



#### BOARD MEMBERS

- **Bob Phillips, President**
- **John Stiller, Vice President**
- **Charlie Simons, Treasurer**
- **Vickie Rutkowski, Secretary**
- **Directors:**
- **Steve Frasier**
- **Michael Vannier**
- **Doug Brown**
- **Thad Bergh**
- **Chip Taft, Director-at-Large**

## 2013 Grand Lake In-the-Water Boat Show Drew Big Crowds

On Saturday, July 13, the RMC filled the public docks in Grand Lake with 28 classic boats, setting the stage for one of our best shows in recent memory.

The day was often overcast, which actually made it comfortable for the crowds of both locals and tourists who strolled along the docks to see the record number of classic boats on display.

We ended the show as we always do, weather permitting, with a boat parade around Grand Lake.



**RMC members enjoy a picnic on the Kemp's beach .**

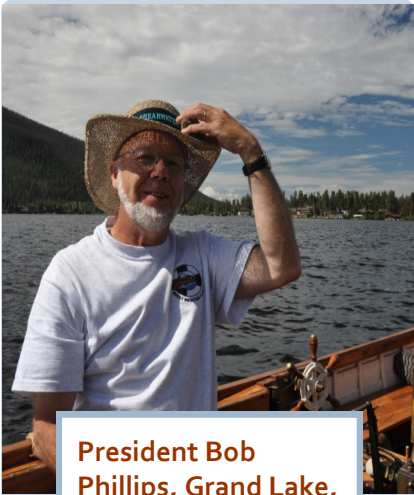
Later in the evening, RMC members enjoyed a picnic lakeside at RMC member Jane Kemp's home. It was a lovely evening, but as is often the case in the summer in the mountains, the sky darkened, the wind picked up, and then the sky opened up in a torrential rain. Members scrambled to find shelter, but as the rain continued to pelt them, most sought shelter in the boathouse where Jane keeps her electric launch, Whiffen Poof.

As the rain continued, someone opened the door to the lake so we could see the rain on the water, and then the most amazing thing happened. A spectacular rainbow – not like any rainbow you've ever seen. Wide and brilliantly colored, it looked solid as it came down from the sky and arched into the water. No picture could do it justice, though several of us snapped photos of it anyway. It lasted several minutes before it faded away. All of us in the boathouse agreed it was something you see once in a lifetime – if you're very lucky.

The weather cleared, the potluck broke up, and several folks went off to enjoy an evening cruise on beautiful Grand Lake. (See more pictures inside!)



**The Once-In-A-Life Rainbow. Grand Lake, 2013**



**President Bob Phillips, Grand Lake, 2013**

## *From the Helm by President, Bob Phillips*

Thank you to all who attended the recent annual meeting at Wayne's restaurant. Again we were blessed with good alpine fall weather that made an outdoor meeting possible. Driving up to the "tunnels" and beyond gives one a stern visual reminder of the changing season and that winter is approaching.

I will not yet concede the boating season yet, at least at 5280. The alternating days of warm and cool present the colors, the smells of nature turning in for the night, and leaves floating on quiet waters. With a sharp eye on the days, a nice boating opportunity can still be found. Of course water jackets, bilges, pumps, boilers must be drained at some point. We all have our schedules.

In my opinion 2013 went pretty well for RMC. The winter boat show is always a welcome display event and the sociality of the show cannot be topped. Thank you, Jeff and Diane, for your unrelenting support and coordination of the boat show.

Then comes the Travel and Rec show in March at the Western National buildings. John Stiller and his crew do a nice job with this event as well. It truly would be nice to have a first floor position someday. Thank you, John and all.

Grand Lake was grand. I cannot recall a more robust attendance of visitors as we had on Saturday morning!! Weather cooperated fully and people and dogs all had a great time. Thank you, Chris Braaf, for another and appreciated job of setting this up. The evening picnic and associated storm, perfect rainbows, and boat-house antics will not be soon forgotten.

Frisco was again determined to be a risky situation because of the reservoir level, so the Alcova event was moved up to its date. Charlie and Linda were superior coordinators again. I think we learned a hard lesson in regard to date changes, and I apologize to those who could not travel to Alcova because of it.

Those that attended the Sloan's Lake gathering had a nice time I am told. Thanks for attending and thanks to Mike Novick for his coordinating work.

Please note the Club social event to be hosted by the Vanniers in Mead in December (THIS YEAR)! We are contemplating other social gathering as well to survive the winter.

And now we look to 2014. Many of the event dates have been set. Vickie will have sent out the meeting minutes by the time this Bilge Pump issue is printed. New dates are listed. Mark calendars for 2014.

I sincerely hope the coming end-of-year and the associated holidays bring good things and good health to all.

Best regards to all,

Bob Phillips

## RMC Annual Meeting Held Oct 12 in Frisco

The morning temperatures in Frisco on Saturday, October 12 started off in the 20's, but by the time members began gathering for the 2013 Annual Meeting of the Rocky Mountain Classics Chapter of the ACBS, it was warm enough to convene on the patio of The Boatyard Pizzeria.

From 11am-1pm, members enjoyed lunch and conversation while bidding on several silent auction items. By the time bidding was over, the auction had netted \$363 for our treasury.

At 1pm President Bob Phillips called the meeting to order. There were several agenda items, but the primary business of this meeting was to elect the 2014 officers and directors, begin setting the 2014 event schedule, and present the 2013 President's Cup Award.

The following officers and directors were elected for 2014:

President – Bob Phillips  
 Vice President – John Stiller  
 Secretary – Vickie Rutkowski  
 Treasurer – Charlie Simon  
 Directors (for a 3-years term): Thad Bergh and Doug Brown

The 2014 Event Schedule was set, with only 2 dates still tentative. See Page 13 for details.

During the meeting, Michael Vannier announced that we have one more event in 2013! He and Diane will be hosting Wood, Wine & Wassail on December 14, 2013. It's an Open House from 4:30-8:30pm, and Michael invited all members to stop by after a busy day of holiday shopping.



**Bob Phillips presents the 2013 President's Cup to Michael Vannier**

Later in the meeting, Bob presented the 2013 President's Cup Award to Michael Vannier for his un-failing contribution to our club. It's more than the fact that he manages our web site, managed the Ship's Store, and is a regular participant in club events. Michael has also instilled in his children the love of classic wooden boats and is teaching them the art and science of restoring them. He embodies the vision of ACBS – imparting to the next generation the skills needed for boat building/restoration and the love of doing it.

The meeting adjourned at 2:30pm. Full minutes have been distributed to the membership.



# Grand Lake Show & After-the-Show Party



Steve & Susie Frasier's 1968 19' Resorter, Idlewild (who's that guy driving?)



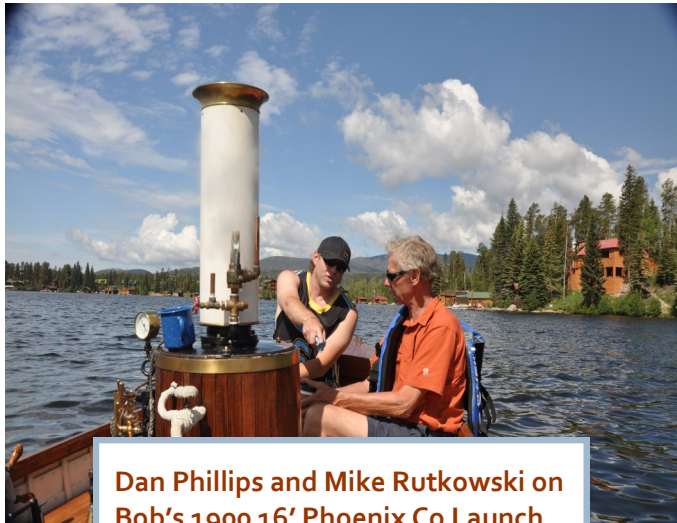
Show Coordinator, Chris Braaf at the evening picnic, Grand Lake 2013



Rich Ball in his 1962 18' Century Dart, Ball Four



Everyone wants one—Tom Ludwig, owner of Rapids Lodge & Restaurant, with Window Table



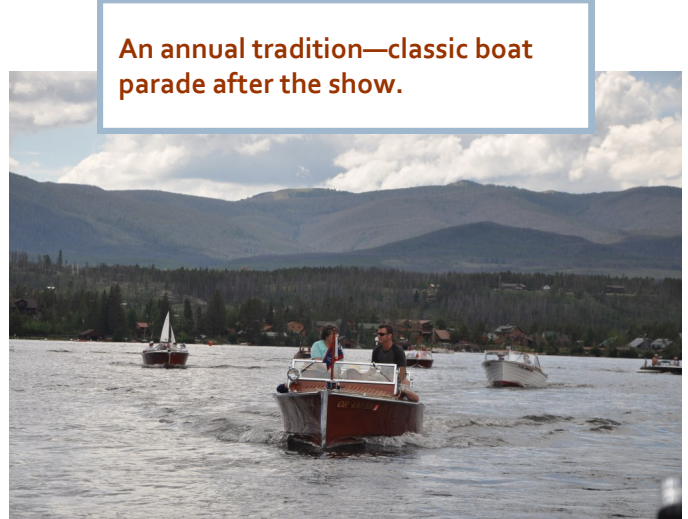
Dan Phillips and Mike Rutkowski on Bob's 1900 16' Phoenix Co Launch, Shearwater



# And MORE Grand Lake Show Pictures



Boats at the dock, Grand Lake In-the-Water Show, July 13, 2013



An annual tradition—classic boat parade after the show.



Thad Bergh's 1951 12' Aluminum SeaKing



And John Stiller in his 1959 Biesemeyer with Thad in tow. Bad Fuel Line.

Jane Kemp in her electric launch, Whiffen Poof.



## Coeur d' Alene ACBS Annual Meeting and Show Report *by Steve Frasier*

We decided that the Coeur d' Alene show was the perfect opportunity (excuse) to go and visit the NW part of the US with our boat. So we loaded up our camper, hooked up IDLEWILD and headed for Coeur d' Alene, ID.

It took us two weeks to get there because we had to stop first at Flathead Lake, Montana to see the largest natural lake this side of the Mississippi. Quite a treat! We stayed at a campground/marina near Bigfork, MT and visited a Navy buddy who lives there. We then spent most of another day being hosted and toured by Bob and Betty Moore who happily live on the lake in a grand western setting with their many woodies. Many of you remember them as very active RMC members when they lived in Denver and had a summer place on Grand Lake. Needless to say, we also did some serious boating on that 30 mile long lake.

Six days later we headed for Priest Lake, ID to partake of the pre-show festivities there. Bob & Chris Anne Braaf



and Chris Smith joined us there, after they had stopped at Alcovia for a quick run up the canyon with Charlie & Linda Peak. Our hosts at Priest Lake were Dick and Louise Werner, who did a superb job keeping the 145 plus attendees and 40 boats occupied and entertained. Bob & Betty Moore were the stars of the 50's party the first night. A parade up the windy and rain swept lake on the second day put everyone in a jolly expedition type frame of mind as we all huddled around the lodge fireplace to dry out and sip hot toddies while telling war stories. Dick and Louise hosted a fine bar-b-que

**Boats at the dock. 2013 ACBS Annual Meeting at Coeur d'Alene, ID.**

feast at their lakeside home the final evening.

Then it was on to Lake Coeur d' Alene and the big show! And a big show it was, staged at the Coeur d' Alene Resort with its huge Marina, the center of which was chock full of mega yachts. Our classic craft were secured bow to stern around the perimeter board-walk dock which encircled the marina. It must have been more than a half mile walk



**Chris Smith, 2013 ACBS Annual Meeting**

to do the whole circumference and see the more than 120 beauties on display. The contrast between the new white fiberglass yachts in the center and the classic oldie wood and varnish was striking. Surprisingly large crowds of people walked the docks the two days of the show.

The annual meeting and awards were the finale' of the event, where we heard from the incoming ACBS President, Teresa Hoffman from Lake George, NY who was raised in a classic boating family. Both her parents are past ACBS presidents. Next year's annual meeting-show is at Lake Skaneateles in the Finger Lakes of New York located south of Syracuse and west of Albany. Susie has already booked a cottage. Make your plans for late September. A great chance to meet some new friends, have an interesting boating experience, and eyeball some great classic wood and fiberglass. You don't need to tow your boat, the society arranges rides and everyone has a good time.





## Did you know? Nautical Trivia by Jeff & Diane Waco

1. Did you know that if you are following another vessel in a river, narrow canal, or marked channel, you are the give-way vessel, meaning you have the greater burden of responsibility should anything go wrong when you try to pass? Your vessel, in this case, is also called the burdened vessel.
2. Did you know that the vessel you want to pass is the stand-on vessel? It's the privileged vessel and the skipper can deny you passage if the skipper thinks it is unsafe.
3. Did you know that you should sound two short blasts from your horn signifying that you would like to pass the vessel on its port (left) side?
4. Did you know permission is denied when the skipper blasts the horn five times, signifying there is danger involved in such a maneuver. If there is no response, consider it five short blasts and don't attempt to pass?
5. Did you know that if you are on a crossing course with another vessel that could result in a collision if neither boat changes course or speed, the vessel on the right is considered the privileged or stand-on vessel and you must let that vessel pass in front of you?
6. Did you know when the other vessel is on the left, you are the privileged or stand-on vessel and you must pass in front of the other vessel?
7. Did you know that when meeting another vessel head-on you should both steer to the right to such a degree that you can see each other's intentions to pass safely port side to port side meaning left to left?
8. Did you know vessels restricted by their draft or by fishing gear, such as nets or trawls, hold privilege over recreational vessels, including sailboats?

### Boating Safety Courses Available On-line and in the Classroom



You don't have to go down with the ship! We have many, many options for boating safety courses.

Jeff Waco has offered to do a Boating Skills and Seamanship class for our club. The full course is 13 lessons completed in 9 sessions with test at the end. When successfully completed, attendees usually receive a 10% reduction in boat insurance costs. Contact Jeff ([jeff54@earthlink.net](mailto:jeff54@earthlink.net)) for more information.

RMC Vice President John Stiller researched information on both classroom and on-line boating safety courses. Classroom training is available and scheduled April -Sept at Colorado Parks and Wildlife Offices.

One of the Denver offices is at C470 and Santa Fe Blvd. Youths 14-15 years of age interested in operating a boat are required to take this proctored in-class training and receive a passing certificate. Adults may also take this same course.

Remember for Boat Safety Information or to report a boat accident, contact: Boating Safety Program at 303-791-1954 or send an email to [boating.safety@state.co.us](mailto:boating.safety@state.co.us). For information online, go to <http://www.parks.state.co.us/Pages/HomePage.aspx> (see boating tab for a wide array of resources.)

Also, at <http://www.boat-ed.com/colorado/> you'll find the Colorado Online Boat training referred to as the Colorado Boater Safety Course. The course costs \$29 and upon completion provides you the Colorado Boater Safety Certificate.

This is a terrific resource especially when it comes to navigating our inland waters. We may even test your knowledge at an RMC upcoming event!

## Time-honored Tradition—Boat Building in the RMC

Boat building—one of the oldest forms of engineering— is alive and well, though not widely taught these days. Rocky Mountain Classics is lucky to have several members who are experienced boat builders and willing to share their experience and knowledge with us.

Wayne Grabow is one of those resources. Wayne and Dawn Grabow of Colorado Springs, joined our club in 2011. Wayne is a semi-retired dentist and a boat builder with boat #8 underway. He started out building sailboats but is currently building his 2nd power boat. He expects this project to take about two years from start to finish.

Wayne maintains a blog where he records his progress on this project. Here are some excerpts from earlier this year, including pictures of his impressive project. You can read the full story at <http://developable-surface-boat-designs.blogspot.com/>

**Sunday, May 19, 2013**

### **Slow but Steady Progress**

I have been working on the boat steadily, but it is a project I do in my spare time, so progress has been slow. My job, snow skiing, a couple trips elsewhere, honey-do tasks, and such come first. Work has been focused on the boat interior. I bonded another layer of wood to the inside bottom of the hull. Where it would show, mahogany planks were used; where it wouldn't show 6 mm. okoume plywood was used; and in the bow where curvature is very significant, a layer of 8 oz. fiberglass was bonded into place. I built in five shelves in the cockpit under the side decks. The instrument panel and the throttle mounting plate were designed and built. The seats were designed and built; they are sectional for ease of removal and will be upholstered when we get closer to completion. I ordered the fuel tank (18 gallon with gauge sending unit) which will be mounted under the front seats and built a fuel tank support platform. Removable floor panels were built as well as a shelf to go under the foredeck and a battery support for under the aft deck. Then the inside of the hull was cleaned up by removing resin blebs & sanding. Most recently the entire interior has been stained. Next will be the application of 3 coats of varnish to the interior. For staining and varnish it is preferable to keep the shop windows open for ventilation. We have had snow as recent as ten days ago, so the weather hasn't been warm enough for open windows. To stall for time, the plywood panels which will be the initial layer of decking have been already cut to exact size and are ready for installation as soon as the interior is done. Also need to cut the flotation foam which will be under the aft deck around the OB engine.



Hull in May 2013



Hull in October 2013



## Time-honored Tradition—Boat Building in the RMC

When you design your own boat, each step in the building process requires finalizing the design as well as the actual building. You learn from your previous efforts and hope to improve. Functional parts I design myself, but for esthetics I get my wife's input. She is not a boat person, so her viewpoint is not influenced by traditional nautical convention. With a convenient shop space and no deadline for completion of the boat, the building process is very enjoyable; a combination of engineering, artwork, and exercise. I already am already working on a design for a "next" boat.

### Monday, July 22, 2013 To the deck and onward



Hull in July

With the interior almost complete, the deck has been my focus recently. First came an initial sheathing with 6mm okoume ply. Then a second layer of okoume ply was shaped to the deck edge (about 9" wide) and bonded in place. This was then stained with a deep brown water-based stain, called "Espresso". Then the major part of the fore and aft decks was covered with 6mm thick African mahogany planks. Next a 1/2' by 1/2' channel was refined with a router at the deck-topside junction (sheer) and an appropriate piece of African mahogany was bonded into this sheer joint and sanded to provide a

smooth rounded lip to the deck edge. At this point the stained section of the deck needs another coat of Espresso stain and then it will be ready to be sealed with fiberglass and epoxy. The recessed portion of the stern, incl. splash well and engine mount, will also need to be glassed. But we can now also start thinking about the windshield design. Today I cobbled together a quick mock-up, using cheap ply and duct tape, of a proposed windshield design. Looks okay for a first attempt, but undoubtedly will be modified in the final version. We are thinking of having the windshield frame fabricated in metal. That would require finding a metal fabrication shop willing, equipped, and reasonably-priced to do the job. That may be a task in itself.

My biggest problem holding things up is that I need to sell my current boat to make room in the garage. The new boat is bigger, heavier, and would benefit from a more powerful engine. The existing engine, controls, hydraulic steering, and trailer could be transferred to the new boat, but would make the existing boat even less marketable. When I built sailboats they were so much cheaper to equip that I could sell them much more cheaply. I never count my labor as a cost; it is just something I enjoy doing. It replaces golf and a gym membership.



Hull as of October 9—a work of art and science.

## Postcards from the Edges—Edges of Boating Season, That Is

Our boating season is bracketed by two events. The first in May, Shake the Dust Off your Cover event hosted by Tom & Kathy Lange, gives all of us who are done with ski season and ready for boating something to whet our appetites.

May 2013 was no exception.

As always, Tom and Kathy hosted members at Lange's Boats in Boulder. Some members brought boats to display, including Kevin Anderson who brought Skipper's Dream – the boat formerly owned by Skipper and Brenda Gorman and beautifully restored by Doug Brown.

Members strolled through tables of items for sale, enjoyed a catered buffet, played nautical trivia and generally just had a great time.



**Our host and hostess—Tom and Kathy Lange, May 2013.**



**Kevin & Betsy Anderson's boat Skipper's Dream. Resto-mod by Doug Brown.**



**Jeff Waco with a Doc Herrington watercolor he just purchased at the Lange event.**

Fast forward four months. Mike Novick coordinated our last boating event of the season, a rendezvous at Sloan's Lake in Denver. Denver served up a beautiful, late summer day for those who participated in this full day of boating, reminding us what a great idea a rendezvous is—it's ALL on the water—no dock time.



# Loveland Regatta and Alcova In-the-Water Show



**The Stillers getting an assist from Michael Vannier. Loveland 2013**

Our first boating event of the 2013 season was the Loveland Regatta, hosted by Rich and Lu Ball on Lake Loveland. It was sometimes overcast, windy and a little cool, but that didn't stop several members from enjoying a day of boating on that beautiful lake.

In the evening, Rich and Lu hosted another of their famous dock-side parties that included lots of great food and fun.

Rich and Lu will be hosting the 2014 Loveland Regatta on June 7, 2014.



**Patti Wagon, 1955 Chris Craft Capri owned by Charlie and Patti Simons. Alcova, 2013.**

Again this year, we were afraid that Frisco would not have enough water to allow for our in-the-water show so we moved that event to Alcova Reservoir, in Alcova, WY.

Charlie and Linda Peak coordinated this event, securing the docks and arranging for our members to dine at the Casper Yacht Club.

Alcova is a long drive for many of our members, and once you get there – well Alcova doesn't have many places to stay and it doesn't have many places to eat. But here's what it does have – GREAT boating. It's a big, beautiful reservoir that is never low on water. Everyone who attends agrees it is well worth the trip.

Alcova is such a good boating venue, we've added it to the 2014 Event Schedule, not as a replacement for the Frisco Show, but in addition to it. Right now the tentative date for our Alcova In-the-Water Show is August 9.

## Welcome Two New Rocky Mountain Classics Members!

New members Ron & Madge Randel were childhood sweethearts in Texas. Madge had a partial scholarship for water skiing at Rollins College in Winter Park, FL where she competed in great places such as Cyprus Gardens. Ron & Madge skied behind Century Boats on Possom Kingdom Lake near Fort Worth, TX in the mid 50's later to marry before Ron's senior year at Washington & Lee University in VA . Now residents of Greeley, the Randels joined our club in May after buying their 1965 15' Century Resorter. Century produced

the 15' Resorter between 1964 and 1968 but only built about 600, so this was quite a find. This particular boat is the 61st one built with a 160 hp Ford Interceptor V-8 engine. The 15' was often called the "Baby Resorter" for owner's who wanted to have the "fastest boat on a small lake" to quote the Century Boat Club magazine, "The Wooden Centurys". Ron just clocked his at 39.7 mph on his and Madge's childhood lake in Texas while reliving old memories.



**Ron Randal with his 1965 15' Century Resorter**



**Anne Schiferl at the dock in Mahogany Lady**

Gene & Anne Schiferl, from Longmont, joined our club in June. In 1967, they bought Mahogany Lady, a 1-owner, 1956 19' Century Resorter. A few years later, Gene began its restoration, and you can see he did an amazing job. He did everything himself, except the 5200 bottom. Mahogany Lady boasts the original chrome and original upholstery.

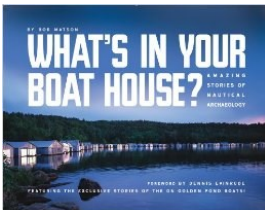


**Gene brings Mahogany Lady into the dock.**



## 2014 RMC Event Schedule

Dates	Event
January 10-12	<b>Denver Boat Show/Colorado Convention Center</b> Coordinator Jeff Waco at jeff54@earthlink.net or 303/421-3141. If you'd like to show your boat or work the show , contact Jeff today!
February 14-16	<b>2014 Colorado Springs RV, Sport, and Outdoor Show / Phil Long Expo Center.</b> Jeff Waco at jeff54@earthlink.net or 303/421-3141. If you'd like to show your boat or work the show , contact Jeff today!
February 27-March 2	<b>57th Annual Colorado RV, Sports, Boat &amp; Travel Show National Western Complex, Denver, CO;</b> Coordinator: John Stiller at john.stiller@qwest.com or 303-670-6837. If you'd like to show your boat or work the show, contact John today!
May 17	<b>Shake the Dust Off Your Cover</b> , Lange's Boat Shop, Boulder Colorado Coordinator Tom Lange, at tklange@msn.com or 303/447-1738. MEMBERS ONLY. RSVP Required
June 7	<b>2014 12th Annual Lake Loveland Regatta / Lake Loveland, CO</b> Coordinator: Rich Ball at richard.balllaw@gmail.com or 970-667-3965 MEMBERS ONLY. RSVP required.
July 12	<b>Grand Lake Antique Boat Show /Grand Lake, Co</b> Coordinator: Chris and Bob Braaf at bbraaf@msn.com or 970-887-2210.
July 26	<b>Frisco Boat Show/Frisco, CO</b> Coordinator: Bill Tordoff at amsiinc@cs.com or 970-409-9224
August 9	<b>Alcova Boat Show, Alcova Reservoir, Alcova, WY</b> Coordinator: Charlie Peak at 307-234-0382
September 18-21	<b>ACBS, Annual Meeting</b> Skaneateles, NY Watch ACBS.ORG for meeting details!
TBD	<b>Sloan's Lake Rendezvous/Denver, CO</b> Coordinator: Mike Novick at michaelnovick@msn.com or 720-244-3376



Looking for the perfect gift for your boating enthusiast or for something to pass those long, cold, dry-docked, Rocky Mountain winter evenings? Pick up a copy of Robert Matson's new book, **"What's In Your Boat House? Amazing Stories Of Nautical Archeology."** From the jacket: *Bob has been asking people what's in their boat house for years. He has assembled a collection of family histories, serendipitous tales, incredible restorations - complete with photos of pleasure craft in barns and garages-and where they really belong -on the water! Bob grew up on cabins at Cass Lake, Leech Lake and now on an island in Lake of the Woods. We've all heard the phrase, every boat has a story to tell; yet when Bob went looking for a book that told those stories, he couldn't find any. That's when he knew he was on to something. Bob currently owns Matson Motors, in Ely, MN, specializing in restoration of vintage boats and outboards.*

## Got Some Flotsam #7 by Chip Taft



Director-at-Large and RMC Historian, Chip Taft

This is the 7th run through our club's history. We were founded by acceptance in to the ACBS on May 1998. I have attempted to relate some of the club's events and the many contributions of our members. Well, so here goes again!

**2005** First, a huge thanks to Tom and Kathy Green for their hard work, year after year coordinating the Denver Boat Show! This year (05) they will again be persuaded to help out for 06, and then pass this job on to Jeff Waco, who has done a remarkable job right up to 2013. This was my second year as President, (04-05) and all is going well except for my December open heart valve surgery, which has kept me from full participation in the club's event planning. The board, consisting of Charlie Simons, Jeff Dwight, Jim McGaughy, Miles Porter, Linda Peak, Wayne Spaulding, and Mark Zemple have taken up the slack nicely.

January 2005 showed 102 members with 33 not having renewed by this date. The March RV, Travel, Trailer show is our 2nd here and seems to be a very popular event. Thank you Mike Novick! Kathy Lange has a desire to retire after publishing award winning "Bilge Pump" news-letters, but the board talked her out of it! Thanks Kathy. The Grand Lake show raised a question of shortening it to a one day event (which we do now) In June 2005 we were at Navajo Reservoir, holding our meeting at the Sky Ute Lodge. I believe this was 2nd to last event down south. We had a great Grand Lake Show, in spite of some problems with slips and the Yacht Club sailing schedule. Looks like this show is heading for the public docks and a one day event! The October annual meeting was held in Frisco. I jumped off, as President, due to recovery issues. I agreed to be the Chapter historian, which is what I am fulfilling here!! Bill Tordoff assumed the President's seat for 06'.

**2006** The club has 94 members. This might be the slide, as I believe we are at 87 in 2013. The ship's store has done very well in years past, but with a great deal of dedication on a member's part. It was decided to keep the inventory to a minimum and have the store open for perhaps one or two events. With the cost of printing, it was decided to only have 2 to 3 issues of the Bilge Pump produced. A lack of participation by members was discussed. Some said the events have worn old and some may not be attending. The new projects, i.e. the Chris Craft Club Trailer was an attempt to spark interest, but little was found to restore this neat trailer.

The newness of the Frisco venue stood out, as over 2,000 people came on the docks to look at the boats. This is a really neat event. Hope the water holds out!!??  
I best keep it short. More to come soon.



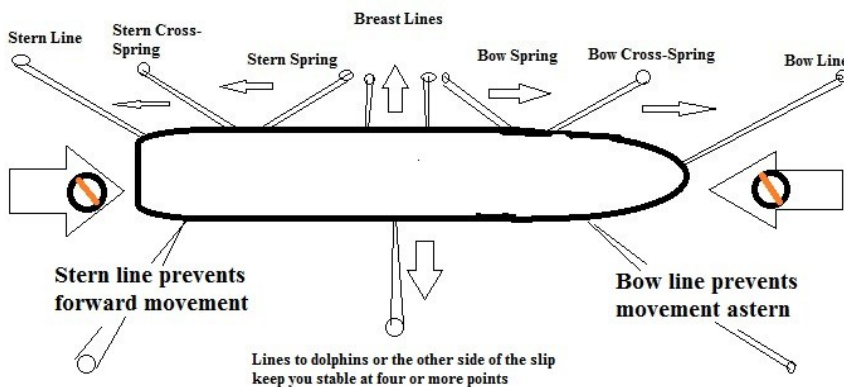
## Boat Mooring Made Easy by Jeff Waco

Properly tying your boat up to a pier or wharf is quite simple, but in many cases I have seen boats tied up incorrectly, and that can result in damage to the boat and/or other boats in the vicinity.

Dock lines (also called mooring lines) play an important part in the handling of vessels at a pier. Obviously, as boat sizes increase, more and heavier lines are needed. A small, light outboard craft requires fewer lines for secure docking than does a heavy 50 foot trawler. Skippers of both these types of craft should know and understand how lines are used, so they can decide which lines are appropriate.

In addition to securing a boat in its berth, the proper use of lines can aid maneuvering close to piers and wharves.

Although most skippers speak quite loosely of bow and stern lines, it generally matters little as long as the line is made fast forward or aft. However, there are several lines that can be secured to the bow or stern and depending on their direction and use, these are given other names. Forward and after relate to the direction in which a line runs from the vessel, and not to where it is made fast on board.



### BOW AND STERN LINES

According to correct nautical terminology, there is only one bow line. This is made fast to a forward cleat and run forward along the pier to prevent the boat from moving astern. The stern line leads from an after cleat to a pile or cleat on the pier astern of the boat. This line checks the boat from going ahead. For securing small boats, these lines are often the only ones that are required.

### BREAST LINES

Breast lines are lines secured to the bow and stern that lead athwart ships (from one side of the boat to the other) nearly at right angles to the vessel and to the pier or wharf. They are used on larger vessels to keep the craft from moving away from the pier or to pull it in for boarding. Breast lines are seldom used on small boats.

### SPRING LINES

Although only two spring lines are usually used, there may be as many as four for larger boats: the forward bow spring, the after bow spring, the forward quarter spring, and the after quarter spring. Bow springs are made fast at the bow or to a forward side cleat. Quarter springs run from the stern or an after side cleat. Forward springs lead forward from the vessel to the pier or wharf, and control movement sternward. After springs lead aft from the vessel, and check movement ahead.

Spring lines (some of the most important mooring lines) are used to prevent movement in a berth, ahead or astern. They work with the bow and stern lines to keep a boat in position when there is significant rise and fall of tide and wind moving the boat. This is particularly desirable where boat movement forward or aft must be minimized so that fenders are kept in place or where the gap between adjacent vessels is quite small.

Mooring line are an important part of any vessels inventory. A minimum of four lines is necessary, six are preferable and eight is ideal for any situation. Half-inch diameter line is adequate for boats up to thirty feet. Under 20 you can use three-eighths.

*The Bilge Pump*

Newsletter for the Rocky  
Mountain Classics Chapter  
Antique and Classic Boat Society

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