



The Southwest Chapter of the Antique and Classic Boat Society

Volume 9, Issue 2.

Summer 2004

THE BOW

Even though the Keels and Wheels suffered through rain on Saturday, the show was a great success with delightful weather on Sunday. Chris Dorflinger did another great job coordinating the event, and he and his crew put everything in place, including 90+ boats, for a beautiful show. Some of the highlights included the Best of Show Award going to Clay Thompson for his 1929 Chris Craft *Crescent Moon* as selected by the honorary chief judge John Howard. In addition, Past President Jeff Asmussen won best of class with his freshly restored 1959 Shepherd. A complete list of winners will be posted on the Southwest Chapter web site at www.southwest-acbs.org. Another highlight was the raffling of a Mercury, which was donated by Dale Lipps. The delighted winner was Ellery Andrew of Houston. He and his wife have already named the boat *Raffle Won*.

Also, the Southwest Chapter not only co-hosted the Keels and Wheels but also the Spring Board Meeting of the International ACBS. We had a wonderful reception at NASA on Thursday with a beautiful venue and very good food. The business meeting was held in the LYC ballroom on Friday, and all the attendees had difficulty focusing on the discussions as they watched the cars and boats being placed for the show. Everyone was complimentary and the Keels and Wheels and the Southwest Chapter enjoyed some excellent exposure.

Now that the Keels and Wheels is over we can look forward to our summer events. The Summer Solstice Ride 'n Show is scheduled for Lake Conroe on June 11, through June 13. Dr. Jacob Deegan has again agreed to coordinate this event. Furthermore, the Eagle Mountain Boat Show is scheduled for Saturday, June 5, on Eagle Mountain Lake near Ft. Worth. And, finally, the Lake Lewisville Ride 'n Show will be held on Friday, August 27, through Sunday, August 29. We will also schedule a Board of Directors meeting in conjunction with the show.

Finally, have a great summer with your boats. Also, please send pictures of your boats along with a description to John McCutchen at jmccutchen@chriscraftdrive-in.com for posting on the chapter web site. Our goal is to display every boat in the club.

Ed J. Ueckert

SOUTHWEST CHAPTER PRELIMINARY CALENDER

SUMMER SOLSTICE

CONROE

DR. JACOB DEEGAN

RIDE 'n SHOW

6/11-6/13

LAKE LEWISVILLE 8/27-8/29 DALLAS LOWRY MATTHEWS

RIDE 'n SHOW

SOUTHWEST CHAPTER DALLAS ED UECKERT

BOARD MEETING 8/28

CHRIS CRAFT DRIVE-IN 10/8-10/10 SEABROOK JOHN MCCUTCHEN

AUSTIN WOODEN AUSTIN ED UECKERT

BOAT SHOW 10/22-10/24

SOUTHWEST CHAPTER AUSTIN ED UECKERT

ANNUAL MEETING 10/23

HOUSTON TRADE SHOW JAN., 2005 HOUSTON PAUL MERRYMAN

RESTORATION UPDATE – CHRIS CRAFT MODEL 30

Part 2 of 2

Straight from the boat's mouth. So to speak.

Well, we talked about my age and some of my concerns last issue. I – a Chris Craft Model 30 – am lucky, though. Yea, one lucky boat I am.

I am still in possession of absolutely every piece of metal that I rolled off the line in 1931 with and my new boat smith has already taken care of all that for me. Some went to local platers and some went all the way out to

Alabama to Graves Plating. Wow, is it shiny. Looks better than it did from the start as he took great pains to get all the pits and scratches out of everything. I even got my aft cockpit lap blanket rail redone. I will be put back in exacting condition just like I started out.

My gauges are also back in shape with Mark Clawson performing an excellent job. I was early off the line so my dash is a square dash, with a black crinkle finish. Some of the finish was still visible. I have three gauges, an ammeter, a barrel tachometer, and an oil pressure gauge. When Mark got finished with them they are so beautiful I almost cried. My boatman's wife did, especially after she saw the packing invoice.

Most of my other metal pieces are also completely restored. The rudder stuffing box has been machined to receive three quad seals so that I never leak again. The steering box is also completely restored. I came equipped with the same Gemmer two tooth sector gear box that was in Model "A" Fords and my boatman has had a lot of experience with car restorations, so I have now got needle bearings instead of bushings, and I have good oil seals instead of the old packing that constantly dripped into my bilge. It will be a pleasure not having steering gear lube all over me.

To date, the wood work is progressing along nicely. It was excruciating at first, having all my parts ground from my bottom. I have an entire gallon of brass screws sitting next to me, and every one came out of my bottom. How would you like having 1,000 screws removed from your bottom? Now that it is over, I can relax knowing that everything will be put back on, with 3M 5200 bedded joints, and no leaks. At this point I already have all new chines and I'm proud to say that I had no rot, but lots of it. Would not have believed it looking at the chine attachment at the stem on the bottom when he built me. I told 'em not to put a horn in my side ever since.

My transom bows have been steamed and replaced with two new chines front to back.

But the biggest list in there was a real challenge.

The one he saw in Danenberg's How to Restore Your Wooden Boat was to steam bend about a half a day at the plumbing store getting all the pipe fittings. However, there is a bright red steam generator that almost instantly makes a steam bend. I heard that to bend all the components. I heard him say that if anyone needs it out to anyone with a need to steam bend some wood.

The yard is finishing the chines and begin putting on the bottom. I think I'll get the bottom from Smith's with the 3M 5200 adhesive. That should make me ready to go around the holidays, I will finally get flipped over. From there I'll be ready for finish work over the summer. At that point I will be about ship shape and ready for service again.

LAKE TAHOE '03

At least 2 members made the pilgrimage to Tahoe. The featured marque was Riva – that fabulous brand from Lake Como. 27 Runabouts and utilities from that famous builder. Chrome, curves, and turquoise. Lots of it. I was there kicking hullsides with a buddy. Heard but not sighted was Paul Hastings, also from the Southwest chapter. 130 or so boats, all but 1 Buehler Jet were wood. 14 classes.

Clear waters from the snow runoffs, Wet Woodys courtesy of GarWoods' Restaurant. Hemis, Scripps, Packards. Big boats included "Thunderbird", a 37' Connie, and a '30s 38 foot Chris commuter. The end of the show – which runs Friday and Saturday (remember when our own Wayne Myers made the trek to the Sierra Mountains, only to arrive on Sunday!) concludes with a parade out of the small private marina, around the fuel dock, and immediately into the open waters of the choppy lake. Quite a sight as the magnitude of the boats are not always matched by the helmsmanship of the owners. And the rare engines sound riveting. A great weekend.

WAYNE MYERS MEMORIAL GOLDEN SHAFT AWARD

By Ray Balsam

In the mid-eighties, a group of people started up a wooden boat club in Houston, (WeBOAT) This included Robert Holmes, Mike Hooker, Orris Brown, Wayne Myers and Tom Oncken. It didn't take long for them to notice that someone always seemed to have some sort of bad luck when they had events. On one run of Buffalo Bayou, Mike Hooker's prop picked up a length of poly rope in the ship channel. It didn't damage his boat, but it took a while to clear the line from the prop, while in "deep ship" channel water.

Later that day, as Tom Oncken was getting out of his boat his hand held HAM radio fell off his belt strap and into the water. Needless to say, the radio was history even though they retrieved it.

Once Wayne Myers started attending things, it seemed that he was one of the more unlucky, as he always seemed to have small things go wrong. During one event, his shift lever broke free from its mounting and all he could do was move in reverse until he rigged it so he could get home.

Another weekend, Weboat was invited to participate in the "On-The-Water Boat Show" held at Watergate Marina in Kemah. That was a particularly frustrating day for Wayne. On a least three runs into Clear Lake, his driveshaft set screw would come loose and his shaft and prop would slide out until it hit his rudder. There was no particularly bad damage from this, however, the only way to get the boat underway again was for Wayne to jump in Clear Lake, swim under the boat, and push the shaft back into the boat so I could be fastened to its mounting with the set screw.

After Wayne's third swim, he decided to park his boat at the Marina and vowed to pour gasoline on it and give it a Viking burial.

Another member Clay Collins, wanted to cheer Wayne up, so he asked Wayne to ride with him in his newly restored Chris-Craft to enjoy the rest of the day. As they raced across Clear Lake enjoying the beautiful day, Wayne's cloud re-appeared over them and, you guessed it, Clay's driveshaft came out and the boat stopped. Needless to say, Wayne had the drill down perfectly and jumped into the lake to put Clay's shaft back in.

Robert Holmes (of Holmes Boat Works) and Top Oncken put their heads together and came up with an idea after looking through a pile of discarded boat parts. They picked up badly worn brass prop on a bent shaft. They took some wood and built a cradle so the prop would wobble like a wounded duck. They decided the new icon to be the "Golden Shaft". Name plates would be added with each person's name each time the "Golden Shaft" was presented to a member for his/her misfortunes.

In the months to come, it seemed that Wayne Myers was the only one to continue to be the recipient of the "Golden Shaft". Not that Wayne was necessarily the unluckiest, but he attended everything and his chances of getting "the shaft" were better than those who only attended once in a while.

Needless to say, buying a number of small plates with Wayne's name on it seemed wasteful at the time. Since he was the most prestigious recipient of the award, they decided to buy one nameplate for the trophy, dedicating it

to the individual who held it the most. Therefore, they named it the **Wayne N. Myers Memorial Golden Shaft Award**.

The award has been displayed numerous times at the Houston International Boat, Sport & travel Shows and Houston Summer Boat Shows. It was usually placed on Wayne's boat when he was not looking. As always, Wayne is one of the best "sports" ever to be affiliated with our club.

The next winner of the "Golden Shaft" was Jim Frechette when he fell across his windshield on the newly refinished racing runabout at the Del Lago Boat Show.

The newest winner is Mike Siegel who, one day into the Tennessee River cruise, his 1961 Chris Craft Sportsman, blew a transmission, along with the week of anticipated beautiful scenery and cruising of the river.

In October, while on the Colorado River Cruise on Lake Travis, the "Wayne Myers" cloud found Mike once again. Finding his craft motionless, he thought he blew the transmission. After some further investigation, though, he found that the high pressure line was too short to hold pressure. Adjustments were made and the day saved.

This coveted award was presented to Mike at his birthday party, witnessed by his family and friends. Mike said he would cherish this coveted award until he was able to hand it over to the next (un) lucky individual.

CONCOURS D'POPULAIRE RIDE 'N SHOW

Several club members attended the "Concours d'Populaire" in Lewisville (North Dallas). Friday was messy, but most got their boats in for some wet riding before attending the grand BBQ and Margaritaville spread at 'Dickie' Peterson's palace. The garage was packed, along with most of the house and driveway. Saturday dawned blustery, but cleared before noon for us to have a pleasantly cool 75 degree weather with smooth seas. Those without boats (including all of the Houston syndicate led by our own Dr. Jacob who had some type of excuse) enjoyed the privilege of ridings in a potpourri of classic and vintage vessels. The queen this year was the Aquarama hailing from Oklahoma. A beautiful fiberglass vintage Formula rounded out the pack. Several of the boats were under new ownership including an extraordinary Dart and a freshly restored Chris Craft Racing Runabout. Saturday evening 30 or so attended a pay as you go dinner at Sneaky Pete's, followed by evening boating in a combination of mist and full moon. Sunday came early with a buffet brunch at the dock, followed by a repeat of Friday's rain. Thanks to the Daniels/Matthews team and the WBA for including the Southwest chapter in such a memorable event. And for Bill Baldwin, it was fabulous to see you as you made your moving trip to Raleigh/Durham.

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SUMMER SOLSTICE RIDE 'N SHOW

Hey Gang!

Once again, the Conroe Crew invite you to Del Lago Resort for the **Summer Solstice Celebration of boating**. Because Father's Day is also on the Solstice, we have decided to move our weekend up to June 11, 12, and 13. We have combined the "What we learned last year" department with the "let's make it better this year" department and suggest the following:

- **Friday** cocktail party hosted by John Dougherty and his lovely sweetheart, Debbie, at their Lake Conroe home (Go by boat!).
- **Saturday and Sunday** R20;6 am flat as glass and thereR17;s nobody else on the lake" coffee and donuts cruises for those interested.
- **Saturday** organized lake tour.

