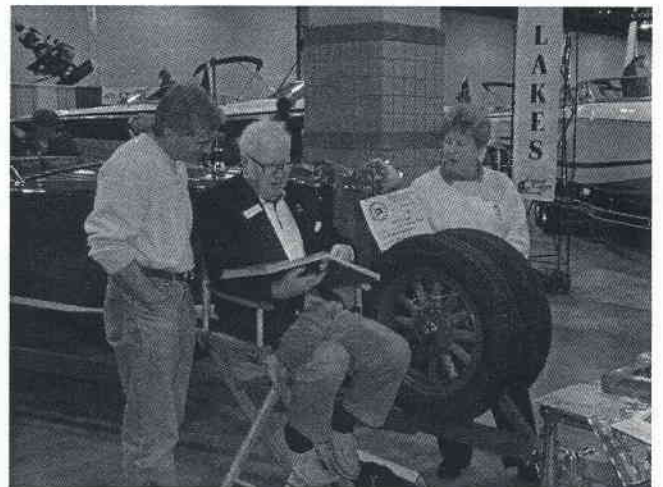
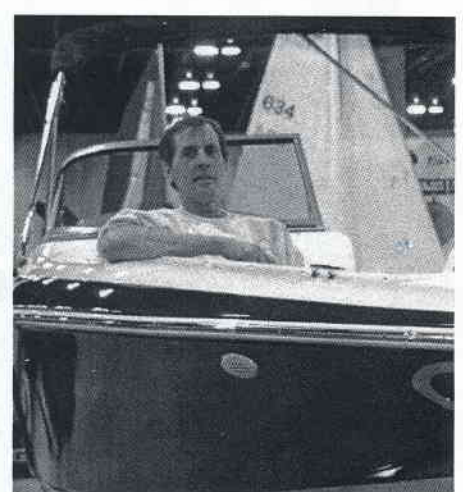
Once again, Tom Green put together a great show, and everyone was a winner. Thanks to all who contributed their time and interest. Let's do it again next year!!



NOON QUIZED BOAT SHOW VISITORS

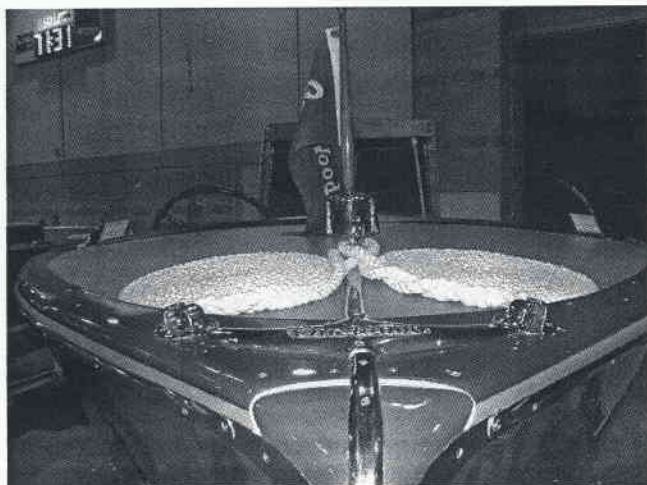
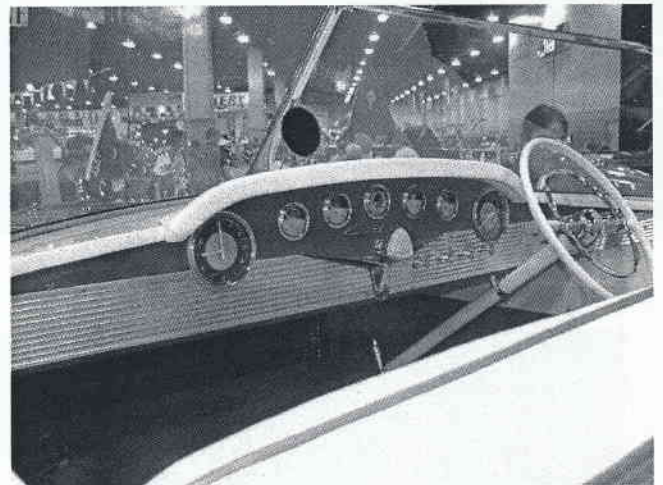
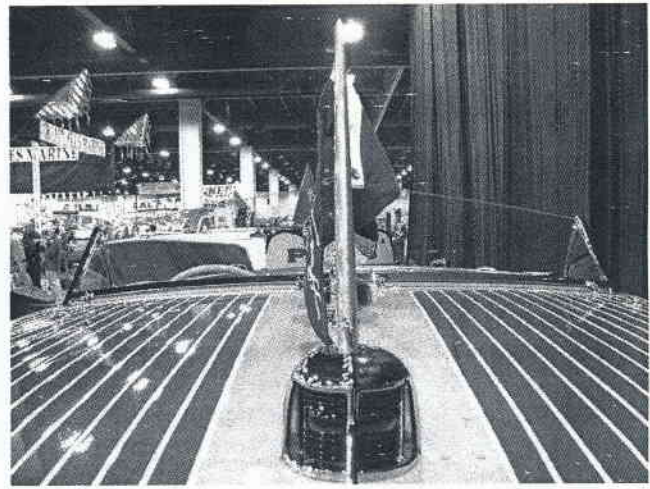


BOATS & FOLKS





BOATS &
MOY, S+O & S+O



LOVELAND SHAKEDOWN CRUISE & FAMILY FUN DAY

Lake Loveland Loveland, CO

**\$15 per adult...kids eat free
(pre-registration required for food)
SATURDAY, MAY 31, 2003**

We load in at 8 and stay up late

Serving breakfast, lunch & dinner Saturday
(bring a dish for lunch if you want)

Breakfast on Sunday morning

Cocktail hour at Balls on the South shore at 6 PM Saturday

Camping on the shore over night for those interested

Balls and friends have offered their lakeside lawns for our camping pleasure... bathrooms available

Motels in the area for the less adventuresome

Super 8—800-800-8000; Hampton Inn—800-426-7866; Cattail Creek Inn(B&B) 970-667-7600

**Toy boat-building and races (this one is for the kids!)

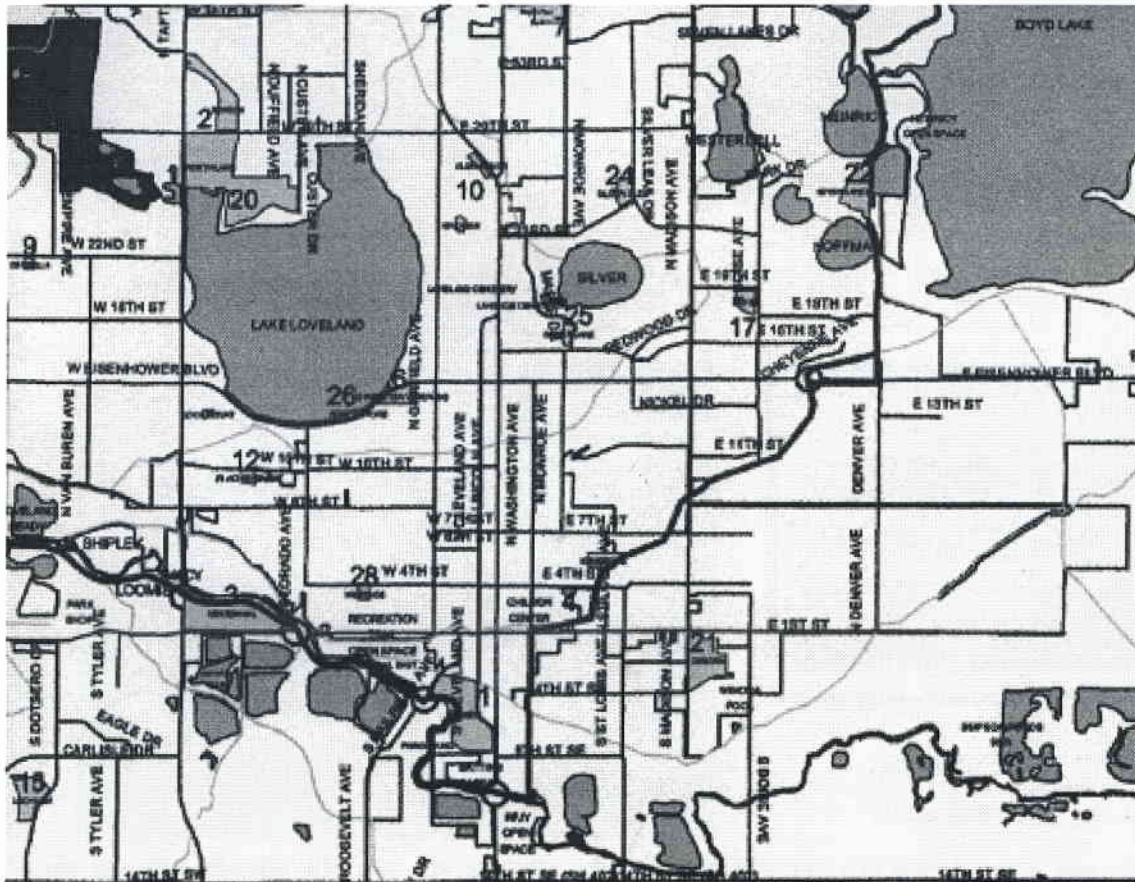
**Horseshoes, volleyball, fishing and fun (all kids toys welcome)

**Bring the family and spend the day with friends

**Bring your boat and let us brainstorm any problems you might be having (this is a shakedown cruise!)

PLEASE CONTACT LANGES IF YOU ARE PLANNING TO ATTEND

(303) 447-1738



#20 is the shelter for food and fun

#26 is where we load in the boats

Balls house (for cocktails and camping) 1801 N. Garfield

Grubbs house (for camping) 2014 N. Taft

Call for directions if needed

FINALLY FLOATS

cont

Retro Nautique did an excellent job on the boat. They are super nice and very knowledgeable people. Once Scott Stevenson and his crew got started, they had a chance to evaluate the entire vessel, and it was clear that it was necessary to do a complete restoration. After conducting research on the boat, we discovered that the boat was not in original condition. We decided not to return the boat to original, but to modify it to our own liking. The original boat would have had a vinyl deck, but we preferred the look of mahogany. The remainder of the boat is more true to original with plywood sides and bottom.

Once we got the boat back from Retro Nautique, the work for us began. Our three months of work included caulking the deck, putting on 8 coats of varnish, making all of the seats, and putting it back together.



All of this between 2 full time jobs, children's activities, family vacations, and a small house remodel! We were desperate to see it float, so, still needing to dye the vinyl floor, add a windshield, finish the inside sides, and paint the steering wheel, we put it in the water late summer of 2001.

After 4 years from the time the board came off to it's maiden voyage, my dad had to ask, "Does it float?" To which Morrie replied, "Finally!" One of these years we may actually get around to finishing, but for now, "Finally Floats" is building memories with our own family and friends.



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The Boatwright

Last in a series of four

by Bob Moharter

FOURTH PART OF A FOUR PART SERIES

Now that the boat is righted, hold it rigidly in a "cradle" to keep it level and straight, and complete the side hull planking. Paint the entire hull inside with the proper color bilge paint.

Install the shaft log using 5200 for the bedding. Install the shaft from the inside, through the shaft log and strut. Connect the steering controls now before the fuel tank and transom is in the way. Use new packing in the stuffing boxes and adjust moderately tight. You'll need to adjust them later after a bit of use. Install the fuel tank. It may be easier to connect the vent and suction lines at the tank now if the decks are not going to be replaced.

Install the engine and transmission as a unit. If it is the same engine that was removed, position it according to the marks left previously. Align the engine to the shaft carefully using wedges under each of the four motor mounts to achieve a perfect alignment with the shaft. Use a feeler gauge at the coupler to get it right. If necessary, loosen the bolts holding the strut and shim the strut as necessary.

It is a good idea to complete all possible interior work at this time. Cut holes through the hull for engine cooling, fuel tank vents, drain plug, siphon, bilge pump, ect. Install engine wiring, fuel lines, floor boards, ceilings, seats and backs & ect. So that your handling of this equipment and the tools necessary will be kept to a minimum after finish work on the decks is completed.

If the decks are to be replaced, they may be removed at this time. Mark them and keep for patterns. The covering boards should be fit and installed first. Use the old ones as patterns, but do not discard just yet. There are several ways to make deck planking to eliminate the wide or uneven joints observed in some older boats. Some builders use a wide plank with saw kerfs to simulate individual planks. The wide joint was caused by the shrinkage of the wide plank, making them wider than the saw kerf.

One method is to lay down a marine plywood under layer. Then make individual planks and lay them into a bed of epoxy and screw them down. Another method, which I like, is to edge glue wide planking together, making sure the edges will be at a pre-determined saw kerf. Then, by running the entire piece on a table saw, a shallow kerf can be made at intervals consistent with the width of the old planks. The deck planking may be book matched, fit and put down in a bed of 5200 or epoxy in a single piece on each side of the king plank. A runabout deck can be made so that the same plank runs the entire length of the boat!

Install the transom planks last, after the fuel tank and steering controls are completed. Decide where the exhaust pipe will exit and install a block inside the plank to provide for a thicker section. Locate and bore the hole to a snug fit. Chamfer the outside of the hole to receive a sealant later.

Bungs may be cut from scraps of the hull and deck planking. When installing bungs, select a piece that best matches the plank being bunged, pop them out and glue them in. Remember to line up the grain in the bungs with the grain in the board. When the glue has dried, trim the bungs with a sharp chisel as little above the surface to see which way they will split. Then adjust and trim again a little closer. Finish the job while fairing and sanding the hull.

Since the planking was made from flat lumber, some amount of fairing will be needed to reshape the planks to the contour of the boat. For example, a boat with a lot of tumblehome will require the plank edges to fair into the center of the plank. The outward curve of the forward areas may require the "dishing out" of the center of the plank. Be very careful when using power sanders for either purpose as they will remove material quickly, and it is easy to have removed more than you wanted to remove. Practice makes perfect. Do a little at a time and don't hurry. Allow for some additional hand sanding to remove all scratches caused by machine work. When hand sanding, it is advisable to work up through the grits beginning with 80 grit and finishing with 400 grit. Any scratches or imperfections at this stage will be magnified later when finish is applied. Install the spray rails.

When selecting stain for the planking, it is very important to select the proper stain for the brand of boat. Each builder used a different color. Use a filler stain and mix it with the proper thinner to the consistency of house paint. Apply liberally with a brush, stirring often. Rub across grain with a towel or burlap. Try to cover an entire side at one time. Then rub with grain using the same towel or burlap. Rub one more time with as many towels as necessary to achieve a dry effect with a constant color and grain. Allow the stain to dry for two days in low humidity, and longer in humid climates.

Seal the stain with a sealer made for the purpose, CPES, or a mixture of varnish and thinner which is what I prefer. Thin the varnish 50%. Apply one coat in the morning and another in the evening. The next morning, apply a coat of varnish thinned 25%. Do not sand between coats as you could sand into the stain. Apply as many coats of varnish as you need to achieve the look you want. The more coats the better, but not less than six to achieve a UV barrier.

Refer to 'before' pictures and location from the old planking and covering boards for the proper placement of hardware.

Continued on page 18

Brightwork

Hurrahs & Kudos



Thanks to Tom Green for another great job promoting the Denver Boat Show!



Rumor has it that there may be new addition to the Club's inventory of boats. McGaughy's are eyeing a boat in Texas, and the bug appears to be serious. We have a feeling this is the maiden season for the McGaughy's...but we'll have to wait and see!!



Thanks to all members who supported the Denver Boat Show with boats, help and encouragement.



We hear that the Braafs will sport a new 28' cruiser this season....can't wait to see it!!



Thanks to Jeff Waco who volunteered to bring a boat, but we ran out of space. Let's do it next year...thanks Jeff



Thanks to Tom & Kathy Lange for the super sound system they provided at the Denver Boat Show. It was a lot of work setting up and tearing down, but it added a lot to our display.



Rumor has it that Wayne Spaulding pulled off the impossible...condensing 3 months of brightwork into 3 weeks to prepare for the Denver Boat Show...looked really great to us!!

For Safety's Sake



A Coast Guard Auxiliary "Boating Safety" class will be offered at the May meeting for the members of the Rocky Mountain Classics.

The course is an abbreviated boating safety class that is offered by the United States Coast Guard Auxiliary. Jeff Waco, a member of the local chapter of the ACBS will be instructing the class. Jeff has been a member of the auxiliary for over twenty years and has been a primary instructor and vessel inspector for most of those years.

The course is free of charge, but the materials cost \$15. That includes text and other miscellaneous materials. At this point we have 10 texts available. Please contact Jeff by the middle of April if you are planning on attending so that enough texts can be ordered.

The class will cover basic safety on the water including rules of the road and will also cover some emergency procedures. If there are any additional items of concern or interest that anyone wants to know, please contact Jeff.

To register for the class, please email Jeff at jwaco@jeffco.k12.co.us or call him at 303-421-3141.

Item of note & interest...if the State of Colorado ever decides to license boaters, it will be through an approved Coast Guard Auxiliary course or Power Squadrons course. Usually insurance companies recognize U.S.C.G. courses and give their policy holders a 10% discount on insurance rates upon completion of that course.

THE GALLEY

Recipes from our members

This issue comes to us from the files of a professional chef within our midst. Wayne Spaulding has shared a few of his tasty sauces to help us enhance our favorite dishes.

Roast Garlic Aioli *(makes 1 quart)*

<i>1/2 cup roasted garlic cloves</i>	<i>3 1/2 cups salad oil</i>
<i>4 egg yolks</i>	<i>1 lemon (juiced)</i>
<i>2 Tbls. Dijon mustard</i>	<i>2 tsp. salt</i>
<i>1/3 cup Champagne vinegar</i>	<i>2 tsp. pepper</i>

Combine all ingredients, except water and oil, in a food processor & blend for 30 seconds. While blending, add oil slowly until all is incorporated. Thin to desired texture with water. Season with salt and pepper to taste.

This is great for sandwiches rather than mayonnaise.



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 or Kathy Lange and soon they will be in print for all of us to enjoy.

Thanks in advance for your contribution.

THE BOATWRIGHT (CONT)

The old planks removed will also show the proper water line location, width and color. Transom bands and cutwater can be attached as well as rub rails. Install the exhaust flange with a bead of 5200 to seal the pipe through the hole.

Install the final upholstery, flooring, ect. And finish the job with 3M *Finesse-It*.

Step back and give yourself a pat on the back. Not everyone can accomplish what you have done. You saved another one of our treasures from the burn pile, and you, your family and generations to come will enjoy the fruits of your labor.

Note: I hope these articles will be of some help to those who have the internal fortitude to undertake such a noble task. There could be chapters written on each paragraph, detailing each more fully. There certainly isn't room here, and probably no need. So many articles appear in boating publications regularly, written by other restorers. Many books have been written on the subject. This has been fun and I hope you have enjoyed reading as much as I enjoyed sharing.

Bob Moharter

The Editor wishes to thank Bob for his enormous contributions to the Club over the years and for taking his time to share some of his methods and insight into boat restoration.

We welcome contributions from other members who are willing to share their experiences with restorations they have done in the past. Everyone has their own method that they prefer and perhaps a tip that might help a fellow restorer. Contact the Editor if you have something to share with the members.



The Beacon

We ran this back after 9/11/01, but it as fitting today as it was then

A TRIBUTE TO THE UNITED STATES

America: The Good Neighbor

Widespread but only partial news coverage was given was given recently to a remarkable editorial broadcast from Toronto by Gordon Sinclair, a Canadian television commentator. What follows is the full text of his trenchant remarks as printed in the Congressional Record.

“This Canadian thinks it is time to speak up for the Americans as the most generous and possibly the least appreciated people on all of the earth .

Germany, Japan and, to a lesser extent, Britain & Italy were lifted out of the debris of war by the Americans who poured in billions of dollars and forgave other billions in debts. None of these countries is today paying even the interest on its remaining debts to the United States.

When France was in danger of collapsing in 1956, it was the Americans who propped it up, and their reward was to be insulted and swindled in the streets of Paris. I was there...I saw it.

When earthquakes hit distant cities, it is the United States that hurries in to help. This Spring, 59 American communities were flattened by tornados....Nobody helped.

The Marshall Plan and the Truman Policy pumped billions of dollars into discouraged countries. Now newspapers in those countries are writing about the decadent, warmongering Americans.

I'd like to see just one of those countries that is gloating over the erosion of the United States dollar build its own airplane. Does any other country in the world have a plane equal to the Boeing Jumbo Jet, the Lockheed Tri-Star or the Douglas DC10? If so, why don't they fly them? Why do all of the International Lines except Russia fly American planes?

Why does no other land on earth even consider putting a man or woman on the moon? You talk about the Japanese technology and you get radios. You talk about German technology and you get automobiles. You talk about American technology, and you find men on the moon—not once, but several times—and safely home again!!

You talk about scandals, and the Americans put theirs right in the store window for everybody to look at. Even their draft-dodgers are not pursued and hounded. They are here on our streets, and most of them , unless they are breaking Canadian laws, are getting American dollars from ma & pa to spend here.

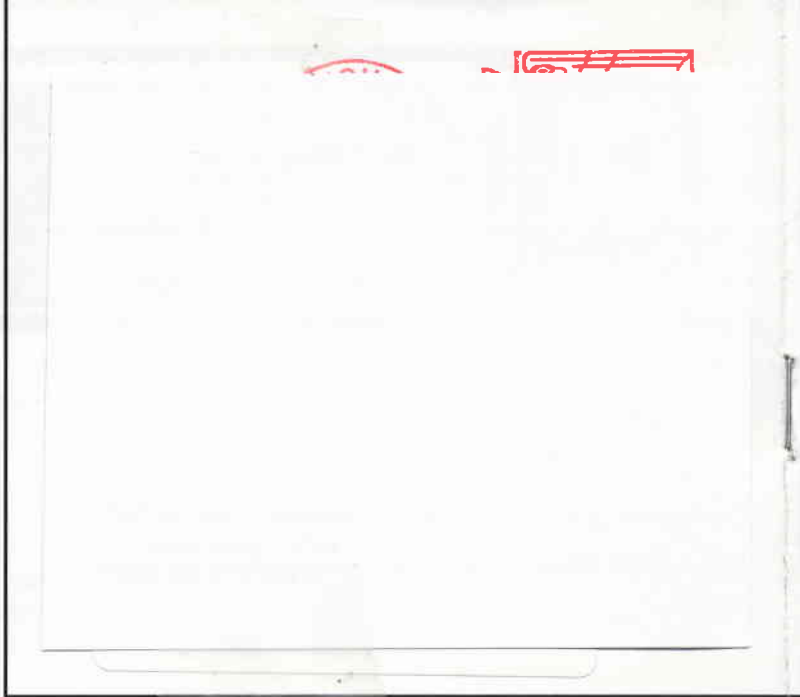
When the railways of France, Germany and India were breaking down from age, it was the Americans who rebuilt them. When the Pennsylvania Railroad and the New York Central went broke, nobody loaned them and old caboose. Both are still broke.

I can name you 5000 times when the Americans raced to the help of other people in trouble. Can you name me even one time when someone else raced to the Americans in trouble? I don't think there was outside help even during the San Francisco earthquake.

Our neighbors have faced it alone, and I am one Canadian who is tired of hearing them get kicked around. They will come out of this thing with their flag high. And when they do, they are entitled to thumb their nose at the lands that are gloating over their present troubles. I hope Canada is not one of those.”

Stand proud America!!

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