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Rudder

THE OFFICIAL MAGAZINE OF
THE ANTIQUE & CLASSIC BOAT SOCIETY

WINTER 2021

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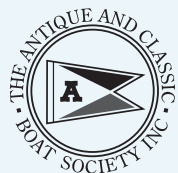


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Contributors



A RIVA IN A BARN

Bjorn Bakken, Bay State Classic Boat Club

Bjorn Bakken is an amateur boat restorer residing in Massachusetts with wife Gayle and three high school age kids. He is honored to serve as a Director of the ACBS.



MATILDA

Boyd Mefferd, Bay State Classic Boat Club, Adirondack and Southern New England Chapters

Boyd Mefferd started buying, selling and restoring antique boats in 1981 in Canton, Connecticut. Since then he has worked on and sold over 1,000 boats.



RACE BOAT HISTORY

By Kevin Bamerick, ACBS Member

Kevin Bamerick is an avid writer with a passion, like his dad, for hydroplane racing. He is an experienced boatman on wooden, fiberglass and plastic boats. His best advice - avoid the rooster tails.



SCHOONER ZODIAC

Ann Reinhart

One summer, Ann Reinhart opted for a week of sail training aboard the Schooner *Adventuress* over her usual Girl Scout Camp. She fell in love with the ship and crewed aboard through college. She then "jumped ship" to Schooner *Zodiac* where she helped with final restoration and first years of chartering. After a 15 year absence while working in film and TV production in Los Angeles, she's re-settled in Bellingham, Washington and works on special projects for the *Zodiac*.



BARN FINDS – TREASURE OR TRASH

Monte Bauman, Buckeye Chapter

Monte Bauman, ACBS member and Chris-Craft Continental owner since 2014, is now an AristoCraft barn-find owner as well. He was recently elevated to Buckeye Chapter President after the untimely passing of beloved prior leader, Dan Frear. Monte is father of four, grandfather of four, and proud husband of wife, Kitty.



REDISCOVERING MY CHRIS-CRAFT RIVIERA

Kurt Schrang, Glacier Lakes Chapter

Kurt Schrang, 82 years young, has lived in the Wisconsin "lake country" his entire life and on Lac LaBelle for 55 years where he spends most of his free time around boats. He has a C-Skow and two Chris-Crafts that he restored. Kurt maintains that there's nothing like a restored wood power boat! "It's a ride to heaven and an experience envied by many!"

OLD TIME WORLD - PART 1

Alison Blake, Chesapeake Bay Magazine

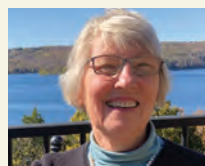
Alison Blake's credits include *National Geographic Traveler*, *The Washington Post*, *The Boston Globe* and *Baltimore Magazine*. She is the author of *The Chesapeake Bay Book* and *Maryland Curiosities*.



VAMANOS – OUR 1924 DODGE WATERCAR

Jim Cooper, Okanagan Chapter

Jim Cooper and wife Opal have two children who grew up in the antique boating world. Members of ACBS since 1997, they live and boat on Skaha Lake in the beautiful Okanagan Valley of British Columbia, sometimes called "Napa north" as it is the wine capital of Canada. Jim has several antique and classic boats in various states of repair scattered about wherever he can find storage space.



HEARTLAND CLASSICS CHAPTER RENDEZVOUS

Forrest Bryant and Kathy Parker, Heartland Classics Chapter



Kathy Parker and husband Don have enjoyed ACBS boating events for more than 20 years. She often gets to be the "reporter" and is Membership Chair of the Heartland Classics Chapter.

Whether you can attend in person or not, Heartland Classics Chapter events are enjoyed through the photography of Forrest Bryant, editor of the Chapter's *Mahogany & Chrome* magazine. His photos have also appeared in the *Rudder*.

Where Has Your *ACBS Rudder* Been?

Where has your *Rudder* been? We'd love to hear from you! Send photos of yourself and your *Rudder* to rudder@acbs.org. Connect with your fellow members and enjoy sharing your love of classic boating with those around you! With ACBS at the helm you never know where your *Rudder* will take you!

Thanks, and Happy Travels!



1. Southern California ACBS members Bob & Janet Kircher, Rob & Maggi Cassell, John Maddox, Alex & Erika Kleckner reach out to share stories, smiles, and copies of their *ACBS Rudders* via Zoom during a COVID-19 surge. 2. Indiana Chapter member Jeff Funk's grandson, William Dunham, catching up on his reading of the *Rudder*. 3. Southwest Chapter member and ACBS International board member, Lindy Robinson, relaxing on *Elizabeth* at Blue Dolphin Marina in Seabrook, Texas.



PRESIDENT'S MESSAGE

Here's to 2021

So, 2020 is now behind us - and good riddance! For a year with so many challenges it flew by pretty quickly, I think. Hopefully, we can take what we learned last year to sharpen our focus on 2021. We are not out of the woods just yet and I am certain an entirely new set of challenges are on the horizon. For example, though vaccines have come onto the scene, their timing, effectiveness and acceptance are, as of this writing at least, still unknowns. A change of leadership in Washington always brings uncertainty, and this year is no exception. Will there be additional shutdowns or fewer, will we have more restrictions, and when will we see an ability to return to life as we knew it? Though we all said this of 2020, I think 2021 will again be a year like no other.

We classic boaters got through last year and most of us actually did quite a bit of boating - although as individuals or in small informal gatherings. Of note, none of these gatherings were under the formal ACBS umbrella - we social distanced H2O style - and it was hard. We missed seeing everyone at our usual events as this is where memories are made. We were hopeful that last year's setback was behind us but our first check point for normalcy was more like a kick in the gut when Sunnyland canceled their popular and much anticipated show scheduled for March 2021. This was a prudent decision, though it was a disappointing start to our new boating year. It also makes me concerned that there will be more like it to come.

Some thoughts to consider: I believe it's best to plan for the worst and hope for the best. Many of our boats, and we ourselves, have made it through other challenging times. We've all faced an uncertain future at various points in our lives. If we can look at the bright side, though difficult, these conflicts build character, lead to creative solutions, and foster a community not too unlike that which we already know ACBS to be.

Instead of in-person events, we began relying more heavily on digital media, utilizing virtual meetings and events, creating informal gatherings and cruises, all with COVID protocols enforced. No, it's not the same, and yes, we all wish we could get back to normal. But, it's something. Let's hang in there, rely - for a little while longer - on our new digital lessons learned. Let's find new projects to work on, including planning and organizing for a stronger, more resilient chapter, as well as new member recruitment. We will get through this as an organization and will be stronger for it as we utilize virtual tools as an opportunity to broaden our reach, not only with our own chapters but others as well. This shutdown has opened up an invaluable dialogue fostering new ideas. You are commended for your ingenuity and stick-to-it-ness.

Your BOD will be practicing what we preach. I, for instance, am in the middle of a classic fiberglass restoration project and am looking forward to our January virtual meeting (we hoped to meet face to face at Sunnyland). Now our next chance for an in-person BOD collaboration is the annual meeting at Coeur d'Alene.

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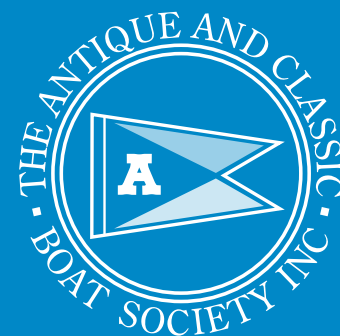
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It comes as no surprise that part of our BOD discussion will center around the five main areas of organizational focus:

- 1. Strong Committee Structure** - Our cadre of volunteers is the heart of our organization
- 2. Annual Meeting and Boat Show Refresh** - We cannot wait to celebrate together - in-person!
- 3. Education** - ACBS is not just a community of hobbyists, we are educators both for each other and for the next generation of classic boaters
- 4. Board Member Outreach** - Coming soon to a chapter meeting near you!
- 5. Expanding Digital Options** - Even after COVID we will seek to expand in the digital space. It is a great opportunity to connect the old with the young.

I hope everyone had a happy and safe holiday season and I hope to SEE you in 2021!

From the bilge,

Timothy C. Bush

Tim C. Bush

ACBS International President
tbassoc@comcast.net



2021 ACBS Officers

President	Tim Bush	N. Cal/Lake Tahoe
Vice President	Rob Lyons	Water Wonderland
Treasurer	Scott Mason	Pacific Northwest
Secretary	Maggi Cassell	S. California
Past President	Stan Struble	Lake Hopatcong

ACBS Directors

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2021	Don Leutz	N. Cal/ Lake Tahoe
2021	Dave Nau	N. Coast Ohio
2021	Ed Andrews	Mid-Atlantic
2022	Rob Cassell	S. California
2022	Kathy Rhodes	Toronto
2022	Lindy Robinson	Southwest
2022	Dave Bortner	BSL0L

Directors at Large

2021	Stephanie Ryan, Legal Counsel
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It was love at first sight when Monte Bauman rescued an AristoCraft Typhoon from an old timber barn near Springfield, Ohio. Propped up against the side wall it was clear the little 12-foot outboard racer was in great shape and could be brought back to life given sufficient determination. Today the restoration is well underway, targeting launch in summer 2021.

Photo: Monte Bauman

Visit www.myacbs.org to read both this and past issues of the ACBS Rudder magazine online. The ACBS website is where you will find complete information on all the benefits of membership as well as the latest news and events of interest to our members.

The ACBS Rudder is published quarterly. For membership information and to join the ACBS please visit www.acbs.org or contact Stacy Dasno at ACBS Headquarters: Phone: (315) 686-2628 Email: hqs@acbs.org



FROM THE
EXECUTIVE DIRECTOR

A Few Thoughts for the New Year

January 2021 marks the start of my fifth year with ACBS. It has been rewarding to be at the helm of this organization and to see the collaborative evolution of our membership. New efforts at meaningful programming and lifting up the next generation of classic boaters are truly indicative of the importance we all place on not only preserving this history but enjoying it to the fullest. Whether out on the open water or tinkering in our barns, the mission of ACBS is at the heart of our classic boating community as much today as ever.

Of course, 2020 brought unforeseen challenges that again caused us to consider new ways of moving ahead. In the spirit of the New Year we have an opportunity for reflection on what we did well and how we can continue improving. Perhaps after all that we've been through, this year's reflection is of particular importance.

So, grab some paper and make some notes. Here is mine in no particular order:

- 1 - All of us are guided by the same priorities, Family first, Work second, then everything else. Decisions on "everything else" are based on three things, Time, Interest, and Money. To grow the classic boating hobby, we need to attract people with time, interest, and money. Age is not important.
- 2 - Time is a precious commodity. Members may be less interested in meetings, organizing formal events, and committees and mostly just want to enjoy their boats and each other. A small active club is better than a large inactive club. Let's create experiences that put a smile on our members' faces.
- 3 - When the Pandemic forced much of the world to shut down in March of 2020, I wondered if that would cause some members to not renew their membership. I am happy to report the

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number of annual members is only down 12 from March 2020. To all of our active members, thank you for continuing to support ACBS.

4 - People who belong to a membership organization often ask, "What do I get for my dues?" I too have belonged to a number of different membership organizations and I have given this question much thought both as a dues paying member and as a staff member. If you enjoy your chapter events and the international boat show. If you enjoy the many resources on the ACBS member website, including how-to videos and documentation for everything from refinishing a hull to maintaining an engine. If you enjoy being part of a community of like-minded boaters who you can connect with in just a few strokes on your keypad, your dues are the primary support of everything ACBS does.

I hope the start of this New Year finds you healthy and happy, with a meaningful winter project in your barn or a climate that allows you to enjoy boating in every season. From your ACBS volunteer directors and committee members to all of you, Happy New Year and we look forward to seeing you soon.

Thank you,

Dan Gyoerkoe

Dan Gyoerkoe

ACBS International Executive Director

315-686-2628

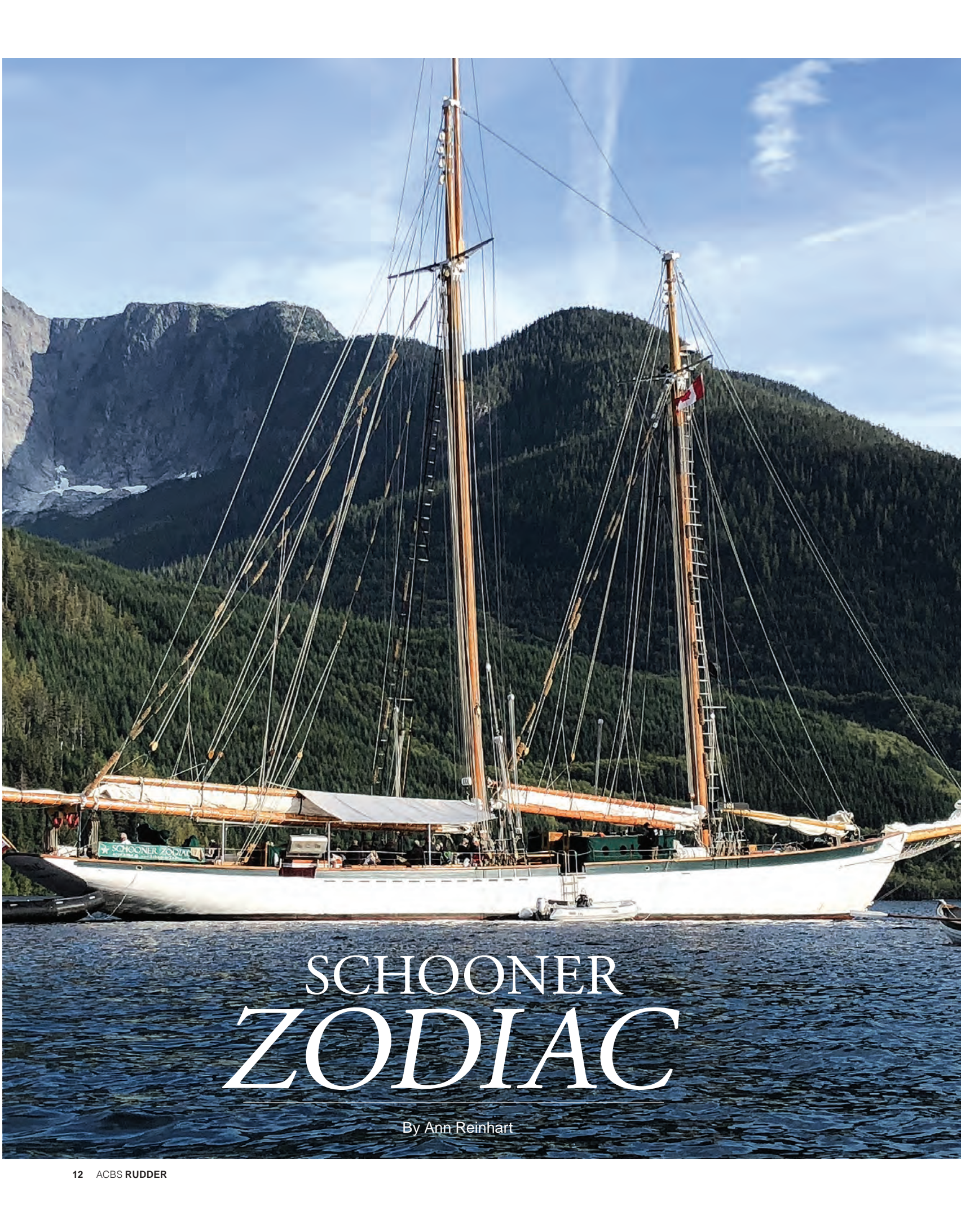
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SCHOONER ZODIAC

By Ann Reinhart



When Calen Mehrer was sixteen, his curiosity about how things work led him to his backyard creek where he built his own cedar over-shot water wheel utilizing gravity from a small waterfall, successfully generating 14.5 volts. It is this same hands on, learn-by-doing that Calen uses to train the summer interns who are the core crew for the Bellingham, Washington based Schooner *Zodiac*'s sailing season. The now 28-year old third generation Captain follows in the path of his father Tim, a member of ACBS Pacific Northwest Chapter, and late grandfather Karl, taking the *Zodiac*'s helm to chart the next chapter in her nautical life.

Built in 1924 in East Boothbay, Maine, and designed by William H. Hand, Jr., the 160-foot vessel has gone from luxury yacht for the Johnson & Johnson family to a San Francisco Bay Pilot work boat to a wonderfully restored charter vessel offering a variety of trips from spring to fall. Just as the boat was about to embark on her first 2020 sail the world was upended by the COVID-19 pandemic and the season suspended. As the *Zodiac* sat at the dock, Calen and Tim worked closely with an infectious disease epidemiologist to shape their COVID response, instituting strict new safety protocols that allowed the *Zodiac* to resume a shortened season with a reduced capacity.

Calen took advantage of the extended time ashore to set his 2020 interns loose in the large workshop filled with hundreds of shipwright tools, some handed down from a great great grandfather in England. The first task he assigned: for each to make something that they would carry with them for the rest of their time a'sea. Camille Folweiler, an intern returning as a first mate, and new crew member Thom Rouwhorst used the metal shop to fashion their own crew knives with leather sheaths. Other interns have made marlin spikes, ditty bags and rigging bags.

The first step for all is the pattern. Only after re-doing, re-tooling and perfecting the

pattern do they move on to the actual construction and fabrication. The goal to get it right the first time, conserving materials.

The year to year tasks to maintain and preserve a wooden ship may be basic but the execution is critical. Applying a coat of varnish that will dry smooth and preserve the wood underneath requires proper sanding to prep, a clean brush, a trained brush stroke, a certain air temperature to allow curing, and any of these steps done incorrectly will result in grabbing the sander and starting over. This lesson is the most important one handed down to the many volunteers who keep the *Zodiac* alive. Each season the up-rigging and down-rigging allow them to get their hands on lines and blocks and booms and dacron sails, imprinting what piece goes where, how one works with the other. When time to sail, a seasoned sailor will take a newcomer under wing to teach how the parts come together to raise the 7,000 square feet of sail, including the 4,000 square foot mainsail.

Once underway the crew rotate through positions. From standing bow watch to steering the ship to plotting the ship's course, assisted by passengers who wish to join in.

As part of being a good steward of the Salish Seas, a discarded plastic water bottle floating by will often trigger a "Man Overboard" drill, the crew quickly moving to their assigned roles: retrieving the rescue basket, readying the small boat for lowering, grabbing the portable AED machine. The safety of the passengers, ship and crew is paramount. Regular drills keep procedures fresh. The nightly anchor watch, where crew members stand two-hour rotations, assure that there is always someone awake and alert to anything amiss. Fire alarms, smoke detectors, bilge alarms all augment the human watch.

A source of pride for the *Zodiac* is the number of crew who have earned their Masters and Able Bodied Seaman licenses while ►

accruing 200 ton sea time working aboard her. Tim continued the course set by his father Karl, providing a place where volunteers may work up to their full ability, letting their interests and initiative lead the way. Bookcases brimming with technical manuals to help them puzzle things out. *Zodiac* alumni have gone on to careers on tug boats, freighters, cruise ships and the Coast Guard. One is now a sought-after rigger on the East Coast windjammers, another a new Port Captain in Tacoma, Washington. Long time first mate and lead rigger Dana Raugi first came aboard the *Zodiac* at a boat show. Intrigued, she began volunteering along with her brother and mother, honing her skills from carpentry to mechanical to electrical. She now joins the growing rank of crew members who've earned her Captain's License.

31-year on-again off-again crew member Bruce Futhey echoes many when he says, "I've come to think of *Zodiac* as one of the most stable, positive and rewarding companions of my life. It's wonderful that learning to sail a nearly 100-year schooner is a truly archaic set of skills, and yet all the more treasured for it. *Zodiac* is also a platform for more contemporary life skills, confidence, cooperation, and willingness to take risks and master something new."

The largest maintenance project on the horizon is the replacement of the stem (bow). For this Tim will reach out to his roster of lumber brokers, searching for the perfect piece. He also uses salvaged and recycled wood throughout the ship. The primary woods are white oak and douglas fir. As the wood must season for at least two years before use, the acquisition and storage of the various sizes are critical. One requirement is the wood must come from the Pacific Northwest, so it will share the same immunity to the region's bugs. Tim has developed the ability to assess a piece by eye, seeing in the curvature, the pattern of the grain, whether it will shape into the perfect fit. Once he finds his piece, like a sculptor working with a slab of marble, he will spend time with the wood in the shop, playing with the angles, until ready to make the first carving and bring the stem to life.

Tim spent his youth aboard the 130-foot Schooner *Adventuress*, working alongside Karl who was the ship's Captain for over thirty years. After the Coast Guard insti-

tuted new regulations in the 1960s the two completely re-built almost the entire ship, including installing watertight bulkheads, until the schooner was able to receive her certification and once again carry paid passengers. The Mehrers' careful work and stewardship ensured the ship would be in strong shape for years to come.

As the 1980s dawned, Tim and Karl turned their attention to restoring the Schooner *Zodiac*, having acquired the ship shortly after she was retired by the San Francisco Bar Pilots. Stripped of all but a stabilizing sail and powered by an enormous Enterprise engine during her years stationed off the Golden Gate, over the next ten years everything above the waterline was re-built. Once the structural work was complete, the "pretty" work could begin. Gleaming deck boxes. New private staterooms. Fresh paint. Fresh varnish.

After the ship received her Coast Guard certification (requiring an Act of Congress - a whole other story), her new chapter as a charter boat for hire began. Thirty years on, the ship has perfected her sailing season, balancing school trips with themed multi-day adventures and a variety of day sails.

The ship itself is owned by the Vessel *Zodiac* Corporation, a group of friends and family. One, Tim's childhood friend Richard DePartee, is the spark that keeps the winter work parties running smoothly, corralling materials and lining up cooks to prepare a hot lunch. He's also the keeper of the early Johnson & Johnson family history with the ship, compiling historic photos and rare home movie footage viewable on the *Zodiac* website.

Calen's eyes are on the future. The physical beauty of the Pacific Northwest will continue to draw passengers to Bellingham Bay and the snow-capped Mount Baker. To the scenic San Juan Islands and the varied marine and bird life. Up the Inside Passage to Desolation Sound and its turquoise waterfalls. But each year there are more challenges for the Schooner *Zodiac*, and the maritime industry at large.

The region's shipyards are closing down, one by one, due to a changing economy and pressure to redevelop water-side property for residential use. The ship is left with fewer places that can accommodate her size for ►

**31-YEAR ON-AGAIN
OFF-AGAIN CREW
MEMBER BRUCE
FUTHEY ECHOES
MANY WHEN HE
SAYS, "I'VE COME TO
THINK OF ZODIAC AS
ONE OF THE MOST
STABLE, POSITIVE
AND REWARDING
COMPANIONS OF MY
LIFE. IT'S WONDERFUL
THAT LEARNING TO
SAIL A NEARLY 100-
YEAR SCHOONER IS A
TRULY ARCHAIC SET
OF SKILLS, AND YET
ALL THE MORE TREA-
SURED FOR IT.**

Clockwise from top. Dana Raugi and Calen Mehrer at work on the stern replacement, 2017. (Photo: Taylor Hodges). Crew working a tack (Photo: Richard DePartee). A crew favorite - Desolation Sound located up the Inside Passage in British Columbia, Canada. Fingers crossed the border will re-open in time for the ship to return in August, 2021 (Photo: Taylor Hodges). The 2020 season and coping with COVID - Interns train in the boat shop, creating items they will carry with them throughout their maritime lives. First Mate Camille Folweiler with her crew knife and sheath and crew member Thom Rouwhorst holding an example of a water bag. (Photo: Richard DePartee). The galley. (Photo: Taylor Hodges).




the annual dry-docking. The salmon populations that both our resident orca pods and local fishing boats rely on are decreasing. The now annual forest fires decimating the West Coast can blanket the area with smoke for days at a time. How to build a greener marine system has become a priority.

The “Washington Maritime Blue” program is leading the way by tying together how developing green technology can help sustain and grow the blue maritime economy. Calen and crew watch as the technology advances, planning for how they can implement the changes onboard. The dream is to take advantage of solar and wind energy to charge the banks of batteries, and install an inverter system to convert the 12V into 120V AC.

An interim step is to upgrade both the generators and the engine to more fuel efficient models, but Calen is cautious. The new units are heavily computerized, and their long-term reliability unproven.

For now the immediate challenge is how to fill the hole in the budget due to the loss of most of the 2020 sailing season, with no answer yet in sight. The 2021 sailing calendar is set, and the boat will move forward with the hope that COVID restrictions will ease so we may welcome a full ship of passengers back on board before the year is out.

Crew member Adelia Boyar and Calen are also hard at work creating a non-profit arm that would work alongside the Vessel *Zodiac* Corporation. The non-profit would apply for grants that will enable it to partner with local technical schools and community organizations to preserve shipwright skills, and help train a new class of maritime personnel.

While awaiting the next generation of marine green technology and glitch-free computer circuitry, the *Zodiac* will rely on the wind in her sails to power the ship forward towards her 100th birthday. Calen pulls up a hatch in the main salon and looks down at the ship's 5-inch diameter propeller shaft, and a new idea forms: a force-wheel propeller driven generator, the ship's forward motion through the water substituting for the backyard waterfall from years ago. The son of a son of a sailor replaces the floorboard and grabs a piece of paper, and begins to sketch out a design. 



From the top. *Zodiac* in Dry Dock (Photo: Calen Mehrer). Under sail, on deck port side view (Photo: Taylor Hodges). The three generations of Captains Mehrer: Calen, Karl and Tim (Photo: Taylor Hodges).

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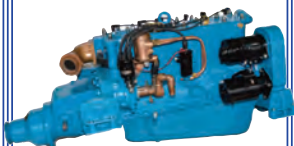
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Matilda

In the spring of 1991 I saw an ad for a 1949 14-foot Globe Mastercraft. I didn't know anything about them except what I'd read in Volume II of Bob Speltz's "Real Runabouts" books, so I pulled out my copy and read it again. As a kid Bob had a family friend who owned one, took Bob for rides, and even let the aspiring young boat enthusiast run the boat, a dream come true. Bob didn't usually make false claims about boats, and if he was big on Globes, chances were that I'd be too. All of this is just a wordy way to say that I bought it.

By Boyd Mefferd

Bay State Classic Boat Club, Adirondack and
Southern New England Chapters

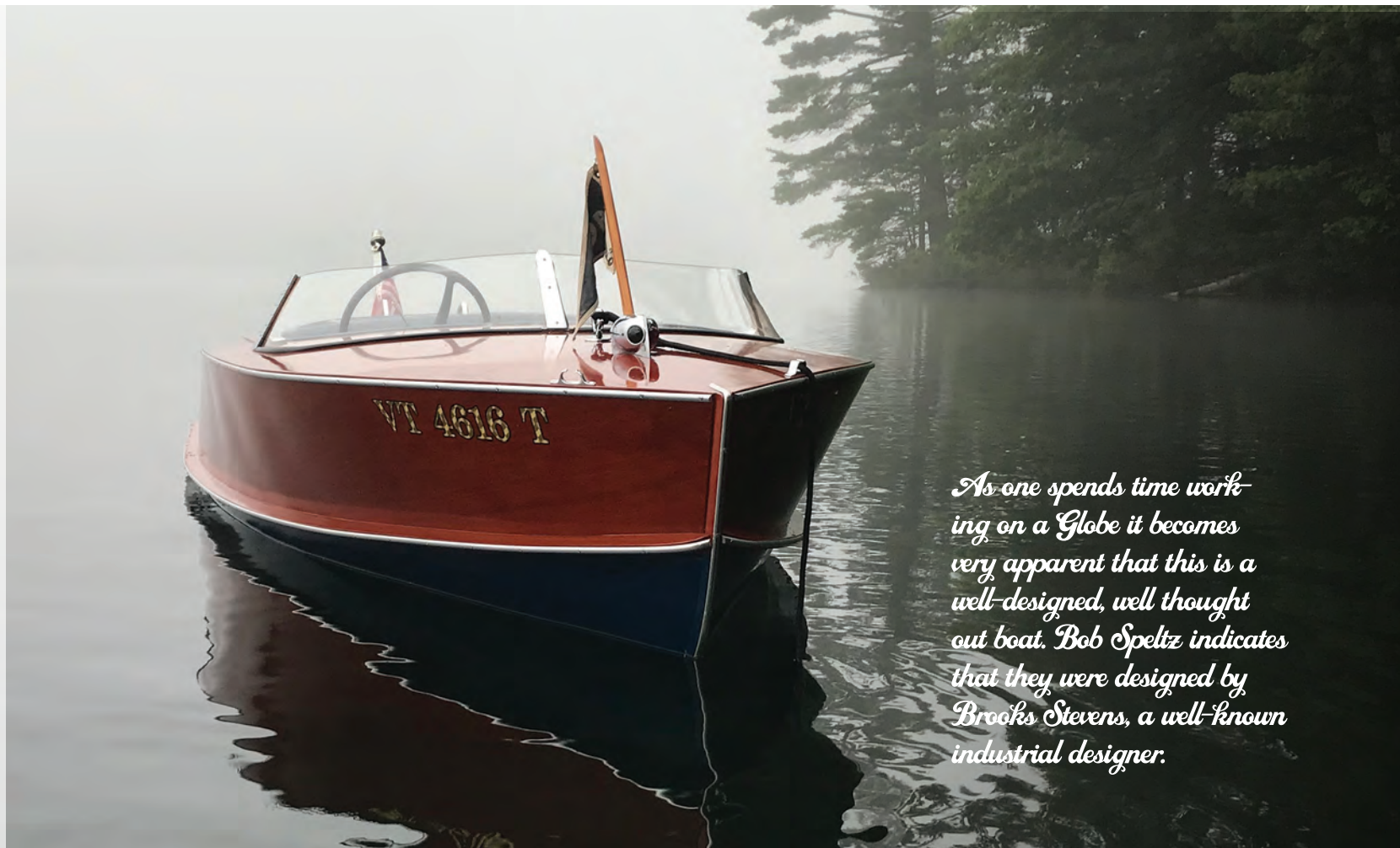
The boat wasn't pretty, but she had a heavy coat of fiberglass well attached to the bottom and the little 45 hp Gray marine four cylinder seemed to run fine, so she got launched and tied up to my dock. The Globe was so nimble and seaworthy (a combination of attributes not always seen together in the same boat) that she quickly became the boat of choice for a spin around the lake.

On Sunday, Molly and I were having a party at Bantam Lake and invited my son's best friend's father, an Eastern European man who was lots of fun and seemed to always be up for anything. He decided that he wanted to run the Globe while we took a large group of people out in my 26-foot Hacker triple. The Hacker threw quite a wake, even bigger when heavily loaded, and our daredevil friend literally ran rings around us, jumping through everything the Hacker threw up. Sometimes we couldn't even see the little Globe, lost somewhere in the spray, but every time she popped up, like a cork, on the other side was a wet but grinning operator.

So I realized that everything Bob Speltz had said was true and they became *Enie, Meenie and Miney*. A year later I found Mo, cosmetically restored and aptly named because I paid Mo' money for her. My naive plan was to make a production line and restore all four boats together, but it soon became clear that restoring four boats would take four times as long and any real labor saving was just wishful thinking.

Globes are lightly framed with white oak and skinned with mahogany plywood. There are no deck seams and a nice detail is added by raising the decking around the windshield alongside the cockpit, and through the engine hatch to the back cockpit by 1/2-inch and finishing it blonde. The transom is 3/4-inch solid mahogany and finished red. The sheer line slopes down at the stern, a line which would be seen a few years later in the Chris-Craft Cobra. We went to the special effort and cost to purchase 4x16-feet of Okoume plywood for the hull sides, but when they arrived, the scarf joints were gross. Eventually we settled with the supplier and cut them up rather than paying for return freight. The late John Carl, who was a master woodworker, produced beautiful joints that were very hard to detect after they were stained red. We figured the bottom would take quite a beating, so rather than using 1/2-inch plywood, we doubled up 4 mm, glued with epoxy and screwed through the first layer only, as we did on our three layer bottoms on larger boats.

The Globes have nice hardware with a space ship bow light. The interiors are not fancy but do feature crash pads in both cockpits. A five function Gray marine instrument panel sits in the varnished dash, and the shifter is a push-pull contraption which works well and does not take up space in the small cockpit. A Raynor steering wheel feeds a regular gear and pitman arm,



As one spends time working on a Globe it becomes very apparent that this is a well-designed, well thought out boat. Bob Speltz indicates that they were designed by Brooks Stevens, a well-known industrial designer.

just like in a larger boat. The name "Raynor" appears on the wheel and several people have called me and said they have a Raynor boat, so I have to correct them. The gunwale trim, stem bending and spray rail protective trim are all 1/2-inch aluminum half round which is readily available and easy to fit.

As one spends time working on a Globe it becomes very apparent that this is a well-designed, well thought out boat. Bob Speltz indicates that they were designed by Brooks Stevens, a well-known industrial designer, though I've been told that the actual hull was designed by the brilliant naval architect, Douglas Van Patten.

The little 45 hp Gray marine packs quite a punch and with one or two people aboard, the boat goes over 30 mph. Fourteen-feet might be just about as small as you can make an inboard and still have two cockpits. There isn't much space devoted to the engine compartment. It took a while to figure out, but the engine is installed by placing it at 90 degrees in the front cockpit, gradually rotating it and sliding it back to where it must go. People who describe getting an inboard engine out of a boat as "nothing to it" need to do a couple Globes!

The Globe factory was in Williams Bay, Wisconsin, on Lake Geneva, but the focus of their marketing was national. The little 14-footer was apparently the hit ►






The little 14-footer was apparently the hit of the 1949 New York Boat Show and won an award. Despite the great start, the company went out of business in 1950!



of the 1949 New York Boat Show and won an award. Despite the great start, the company went out of business in 1950! Bob Speltz mentions the Korean War and maybe too many Globe employees went off to fight, but it seems strange that a boat that was so far ahead of its time could only make it for a couple of years. I have never heard any production figures, but there are only ten boats listed in the ACBS register. I know of several others whose owners are not ACBS members, but Globes are still a relatively rare sight.

Globe built some plywood fishing skiffs and an out-board version of the 14-foot inboard and there were also plans for a 22-foot version. A prototype was even built. A Wisconsin customer took me to see the Brooks Stevens Museum, which was really a barn, and there was the twenty two. I never heard what happened to her. For us, the Globe saga continued because a second complete set of frames had been cut out before the assembly line idea was abandoned and it seemed too bad to just use them as firewood. The second boat was started as a speculation project, but our friend and customer, Ralph Jones*, was intrigued by the idea of having a small boat that his grandchildren could learn on. I thought of our friend the wake jumper, but didn't say anything. Ralph saw the second boat through to completion and named her *Matilda* after his granddaughter and his family is being treated to a boat that, though designed 70 years ago, is still ahead of its time.

**ACBS members Ralph and Tucker Jones belong to the Lake Champlain Chapter. In addition to their Globe, Matilda, they own a 1947 17-foot Chris-Craft Deluxe named Mar and a 1940 19-foot Barrelstern named Ren. Ralph plans to restore a boat for each of his grandchildren and at the moment he has five. *





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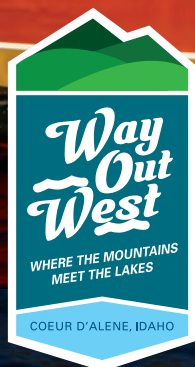
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ACBS International Meeting and Boat Show

September 16-18, 2021 in Coeur d'Alene, Idaho

GET READY TO HEAD WAY OUT WEST WHERE THE MOUNTAINS MEET THE LAKES

After a disappointing delay due to the global pandemic, the Inland Empire Chapter has regrouped for a fantastic event in 2021 and cordially invites you to mark your calendar for the ACBS Annual Meeting and International Boat Show in Coeur d'Alene, Idaho!

Join your fellow ACBS members from around the world for a fantastic show complete with cruises, tours, history, entertainment and, of course, a convening with old friends, meeting new and enjoying a huge collection of beautiful old boats.

The registration packet is available on the ACBS website, www.acbs.org, under the events tab.



FIRST LOOK: 2021 ACBS INTERNATIONAL MEETING AND BOAT SHOW EVENTS

The long awaited ACBS International Meeting and Boat Show, September 16-18, 2021 in Coeur d'Alene, Idaho, will feature the best the Pacific Northwest has to offer. Beautiful scenery with pristine lakes, a long and distinguished boating history and an enthusiastic boating community. It will be a "don't miss" event.

One of the many highlights of the Pacific Northwest is StanCraft Boats and Aviation, originally founded in 1933 in Lakeside, Montana and today headquartered in Hayden, Idaho, the company is a testament to craftsmanship, ingenuity, hard work and dedication to excellence. A behind the scenes look is one of your many opportunities when you join us in September.



StanCraft 290 Rivelle (photo: StanCraft)

STANRAFT, A HISTORICAL CRAFT WITH AN EYE TOWARDS THE FUTURE

By StanCraft's Marketing Team

StanCraft Boats and Aviation is an 88 year old company that has been a witness and helped to transform the history of boating in Coeur d'Alene. Three distinct generations make up our history and the fourth is already working on new designs.

StanCraft was founded in 1933 by W.H. "Billy" Young and his son Stanley C. Young. Stanley later married Delores and had three children, Joyce, Syd and Bruce. The company was originally built on the shores of Caroline Point, Flathead Lake in Lakeside, Montana. It was Flathead Lake's first boat building factory. A regional builder, Stan created some of the most iconic designs in boating history. The 22-foot Torpedo in 1945 was a true head turner for the time and is still to this day.

Second generation was headed by Syd and Julie Young who took over the company in 1968 when times were changing for the boating industry as fiberglass was taking over. Creating models like the 260 Norwester, the 19-foot Veruna and the day cruisers, today hundreds of the Norwesters can still be found fishing the shores of Alaska, Washington, Oregon, California and here on Lake Coeur D'Alene.

In the early 1980s, Syd and Julie moved to Coeur D'Alene, Idaho with their two daughters Sydney and Amy. After the movie "On Golden Pond" Syd will tell you the classic wood boat revolution was started as wooden boats were pulled out from old barns and sheds. Syd is credited with re-finishing and really bringing back to life over 250 Centuries, as well as countless

Chris-Crafts, Gar Woods, Rivas and many others during the 1980s and 1990s.

One of Syd's main focuses became redesigning boat bottoms to achieve better performance and provide a more enjoyable ride, and his design contributions completely changed the future of StanCraft giving a soft and, most importantly, level ride. Syd and Julie built many beautiful StanCrafts over their careers.

In 1997 they sold their restoration, service, and storage businesses to Duane Hagadone, but not the name and brand StanCraft, in order to keep the family heritage intact. Syd and Julie, semi-retired to Post Falls, Idaho, continued to build new spec StanCraft and custom orders through 2003, when their daughter Amy and her husband, Robb Bloem decided after living in Boulder and Seattle that it was time to come home.

Robb and Syd figured out a plan to reinvigorate the wooden boat building business and moved the operation to an 8,400 square foot shop where Robb works alongside longtime StanCraft employees like Tom Baldwin, head of research and design, who learned the craft from Syd.

Not long after, they added another 8,400 square foot facility, where, from 2005 to 2016, boats like the Missile, LowBoy, HighBoy, Gatsby Speedster and Countess customs were built in Post Falls,

In February of 2016 StanCraft again expanded, moving into a new facility in ►



Pacific Northwest Chapter member Mike Holmes, owner of a 1999 StanCraft Torpedo named Driftwood:

We have a LOT of driftwood in the Pacific Northwest. As it floats in the ocean and tumbles up on the shore, driftwood takes on artistic characters that makes you wonder about its journey.

StanCraft had several boats in Seattle's Opening Day parade through the Montlake cut on Lake Washington. We were on the log boom watching them go by. I was hooked. Through online research I discovered they were new boats built in Post Falls, Idaho, with powerful engines and quite a family heritage. The obsession started then, but it took a few years to save up and get one.

I contacted Robb Bloem with StanCraft. He took us for a ride on the sister boat *Rare Wood* on Lake Coeur d'Alene and decided the Torpedo was the boat for us. He called us less than a year later in 2009 about a used boat he had for sale. It was a 1999 with the top deck varnish redone and a new interior. We struck a deal to upgrade it to the standards of the day - new V10 engine, gauges, shifter, teak engine compartment and new cockpit floors. Being part of the StanCraft family has been a great experience.

She is at the factory now for new varnish on the complete exterior and a couple other improvements. Looking forward to next spring.

Hayden. Now between two properties the StanCraft facilities have grown to over 20 acres with 60,000 square feet of production and service space, and 150,000 square feet of storage. New iconic designs like the HammerHead, Sleeks, Flash EXOs and the Darkside are all designed and built here in Hayden and are shipped all over the world.

We hope you have a chance to stop by during the 2021 ACBS International Meeting and Boat Show where you'll see the crafting of tomorrow's history alongside murals showing the very first StanCraft facility back in Lakeside, Montana and early shots of Stan himself with first and second generation designs.

From the initial stages of design and framing, all the way through the finish and upholstery, all of our newly constructed boats are still made in part with our old equipment, from antique hand-planes to CNC wood and sewing machines. This is a pure custom shop where wood and metal, rigging and wiring, and custom upholstery are all created to our customers' specification. Everything, except the engines, is created right here. 🚤



Tutta Bella - owned by Murray Danzig, member of the Inland Empire Chapter, Coeur d'Alene, Idaho.

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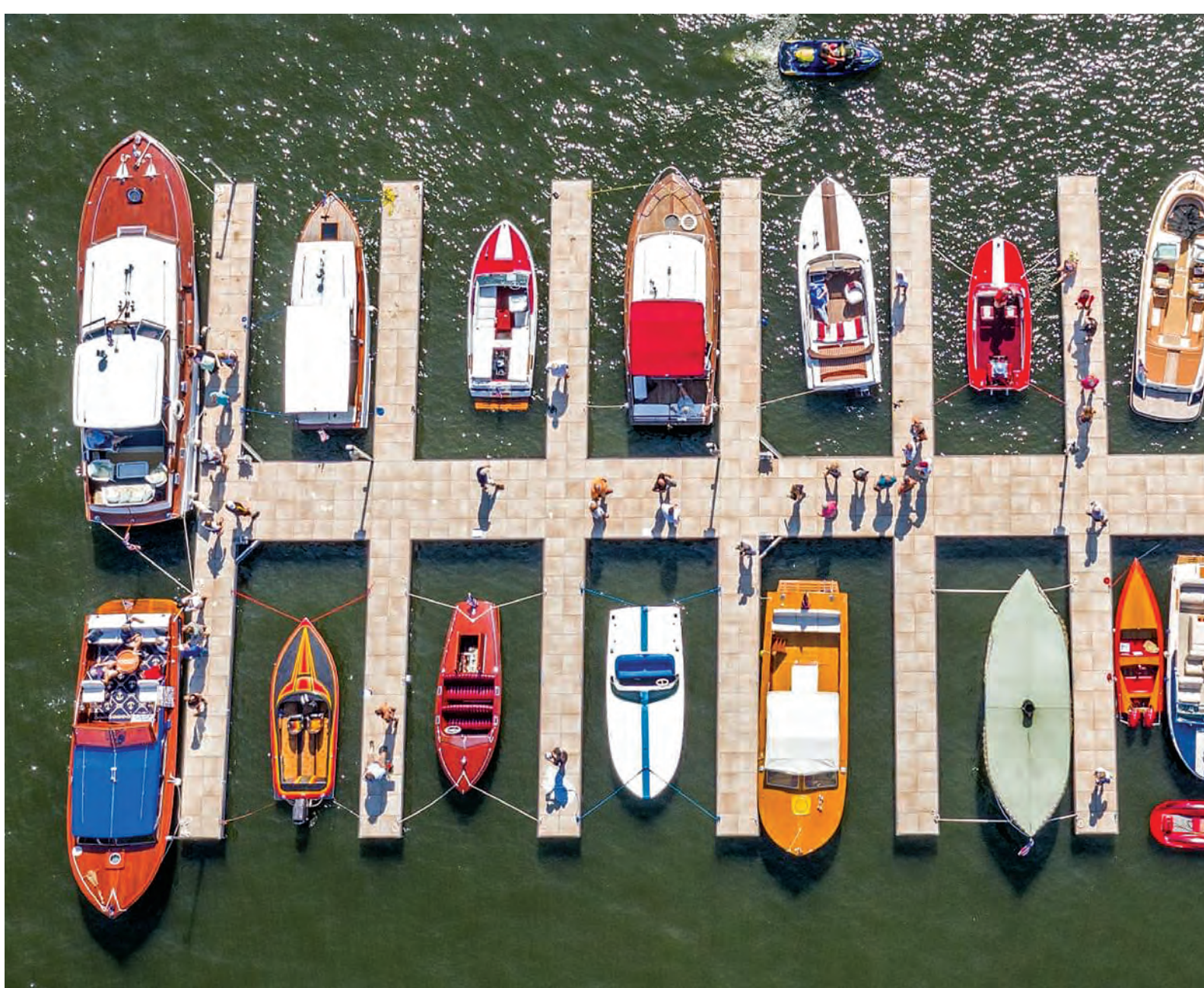
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Heartland Classics Chapter Rendezvous

By Kathy Parker, Heartland Classics Chapter
Photos by Forrest Bryant & Andy Sievers



W

hen it's not safe for a Boat Show weekend, what are you going to do?

Rendezvous was the Heartland Classics Chapter's answer to 2020. And it worked to give members a boating fix and friend reinforcement.

2020 wasn't the normal year of events with the usual cruising and eating, with public shows, and award banquets. To the surprise of all, the Heartland Classics Chapter membership numbers stayed steady and began to grow despite not holding the usual events. Why was that? Our Chapter membership is from five geographically large states plus reaches into all adjoining states, meaning some of our 180 members have never met in person. Even so, it seems that as members went boating on their own, they had time to watch for other vintage craft. It was easy to "social distance" from a boat while making personal contact with information about our organization. *Mahogany & Chrome*, the Chapter's quarterly magazine was shared.

More viewers began participating in our Chapter Facebook Group and hits to our website picked up. Several members reported getting phone calls from strangers asking for advice about techniques of restoration and maintenance. It seems that time staying home also meant time to unearth unfinished projects and dreams. Observing that Heartland Classics was a group of classic boat enthusiasts who shared their passion and know-how drew those new members to join.

But the craving for boating together was just too much by the end of summer. So, the Chapter did the fresh-air thing without indoor meals.

Two gatherings of boats and friends were planned. At Lake of the Ozarks in central Missouri, a Rendezvous of Classic Boats was held at Margaritaville Lake Resort. Forty classic boats filled the docks and parking lot. From a 1931 Hacker-Craft to a brand-new Chris-Craft shown by the event sponsor Big Thunder Marine, this gathering had a whole spectrum of ages and styles of boats.

Lake of the Ozarks has been the vacation destination in the Midwest since the Bagnall Dam was completed on the Osage River in 1931. Many small towns and resorts are nestled in the hills surrounding the 94-mile-long lake. Just imagine the variety of boats that have been enjoyed over the years.

Thanks to the enthusiasm of Mark Engstrom and John Mason, excitement is spreading in the area about using ►



From the top. A drone view of the dock at Margaritaville Resort on Lake of the Ozarks. (photo: Andy Sievers) Sponsor Big Thunder Marine displays a 2020 30-foot Chris-Craft. Heartland Classics burgee.

classic boats again. They put up flyers at area marinas, started a local classic boating Facebook Group, chased leads to find old boats. Finding a calm bay in the spring and fall for a boating event, mid-week “talk about boats” get-togethers, and working as teams to find and restore the classics has pulled old boats out of barns and boat houses and reintroduced their families who still own them. The idea that an organization (ACBS) already existed where they could share their interest in the classics was new to many of these event participants.

Two weeks earlier, the first Rendezvous occurred at Grand Lake of the Cherokees in northeast Oklahoma. Chuck Gibbs, Chapter President, sent invitations to members. Arrowhead Marina provided dock slips for about 30 boats from five states. Perfect fall weather made for smooth cruising on Friday with a lunch stop at Bob and Linda Kanak’s lake home. There was a “Boat Show” atmosphere on Saturday. It was easy to physical distance while staying outside in the breeze.

Even without formality, the passion spreads, whether in group settings or through remote communication.

New Heartland members brought their 1964 Correct Craft after being invited by friends who told them about our Chapter. A Grand Lake Chris-Craft cruiser changed owners at the show, resulting in another new membership. In Missouri, a widow sold her boat with advice to the new owners to join ACBS.

Even without formality, the passion spreads. Whether in group settings or through remote communication, the welcoming spirit of friendship has added value to lives, as well as to their boats.

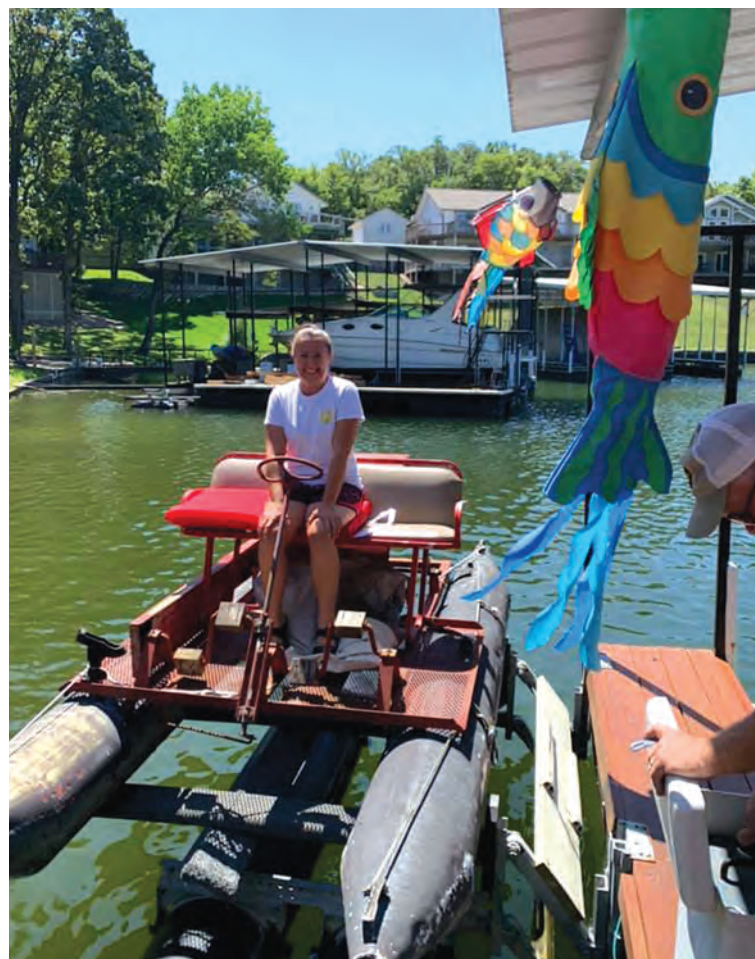
Heartland Classics Chapter is now feeling better about that crazy 2020 year. Members have stayed in touch by sharing news about projects. Over the summer, new members have joined after finding time to work on and enjoy their classic boats. And some members stepped up to put together the Rendezvous gatherings. Thanks to Chuck Gibbs at Grand Lake, and Mark Engstrom and John Mason at Lake of the Ozarks for leading the way.

The goal of Heartland events has rarely been to gain members. The goals are to enjoy using our boats and being with friends - old and new!

Videos and live interviews with boat owners from both events add interest and information. They can be seen on the Heartland Classics website.

www.heartlandclassics.org 🚩

1976 Riva Olympic owned by Paul Hastings. 1969 Lyman Cruisette named *O’Yeller* owned by Sherman Langell. This 1950’s paddle boat was rescued from an old resort by Jenni Webber, Heartland Classics Secretary.



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ACCESS TO EXPERIENCE

Jared Bartnik

Glacier Lakes Chapter



Snake Oil and I have a long history. My first memory of the boat was seeing it in bare wood when I was no more than three or four years old. Brian Berg was restoring the boat in his shop that was just barely big enough for the garage door to close with the boat inside. I didn't take much interest in the boat then, to a little kid like me it was just a pile of wood glued together. My Dad is a wood worker so it wasn't an uncommon sight. When Brian had finished the boat, he and my family rented a small cabin on Lake Tomahawk to break it in. *Snake Oil* was the first boat I had ever ridden in so I was spoiled from the very beginning with shiny varnish and chrome. When I heard that 95 hp K motor fire up for the first time I got goosebumps. That's when I started to understand, this wasn't just a boat and this thing was cool!

In 2017 I went to Florida with Brian for the St. Johns River Cruise put on by the Sunnyland Chapter. We didn't take *Snake Oil* with us, but we rode along with Gerald Dake, Bob Kuntzsch, and his wife Ann in their Chris-Craft U-22 Sportsman. Spending a week on the water with some of the most gorgeous and unique boats made me want to have my own someday. On our drive back to Wisconsin, Brian and I had some good talks about boats and restoring the other two he had tucked away - the Chris-Craft Holiday we all called "The Green Turd" because someone had painted it green and his Chris-Craft Continental that he wanted to put a big block 427 Ford in, that was his dream boat. The river cruise in 2017 is by far my favorite boating memory but I am certain I will make plenty more great memories with my family and friends.


Brian passed away unexpectedly not long after the river cruise and I purchased *Snake Oil* from his estate. *Snake Oil* is a 1948 Chris-Craft Deluxe Runabout, hull number 1357 and it is the only boat I currently own. Someday I would like to restore a boat myself just to say I did it but I don't know what make or model I would choose. If you ask me, everyone made beautiful boats. In the near future I want to go back to Florida with *Snake Oil* to do the river cruise. I finished rebuilding the old K last winter and put it back in the spring so it's as strong and dependable as it's ever been. Compared to other engines I have rebuilt, that one was by far the crudest but it just works and never complains. I told Brian in 2017 I would take him back to do the river cruise but we would have to use his boat and he would have to pay for gas! I will have to pay for gas



Clockwise from left. Spending time at the family cabin on Long Lake in Sarona, Wisconsin. I'm driving; my girlfriend Chandra is to my right. Her brother Kyle and his girlfriend Holly in the back. Chandra and Jared. Vintage Boat Rendezvous at Pike's Pine Isle Lodge 2020. *Snake Oil* docked in Three Lakes, Wisconsin.

but that cruise is a promise I won't be backing out of.

Since I joined the ACBS and the Glacier Lakes Chapter last year I have graduated from college and been living in a world of cancelled boating events so I haven't been able to volunteer yet. The only event I was able to attend this year that wasn't cancelled was the Vintage Boat Rendezvous held at Pike's Pine Isle Lodge in Three Lakes, Wisconsin. I've made it to all three Rendezvous since its beginning and enjoy them very much. Once boating events are up and running again I am looking forward to volunteering and participating in as many as possible.

To me, boating is not only a great way to spend vacations at the lake but it is also a perfect way to make friends and meet new and interesting people. One of my favorite things about owning *Snake Oil* is seeing the looks on people's faces when they find out it's my boat and that I'm not just out taking Grandpa's old boat out for a ride. I have always been a doer, so I look forward to digging into things when something goes wrong and learning something new along the way. Winterizing and storing the boat for winter is bittersweet but it always gives me something to look forward to in the spring when the ice melts on the lake. 

Jared is a recent graduate of University of Wisconsin-Platteville with a bachelor's degree in mechanical engineering.

Employment: Manufacturing engineer at Greenheck Fan in Schofield, Wisconsin.

Other Hobbies: Old cars. "I enjoy working on them and basically anything with an engine and moving parts. One of my favorite things to do when I was a kid was to take stuff apart to see how it worked and then put it back together to test myself and make it work again."

If I could cruise anywhere in the world... "I would go to the East and West coasts. I am a history buff so I think it would be really cool to cruise around the lakes and rivers that have a lot of US history attached to them."

Why I joined ACBS: "I joined the ACBS because I wanted to stay connected to the people that I met on the river cruise. I also get a lot of use out of the archives of old manuals and diagrams. The people in the ACBS and the wood boat community are some of the nicest people I know and I think it's great to be a part of it."



REDISCOVERING MY CHRIS-CRAFT RIVIERA

Kurt Schrang, Glacier Lakes Chapter

Remembering back to 1947, this old boy used to spend his summer vacations at his grandparents' cottage at Okauchee Lake, about 30 miles west of Milwaukee. Over earlier years my dad and grandfather made any number of two pointed flat bottomed skiffs that family and friends could use for fishing. They were in no way interested in power or sailboats - for them it was all about fishing.

Growing up, I had a friend at the lake, Bobby Gastreich, whose brother was away in service during WWII. We'd play in his brother's outboard, pretending were riding on the lake even though we were in a boathouse! While all that was fun, our real thrill was when the mailman arrived in his mailboat with deliveries for us to take to nearby neighbors. With postal rules as they are today can you imagine? The

Mailman, Mr. Grumpy, had a beautiful Chris-Craft. Looking back, he probably wasn't really grumpy, but just tired of us pestering him for a ride.

Fast forward to 1960, newly married, my wife Judy was a city girl and wanted no part of lake living. But, in 1965 I found a nice little place on Lac LaBelle in Oconomowoc, Wisconsin. I convinced my wife to move and we still live in that house today!

Of course, now that I had a lake house, I needed a speedboat. Bobby had said I'd never have a Chris-Craft but when I found a 1952 Chris-Craft Riviera in great shape with very few hours of use, I bought her in 1966.

By 1980, with kids going off to school, increased business responsibilities, not to mention the upkeep of now two

old boats, both sail and power, I had a lot of priorities. Much to my disappointment, the Chris-Craft was traded in favor of a pontoon boat and my wood C scow was berthed from the ceiling where it still is today.

Fast forward to about 2006, closer to retirement, the bug to again have a Chris-Craft bit me. I bought a 1956 Chris-Craft Capri but so far I have never had it in the water as it needed a new bottom. My son Mark completed an engine rebuild so I guessed I'd better get to it!

In 2011, I was reading a story about the Chris-Craft founder's grandson, Chris Smith, exclaiming, albeit tongue in cheek, "That's my old boat!" upon hearing of a fire at a boat show. Somehow, that story ignited a fire in me to find out if my old Riviera still existed.



“Dad, your writing is all over the bottom of the seat framing!”
Indeed, we had found the Riviera.

The kids were now grown and gone and it became a real obsession!


As it so happened, there was a picture of our Riviera on the wall of our garage. One day I noticed, sure enough, the license plate number was clearly visible. These numbers travel with the boat so finding it was easy. The owner, a Mr. Yunker, invited us to visit him at his warehouse. He was a lifelong collector of old juke boxes, cars, motorcycles, pianos - and a boat or two. Mr. Yunker's son escorted us to a humidity controlled building and at the far end was a Chris-Craft sitting on a trailer in obvious tip-top shape. But, was it my old boat?

My son, with permission, jumped up and raised the front seat so he could look at the underside where I had long ago put dimensions in pencil on the

wood framing. Sure enough he said, “Dad, your writing is all over the bottom of the seat framing!” Indeed, we had found the Riviera and we were ecstatic! Now, would I be able to get her back? I made arrangements to return in a week and, I must say, it was the longest week of my life!

Mr. Yunker was a first class collector with two full time restorers. Unfortunately, age was creeping up on him and he was beginning to dispose of his collections. We talked at length and he asked what I thought the boat might be worth. When I told him he replied, “You are being honest with me and I know based on your past ownership it will have a good home. It is yours for half the value.” I couldn't believe what I had heard. I was going to get my old boat back!

We took her home, soaked her and started her up about a week later. Like Superman, from there it was up, up and away! My son, who had been a Coast Guard engine room mechanic told me the engine should be rebuilt. Since he knows his stuff I told him to go for it! Now the boat runs like a Swiss watch. While he was at it he also rebuilt the Capri's engine (He said he was bored). Now I need to get at the hull for a ton of refinishing!

I've learned one thing - and that is you never stop having fun with boats - even when you've gotta fix them! 

Left. Kurt, Judy, Mark and friend on the Chris-Craft Riviera in 1970. Clockwise from top. Kurt, Mark and Kim in the Riviera, 1971 and 49 years later. Clockwise - granddaughter Emily, Kurt's brother-in-law, Kurt and son Mark, the engine rebuilders. Kurt in the Riviera on Okauchee Kurt in the Riviera on Lake.



BARN FINDS

Treasure or Trash

Monte Bauman, Buckeye Chapter President

There is a certain mystique around Barn Finds. The romance of finding a diamond in the rough. The heroic-ness of taking something ignored and lost to history and bringing it back to glory. But Barn Finds are just as likely to be trash as treasure, and the Buckeye Chapter met this past October of 2020 to discuss the process of taking a Barn Find into one's care and returning it to value.

This story started with a phone call. After spending a weekend at a boat show at the Chautauqua Institute community of Lakeside, my wife and I received a call. We had chatted with lots of folks on the beautiful Erie shore and among them was a kindly old couple with a barn. That beautiful old barn was now being sold and would have to be emptied of its many treasures, including an old boat. That couple remembered us, and luckily, found us via our mutual Lakeside friends.

What to do? I was not looking for a project. But I took their call anyway. Curiosity is a terrible thing! They were brutal negotiators, telling me "I take it" or "they burn it." They were kidding - I think. But then they sent pictures. It was a beautiful little Aristocraft Typhoon up against the wall of an ancient timber framed barn and from what I could tell, it was in terrific shape. She was a little boat bought by the father of a 14-year-old girl who came to love racing across Lake Hubbard (Michigan) in the middle 1950s. Come 1960, the little boat was in need of repair, and the little boat was just too little, so she was put up and all but forgotten for the next 60 years.

So, we drove to Springfield (near Columbus). We met the family and learned about the boat's history. It was really (really) dirty, but it looked great under all that dirt. So, we took her home!

Now what?

Being an officer for the Buckeye Chapter, I am always on the lookout for fun membership things. The "lights went on" when I realized the "what do I do with this boat" dilemma coincided very nicely with the "what can the chapter do for fun" question. We organized a chapter meeting called "Barn Finds – Treasure or Trash." This was a win-win for me, for the Buckeye Chapter is blessed with two extreme talents in the boat restoration business. Matt Zimmerman from Zimmerman Boat Works, and Bob Furlan from Second Wind Restorations. Could I convince them to host a session on Barn Finds? To be our subject matter experts? To take on 101 questions? Most of them mine?

We came together on a Saturday morning, almost 20 of us, mostly Buckeye Chapter members, but a nice number of guests too. After a few introductions, coffee, donuts and chit chat we got the started.



With Matt Zimmerman (red shirt)



How to Find a Barn Find

A barn find is a great thing, but a rare thing. It might take some work to find one but you can enhance your odds by:

- Joining the ACBS and getting active
- Joining Facebook groups for boats you like
- Scanning your local Craigslist app
- Scanning local listings for estate auctions

Or, like me, you can get out in the community and show your boat at boat shows, meet interesting people who “had an uncle who had one of those and I think it’s still in his barn.” We’ve all heard the stories. Anything can happen.

How to Evaluate and Assess a Barn Find

Research is easier than ever and the internet is full of information. I had never heard of an Aristocraft up here in Ohio, but the internet had! I quickly found a ton of info about Aristocraft, including the fact that they are still in operation and still making a variety of small outboard runabouts. I went so far as to contact the current Aristocraft company owners, sending a pic, and getting a kind reply that verified the make, model and year with assurance that they would be happy to help with my project.

But what’s under the dirt? What will a restoration really entail? Call in the experts! We placed the Typhoon on stands, topside-up and circled up. We asked Bob and Matt to talk about Marine Surveys and then to do a survey of the little boat before them. They emphasized that a couple hundred bucks for professional marine survey can be money very well spent as what you see is usually NOT what you get when you get under the covers of an old woody. “Eyes Wide Open” is important when starting a project. In my case, simple little boat that this was, the top-side survey took these guys about 20 seconds. When Bob offered to buy it I got to thinking I was in pretty good shape! Not that there weren’t challenges and the ravages of time to deal with. Sixty years does no favors for even good mahogany plywood. Checking was evident on much of the bow deck bringing to bare a great question and a great conversation.

What is the goal of your restoration? Goals matter. My goal is to create a cute little runabout for my wife and my grandchildren as well as to build a shallow draft fishing platform. Said another way, I intend to restore to the spirit of the 1953 Typhoon but ►



With Bob Furlan (with the coffee mug).



While I see in my mind's eye my grandchild's smile behind the wheel, a pro is looking at things a bit more logically.

add form and function appropriate to the practical uses I have in mind. As such, a bit of plywood checking matters little to my goals. On the other hand, some might wish to restore faithfully to the production line version of old, in which case plywood checking would be a bad thing. Goals matter.

We turned her over. Matt and Bob surveyed the bottom and again the little Typhoon belied her age. Our experts reviewed the process of removing the bottom plywood section and chines and re-bonding with 5200 to yield a flexible and strong watertight hull.

A professional looks at a Barn Find a little differently. While I see in my mind's eye my grandchild's smile behind the wheel, a pro is looking at things a bit more logically. Three things are key. First, the boat should be rare and unique. Second, the boat should be "cool"... it should have strong appeal that makes it desirable. And third, is completeness, how much of the boat is still there and what is missing? These old boats were built (generally speaking) with simple methods and simple materials and with enough time and money there is "almost" nothing that cannot be restored or rebuilt or replaced.

How to Build a Work Plan

We talked about how to structure the project. Again, I was simply seeking more free advice and I got my ear full from Matt, Bob and from the surprisingly well informed chapter members at hand. We debated the merits of old materials and methods verses new and the consensus was "new." My goal is preservation faithful to the original but a restoration that will last and require reasonable and moderate amounts of pe-

riodic maintenance. After a work plan that restores the hull, then the top siders, and then the insides, the mechanicals will be the final challenge.

Bob has a pair of 1950s 30 hp outboards for me to look at, both of which can be fitted with electric start, so the final challenge will be how to steer? A debate about whether to use the 1953 pulley-based steering system or a modern outboard steering cable is very much up in the air. But that is okay, for I am sure many more interesting questions are to come.

Don't Forget the Paperwork

The final part of getting my Barn Find to the water is through the Ohio Department of Natural Resources. This boat, as old as it is, has no title, no serial number that has been discovered as yet, and registration numbers so worn they can barely be discerned. So I will be planning ahead for getting inspections and a serial number so I can get a title, registration, and license. Take the time and do it right. Just like everything that came before.

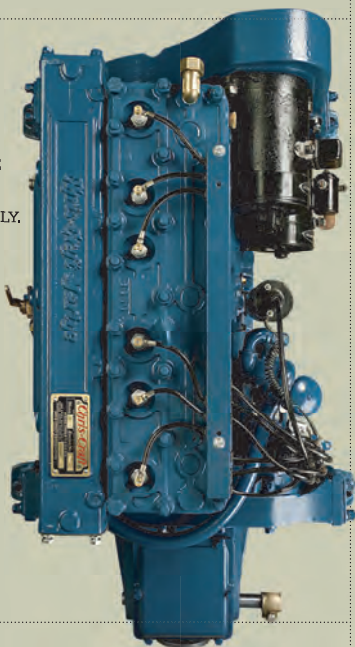
Conclusion

The Buckeye Chapter came together to look at an old beauty and we had a great time doing it. Looking at old boats, talking about old boats, arguing about old boats, and telling (and retelling) old boat stories ... it was great. I am confident the membership had as much fun as I did, and I am confident we will have incentivized several new members to join the chapter after spending a fun morning with us.

So, go for it, find a Barn Find and do a show and tell chapter meeting ... it'll be great! 🚤

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Cape Fear Community College A Tradition of Building Boats

By Michael Epting

Wilmington, North Carolina is the perfect place to live if you're a boat lover. The ocean, Intracoastal waterway, and the many rivers, creeks, and lakes give marine/boating enthusiasts a practically unlimited supply of waters to explore. For those who want to make boat building or marine technology their career, Wilmington has the perfect training program. Nestled on the banks of the Cape Fear River in historic downtown Wilmington, Cape Fear Community College (CFCC) offers two unique, one-year programs: Wooden Boat Building and Boat Manufacture and Service.

CFCC's Wooden Boat Building and Boat Manufacture and Service programs offer students the opportunity to learn unique skills that are valuable in today's boat building, repair, and maintenance fields. What makes these programs stand out is that they are not commonly offered at public institutions. You can't get this training just anywhere.

It all started in 1978, when Cape Fear Technical Institute, now CFCC, launched its Wooden Boat Building program. In 2007, the Boat Manufacture

and Service program was added. These programs are individual, one-year/three-semester diploma programs. One member of CFCC's first Wooden Boat Building class was a young man named Mark Bayne. Bayne now has over 38 years of experience in the industry and has returned to CFCC to teach the Wooden Boat Building program.

BUILDING WOODEN BOATS

Bayne describes the Wooden Boat Building program as having a hands-on approach, with students working in small groups to build different types of boats that are completed by the end of the program. Due to current COVID-19 restrictions, class size has shifted from a maximum size of 16 students to nine. The students are split into three groups and work together to build a 9-foot dinghy, a 21-foot powerboat, and a 23-foot powerboat. They learn all about the process by diving in headfirst and with hands-on training. They first learn about hand tools and power tools and then move on to the more complicated art of lofting (the life-size drawing of boats).



They train on painting and repairing superficial, cosmetic damage, and then more extensive boat damage.




Bayne describes his program as going from “lofting to launching,” as students get to launch their creations into the water when complete. The students start by drawing three different life-size views of the boats — one top view or plan view, one profile view, and one frame or forms view. By the end of the one-year Wooden Boat Building program, students will have completed multiple boat-builds and will perform a sea-trial of their work on the Cape Fear River. After that, the student boats are offered for sale with proceeds going back into the program to build the next crop of boats.

BOAT MANUFACTURE AND SERVICE

CFCC's Boat Manufacture and Service program is a robust one-year program that covers a lot of material. One of the more popular elements of this program is the outboard and inboard service and repair classes. Students are taught the essential workings of a motor and they learn how to troubleshoot and solve different common issues. The Boat Manufacture and Service program also

teaches students how to work with fiberglass and epoxy. They train on painting and repairing superficial, cosmetic damage, and then more extensive boat damage. The curriculum includes a Boat Handling and Seamanship course in which students learn how to properly operate and maneuver small boats.

Students who complete these programs have an excellent opportunity to find employment in the field. Bayne says that many of his alumni find work in the Morehead City, Wanchese, and Kitty Hawk areas of coastal North Carolina. Outside of the state, alumni have landed positions in the industry from Maine to Michigan to Washington.

For those who've ever wondered about the boat building trade, Cape Fear Community College is a wonderful place to consider for your training. To learn more about Cape Fear Community College and its unique boat building programs, visit cfcc.edu. 

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Old Time World

Part 1 of 2

BY ALISON BLAKE, CHESAPEAKE BAY MAGAZINE

When the phone rings at Howard Percival Johnson Jr.'s house, somebody with an orphaned wooden runabout, a classic cruising powerboat, or a vintage automobile might be on the line. If you are a guy like Johnson, your heart sinks a little every time you hear about one of these treasures in need of repair or salvation. If you are Howard Johnson, you want to take it home and restore it back to life. Because you love boats so much, you want to share them.

That's how you end up living at Old Time World, a one-of-a-kind compound spread over seven acres near Upper Marlboro, Maryland. With his wife Cheryl, he collects, refinishes, and deals in relics from his favorite moment in time - post World War II recreational boats and the cars of his childhood.

Five buildings of varying size and overlapping purpose are scattered across the property and house - about 100 boats and

37 vintage cars from the '40s, '50s and '60s. The Arena, The Workshop, The Cheryl Shop, The Museum, and The Shed feature workbenches, as well as Whirlwind skiffs, Chris-Craft cruisers, and rows of Chryslers, Buicks, and Chevys.

"He probably has the largest classic boat collection I know of," says John Into, former president of the Antique and Classic Boat Society's Chesapeake Chapter. "He's just trying to save them all, and it's not an easy thing to do."

"The love people have for these boats, it's kind of hard to describe. It's a passion. Howard's dedication is probably as great as it gets."

Raised an only child, Johnson's fond memories of exploring the Severn River and the Chesapeake Bay with his parents, first aboard a 22-foot Maine-built lapstrake day boat, then aboard a 32-foot 1929 American Car & Foundry (ACF) Sport Cruiser called

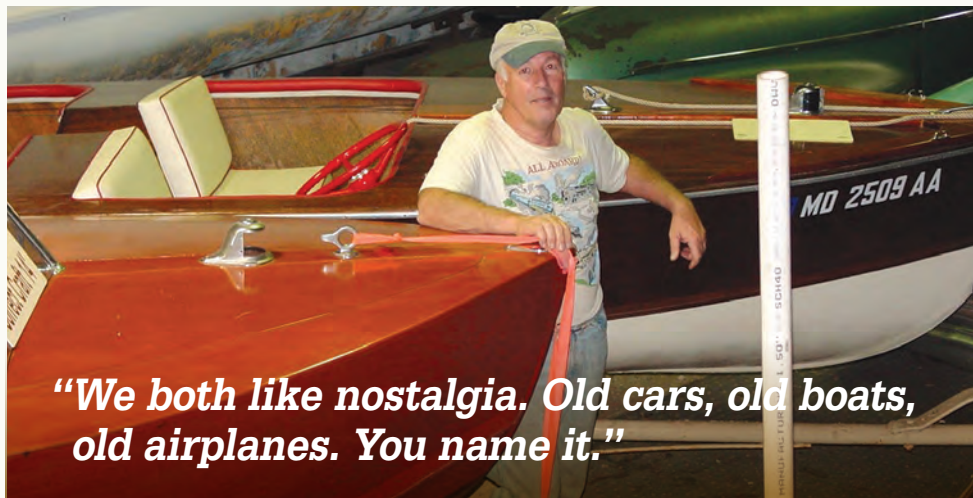
The Leda, anchor his lifelong devotion.

With their sleek lines and mahogany planks and trim, these are examples of individual craftsmanship and design from around the country, says Johnson, 74. After all, it's been nearly 60 years since mass-produced wooden boats were replaced by fiberglass.

And they're family-related. Almost every single boat came from an individual or family to begin with.

A WHIRLWIND ROMANCE

Johnson's father ran a large truck repair business in Baltimore and knew his way around an engine. His mother refinished furniture. Johnson worked alongside both of them from a young age. The first boat Johnson ever refinished was during his childhood, a 12-foot rowboat with a 5½-horsepower engine and a canvas cover he made with his mom. The first boat he fell in love with was a Whirlwind.



"They were the size a child could manage," he says.

The infatuation continued. "It is fast, light, easy to handle and puts you right next to the water for a thrilling ride," says Johnson.

He also so loves the cheerful runabouts that he authored *Wild About Whirlwinds*, a self-published book you can buy on his website.

Thirty Whirlwinds are located around the property and several are stacked along one side of Old Time World's largest building, called The Arena. The deck of one boat, under restoration, is currently held in place by 140 clamps, three others were restored over recent winters. Built in Cockeysville, [Maryland] up until 1962, Whirlwinds emerged from Allied Aviation, a company that started out making molded plywood gliders for combat in World War II, then, after the war orders dried up, the company shifted the unique building techniques to boat production. "The Navy decided the gliders were too dangerous to use," says Johnson. "The hulls were molded out of mahogany veneer."

Tim DiGennaro met Johnson years ago over one of the 14-foot runabouts. "I grew up in the Chesapeake Bay and had a Whirlwind when I was a younger man and I wanted another one," says DiGennaro, an antique motor mechanic. "I heard he was selling them so I went to Upper Marlboro to purchase one.

Just this winter the two buddies were collaborating. DiGennaro had passed along a 1976, 85-horsepower Mercury some years back.

"I said, 'Hey you need to put this on a boat.' Six or seven years later, he comes up with the boat - a wooden lapstrake Lyman, early '60s vintage. We brought the motor to my

shop and I replaced the carburetor, fuel pump, hoses, wiring and water pump. I took it up to his shop and we rigged it on the boat," DiGennaro recalls.

DOES IT WORK?


"It runs great on a hose," DiGennaro laughs. "We'll see in the spring how it runs in the water."

Something like 150 outboards reside in Johnson's workshop or around the property. Twelve orphaned outboard cowlings sit across from one of Johnson's five workbenches, which are testaments to his careful attention to detail, organization, and craft. Endless rows of labeled drawers hold cabinet latches, molly bolts, rubber grommets. "Look at these nails from England," he says. "They're pin nails, made of galvanized steel. I got them in Bermuda. Not an easy thing to come by."

One hundred nine-count 'em, 109-screwdrivers line a single workbench.

"We're just trying to keep the past alive," he says.

In addition to working on boats, Johnson started repairing cars in Severna Park when he was in high school. In the 1960s, he restored the old clock in the Chase-Lloyd House on Maryland Avenue in Annapolis. Eventually, he became the self-styled Antique Doctor, devoted to refinishing antique furniture. Then the boats and cars elbowed in. He moved to his spread, a former tobacco farm, in the 1980s.

You'll find Part 2 of the story in the spring 2021 issue of your ACBS Rudder Magazine. 

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RACE BOAT HISTORY



Hydro-Bullet

by Kevin Bamerick

The 401st anniversary of Ponce de Leon's 1914 Florida landing celebrated in-part the new opening of the Ponce de Leon hotel in St. Augustine. Guests were invited to stay a fortnight to partake in the second APBA Southern Championship race. Forenoon and afternoon heats twirled the bubble water on Matanzas Bay from Fort Marion over the 2 ½-knot triangular course.

Three Floridians pitted for the trophy - veteran George Gingras in *The Greyhound* of Rockledge; E.S. Ramsey in *Impudence IV* and George Call in *Impudence Jr*, both from Jacksonville. There were over a dozen entries total, two were S. F. Brock's *Wisconsin Kid* (former *Oregon Kid*) and the J. Dunbar Wright of New York City purchase of *Jane S* (previously owned by Chas. Smiley). Last year's victor was *Seminole* of Jacksonville.

The St. Augustine Power Boat Club sponsored the races. "Free of charge was a boat house equipped with stalls and chain hoisting blocks," boasted their 1913 publication. Racers adjusted to the salt water conditions which

increased boat buoyancy, albeit density drag resistance. Fair winds blew March 30 – April 4 though none blowing great guns and small arms. After the gunfire, it was the No. 7 hull of the *Hydro-Bullet* as the RIP - radically invasive projectile.

Special entertainment at the hotel on day two was a morning aeroplane / boat race show by aviator George Gray in his Burgess-Wright biplane. J. Dunbar Wright's midday moving pictures presentation of a round burst of the *Hydro-Bullet* at 44 mph was a premonition of this hydro's trajectory in the upcoming games. Wright was a philanthropist, the purchasing agent for Standard Oil Co., a film producer and member of the AAA runs and tours committee.

The *Hydro-Bullet* was a 26-foot Fauber built by licensee Adam Weckler Boat Company of Chicago. The shell was constructed of Honduras mahogany with a solid, blind fastened deck and double planked hull converted with silk laid in waterproof marine glue.

The devil to pay was the caulking of the seam next to the keel. Chicago Varnish Company spar marine varnish Navalite -



Hydro-Bullet hydro with Matanzas bridge in the background which connected St. Augustine to Anastasia Island. Courtesy of the St. Augustine Historical Society Research Library.


"the defender of the America's Cup of Chicago" finished the bullet.

For speed and power, the *Hydro-Bullet* took a 200 hp 8-cylinder Van Blerck motor, "T-head type 5 ½ x 6-inch cylinders, enclosed cam shafts driven by enclosed gears and bronze main bearing shells -babbits lined and interchangeable." Replicating the success of other fast boats, a circulating pump was equipped by Bart Lobee Pumps of Buffalo, New York. "This pump gave a positive automatic force of water or oil in proportion to the speed of the motor."

Jeweler Earl H. Deakin, owner of Deakin Art Rooms in the Fine Arts Bldg, Chicago, was the owner/driver. Garbed in oil skin trousers behind a 17-inch mahogany steering wheel, he controlled the center hub mounted spark and throttle levers. Mechanician, Arthur Luce donned an apron to weld the Van Blerck jewelry or strengthen her hull's frame work. Luce

was a boat builder for a boat building company in Chicago.

Suspense on Saturday, April 4, a 25 knot handicap race broke the rudder of the *Hydro-Bullet* "nearly capsizing her" wrote Deakin in a western union night letter to Joseph Van Blerck. Tactics by the *Hydro-Bullet* won the Cup; second place to *Jane S* handled by Robert Gladwin with mechanic Oscar Iwanowski and third place to *Imprudence Jr.*

Commodore J. Stuart Blackton donated and awarded the trophy. Winter regattas in Palm Beach, Miami, Cocoa, Daytona and Jacksonville tuned up racers in preparedness for the summer campaigns. Similarly, Blackton campaigned for peace through preparedness by beginning his production of his photo play: *'The Battle Cry of Peace'* - a call to arms against the war. Released in April 1915, it was based upon Hudon Maxim's book *Defenseless America*. 




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A RIVA IN A BARN

While living overseas in my country of birth, Norway, from 2012 to 2014, a childhood friend tells me: "I know of a rare wooden boat in a barn." Many of us have heard of stories like this, but it's like winning the Lotto when you see the recognizable shape of a Riva and the owner is interested in selling. Most of us in the classic boat community know that Rivas are rare and hold their value. The terms were agreed on, and the boat came home with me.

This 1958 Riva Florida, the smallest of Carlo Riva's inboards, had been with the same owner for over 25 years. It was original and complete but had been used hard. The boat had sunk in fresh water, then quickly raised and placed in the barn. The original Chris-Craft KFL engine was removed and preserved.

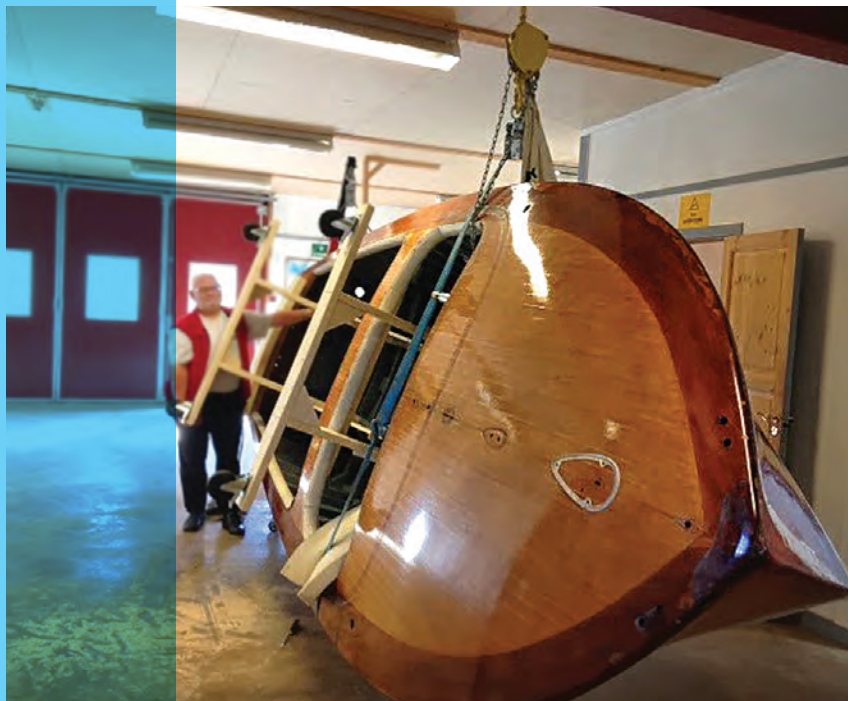
It sank because of its original bottom. These boats were built light, and the 9 mm (3/8-inch) plywood bottom was screwed to the frames with a linseed oil based sealant. The sealant had long since dried out, and the screw holes were well rounded after many years of fun on the water.

After documenting the boat with hundreds of pictures, all the hardware, interior pieces and engine were taken out. Reinforcements were screwed into the frames so the boat could be turned over. The old bottom was removed, which brought the broken and rotten frames to light. The 2 3/4-inch thick keel is intact but has a significant bend underneath the engine.

Now it's time to check each frame; wood with damage or rot must be replaced. If in doubt, it's better to replace one too many. Here you must use the right materials. Riva used Sipo, an African mahogany, in all frame construction.

One by one, the bad frames are removed. New ones are cut and assembled the same way as the original construction. Riva used copper rivets in all transitions between bottom and side frames. One place where I took the liberty to change the original construction was the keel. It was a single piece of mahogany. Instead, I laminated 3 pieces of 7/8-inch boards together for a stronger construction.

By Bjorn Bakken



Now that one has a new, straight, and strong foundation, it's time to lay a new bottom. Carlo Riva started using molded mahogany plywood bottoms in the early 1950's. He used 9 ply, 9 mm (3/8-inch) thick panels. When choosing plywood, there is only one choice for marine underwater use: those that are manufactured according to BS-1088 (British Standard). The difference between other WBP plywoods and marine BS-1088 plywood is the use of "A" grade mahogany veneers in all layers, i.e. no voids in-between the layers.

There are two common ways to lay a new Riva bottom. One is to use 3/8-inch flat sheets and, with force, press them onto the bottom frames. In my opinion this is not optimal as it is difficult to press and screw the sheets all the way down to the frames, especially at the bow. Personally, I find it best to epoxy laminate 3 layers of 3-ply, 3 mm plywood, and a so called "West system bottom," which is well described in the ACBS member video archive. You get a molded bottom that is incredibly strong. The important thing here is that you do not coat the inside with epoxy, thus encapsulating the frame and keel. This will cause rot in the coming years. Only 2 coats of good old fashioned oil based bilge paint, in the gray-blue Riva bilge color, are needed.

A good primer, hard racing or antifouling bottom paint completes the bottom. I used two component Polyurethane on this boat since it will only be in the water for a couple of weeks every summer and transported on a trailer. Riva had a deep green bottom color in the 1950's, with two 18 mm white water lines.

With the boat turned around again, the time has come for the sides and decks. 1958 was the first year Riva used molded sides. The sides were made in a large press, with two layers of 3 mm thick mahogany veneer placed diagonal to each other, and a 6 mm outer layer in the lengthwise. Riva used only full length boards on all their boats; there are no but-joints.

In the 1950's, Recorcinol was the adhesive of choice for marine use. The glue was brown/black in color, and the "trip" under water had colored the outer layer on the sides. The boat had the "infamous" zebra stripes, where one can see the joints from the underlying layers. The last - best option to get rid of these stripes is to bleach the wood. This takes some of the color ►

away from the mahogany, but can be corrected later with a slightly darker stain. First thing is to remove all of the old varnish, I find the best way is heat gun and scraper. This is the world's most boring job!

Then comes hours and hours of sanding by hand with long boards. One must remember that the outer layer was only 5-6 mm (less than 1/4-inch) when the boat was new, and one must assume that it has been sanded and revarnished before. It wouldn't take much to sand through. I sanded with 16- and 36-inch "long boards" to get a smooth, fair surface. Diagonally, 45 degrees bidirectionally, and then along the grain at the end. Sanding only to 120 grit gives a good adhesion surface for stain and varnish.

With the rather course finish sanding, a few extra coats of varnish are needed. But you get a finish that lasts much longer, and you avoid potential problems with the varnish flaking off after a couple of seasons in use.

In Europe, the go-to stain for Riva is "Pasta Mogano" from Stoppani. It is a two component thick paste that must be diluted to a thick paint consistency. The stain is applied evenly by brush and rubbed into the wood with cloth rags. Riva decks are left natural blonde, without bleaching or using a blonde stain.

Since this boat has a "plywood" construction and minimal wood movement, I used Epifanes two component polyurethane clear coat. Three coats were applied over 3 days, allowed to cure for a couple of days, then sanded with 320 grit and then the process was repeated. For the best result, the project was put away for eight weeks or more after 15-16 coats, to allow the finish to off-gas. The last four coats are done with sanding in between each. I applied the polyurethane with the roll and tip method. You must thin the polyurethane according to the ambient temperature and humidity so that it flows out. Some trial and error must be taken into account here.

The time has come for the reinstallation of hardware, engine and interior. There are sources in the US and Italy that specialize in Riva parts and reproduction fabric with the right color combinations is available. For my 1958 Florida it should be yellow with





Then comes hours and hours of sanding by hand with long boards and one must assume that it has been sanded and revarnished before.

black/white gingham. I had the Chris-Craft instruments restored in the US. It feels good when everything comes together.

The first time in water is always exciting. Does everything work? Is something forgotten? With old engines there is always something. It started and ran, but it was soon clear that the original Chris-Craft engine had to be completely overhauled. Parts were shipped from the US to Norway, where a local machine shop did a complete rebuild.

Over the last 6-7 years we've enjoyed the boat each summer while back in my motherland. We have also taken the boat now named *Rubia* (Blondie), around Scandinavia and Europe for classic boat events. She has even been towed 3500 miles roundtrip from Norway to Italy a couple times for Riva meets.

But the best of it all? Letting the next generation experience the joy of a classic wooden boat. 🚤





VAMANOS

Our 1924 Dodge Watercar

Jim Cooper, Okanagan Chapter

We purchased our 22-foot 2-inch Dodge Watercar Model 422, hull #462 in 2003 from Marty Loken in Washington State. He had purchased it in Ontario, Canada, and hauled it back to Washington. We immediately named it *Vamanos* (Spanish for "Let's go") although a more appropriate name may have been "Monton de palos" which translates to "Pile of sticks!" This particular craft was number 62 of 111 22-foot Watercars contracted to be built by Racine Manufacturing for the Horace E. Dodge Boat Works in Detroit, Michigan. To my knowledge there are only five or six boats from this original production that remain today.

The antique boat that we were using at that time was a 18 1/2-foot 1934 Greavette triple cockpit powered by a 45 hp Kermath, a very rare and pretty little boat but hardly a performer.

The large rear cockpit and long deck of a launch like the Watercar was very appealing to me, though it was a major project as it did not include the original engine (a 4 cylinder Dodge making

40 hp) however, this was fortunate as I might have felt obligated to use it! Enough hardware was there to be able to replicate what we did not have and, although the previous history of the boat was vague, it was obvious that the deck had been modified at some time to convert the boat to a split cockpit arrangement. The transom was cut out, presumably, to hang some sort of outboard motor. Ohhhh, the shame! All the bad did not outweigh the possibilities I envisioned so I went ahead with the purchase and delivered the boat to Kelowna, British Columbia, starting the restoration process at Middleton Boatworks.

As *Vamanos* was in very poor condition the goal of the project was to restore her to a state that she would be a fun, reliable family boat that we could use at our home on Skaha Lake in the Okanagan Valley of British Columbia as well as take to shows around the Pacific Northwest. With that in mind the hull was restored as original using measurements we had obtained



Dodge boats differ from others of the time in that the planks were fastened from the inside of the hull first through the battens and into the planks with brass screws.

Clockwise from top. Ready for the finishing touches and hardware in Shop #3. The Restorer Andrew Middleton, boat loaded to move to Shop #3. *Vamanos* at the dock in Lake Chelan, Washington. *Vamanos* at the Okanagan Antique and Classic Boat Show on Shuswap Lake in Sicamous, BC. Ad dated 1924 that showed a prototype Watercar with bucket style seats. I took inspiration from this although am doubtful that the bucket seats ever made it to production. The Beast waiting for its day.

from other boats and with 3M 5200 construction - very little original wood remains on the boat. Dodge boats differ from others of the time in that the planks were fastened from the inside of the hull first through the battens and into the planks with brass screws. We decided to take a little bit of artistic license by leaving the ceiling boards off, varnishing the inside planks and leaving the brass screws exposed - not correct - but it is a nice look. No seats or upholstery remained so we went with some "Pullman" style bucket seats similar to that pictured in some of the original Dodge advertising, though I suspect our original finished product never had the bucket seats. The instrument cluster was taken from a slightly later model Watercar.

I sourced a 1956 Chrysler 354 Hemi motor out of California. It was a good engine and we did little to it except change the oil and install it in the boat once we'd had a 10-foot long Monel prop shaft made up. This engine sounds awesome! It is a beast rated at 275 hp, a nice step up from 40 hp. I believe the blasphemy is mitigated by the fact that I have a Chrysler engine in a Dodge boat!

To make a very long story somewhat shorter, the restoration took approximately 10 years and *Vamanos* first hit the water on my wife Opal's birthday, June 15, 2014. Although the restoration was completed by the same shop, she actually spent time in three different shop locations and was moved twice. I would like to say that I did some of the restoration myself, but shortly ►



Opal Cooper and daughter Callan in the rear seat of *Vamanos* on Skaha Lake in British Columbia. *Vamanos* at the Okanagan Antique and Classic Boat Show on Shuswap Lake in Sicamous, BC.



after digging into it I discovered that I was better off leaving that work to the professionals (with my help it would likely still not be done!), though I did get involved in parts sourcing and contracting out some of the sub trade work like instrument restoration, plating, casting and such. My final claim to fame is that I personally restored the horn button, a rubberized piece that was found in seven pieces in a box of parts. I still haven't put it on but it is proudly displayed on a bookcase at my home!

To date, *Vamanos* has only been to a couple of boat shows where she was very well received. I am looking forward an improvement in this pandemic that we have all been suffering through so that I can visit more events around western North America in retirement. 🚤

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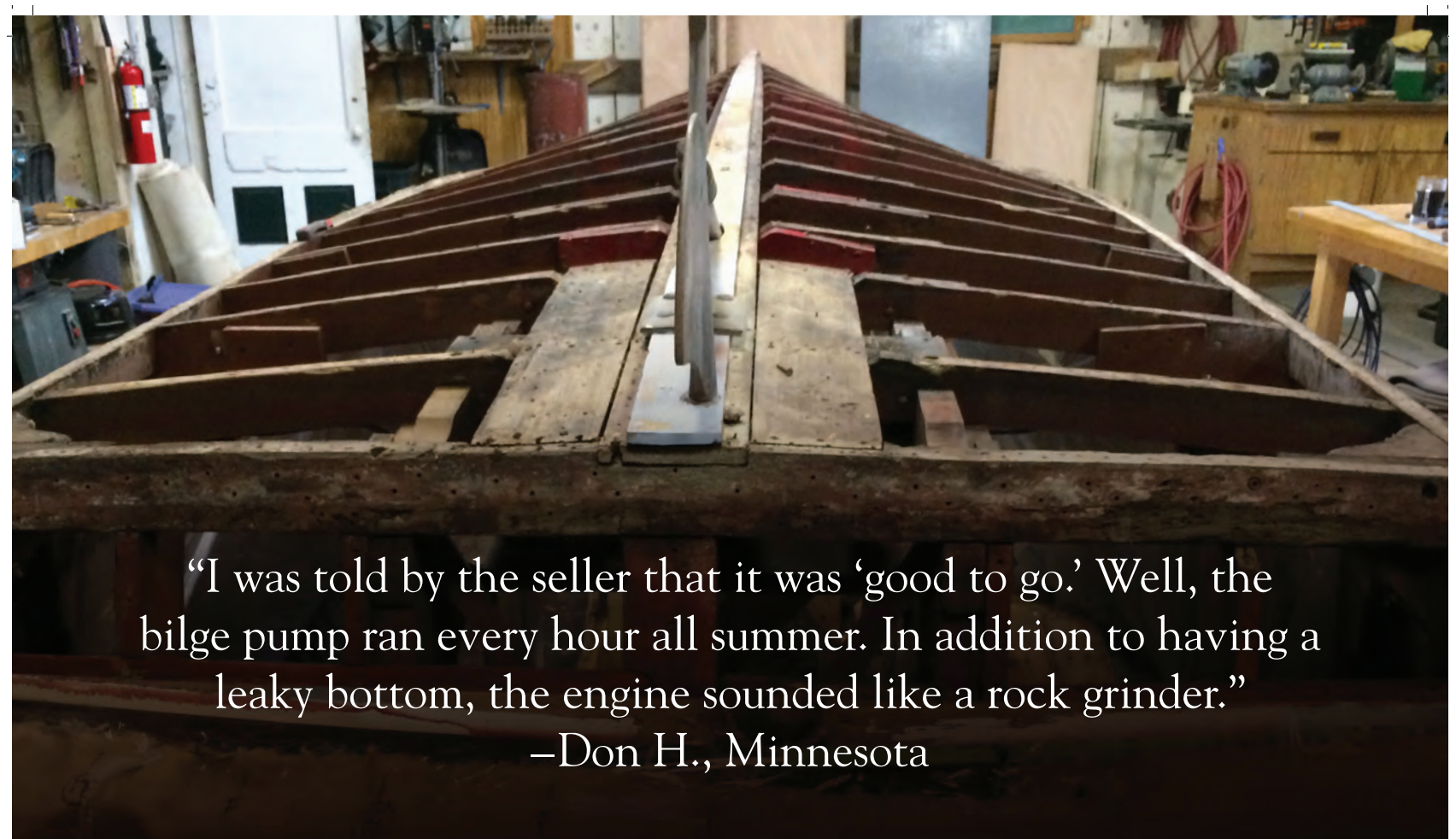
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