



**The Southwest Chapter of the Antique and Classic Boat Society**

*Volume 9, Issue 4.*

*Winter2004*

**THE BOW**

The Austin Wooden Boat Show was held on Lake Travis, Friday October 22, through Sunday, October 24. The function was a lot of fun and the decision to schedule all events on one lake seemed to work well. We also conducted our annual meeting at Johnny Fins, which was the site of our show this year.

During the annual meeting we recognized Jon Stroble and his three years of service as a Director of the Southwest Chapter. Since his term expires on November 30, 2004, Tom Croasdale was elected to serve as a Director beginning on December 1, 2004, through November 30, 2007. In addition, we recognized Dale Lipps for his donation of the Mercury inboard, which was raffled at the Keels and Wheels. We also presented the President's Award to John McCutchen for his great work with the Chapter this year. He created our web site and has served as the Harbor Master of the site. He has been invaluable to our growth and chapter communication. Finally, we elected officers as follows:

PRESIDENT-Ed Ueckert

VICE PRESIDENT-Robert Black

TREASURER-Robert Macaluso

SECRETARY-Chuck Webb

Also, the Austin Boat Show was even more enjoyable this year. The objective of the show was to have more riding and less show. We had the annual Colorado River Cruise on Friday, and Lake Travis was nearly full and beautiful. Even Mike Siegel made the trip in *BIG BOY* without incident. The cruise was followed by a dessert party at our home on Friday night, and Craig Stanfield and Chuck Webb seemed to really enjoy the evening. Saturday morning was devoted to cruising, and on Saturday afternoon we held the show at Johnny Fins. The attendance was very good, and after the show a group of our boats motored over to Carlos and Charlies, which was holding an in-the-water show for new boats. Of course, our boats were the show-stoppers. Charlie Bickley described the incident as a silent drive-by-shooting. On Saturday evening we had our awards banquet at the Nalle home on Lake Austin. We had great Bar-B-Q from Chisholm Trail and presented the 911 Award to Charlie Beckley. He had transmission problems on his Monk motor cruiser while trying to dock, and even his dog abandoned ship. The People's Choice and Skippers' Choice awards are listed below:

## **PEOPLE'S CHOICE**

|                |     |     |                       |
|----------------|-----|-----|-----------------------|
| Dave Parker    | '47 | 17' | Fairliner Torpedo     |
| Jim Brochette  | '46 | 25' | Chris Craft Sportsman |
| Raymond Balsam | '64 | 16' | Helton Runabout       |
| Jeff Hill      | '26 | 18' | Disproof Launch       |

## **SKIPPERS' CHOICE**

|               |     |     |                       |
|---------------|-----|-----|-----------------------|
| Chuck Webb    | '40 | 14' | Hater Runabout        |
| Mike Siegel   | '61 | 24' | Chris Craft Sportsman |
| Darryl Miller | '57 | 15' | Lyman Runabout        |
| Andy Butchard | '63 | 22' | Thompson Sea Lane     |

I want to thank Charlie Beckley, who served as our launch master; the Niles, who furnished their home for our Saturday dinner; Johnny Fins and Hurst Harbor; Lake way Resort; and all the attendees, who made our little show a success.

**Ed Eckert**

## **SOUTHWEST CHAPTER PRELIMINARY CALENDER**

### **HOUSTON BOAT AND TRADE SHOW**

HOUSTON

PAUL MERRYMAN

January 2005

### **KEELS & WHEELS**

HOUSTON

PAUL MERRYMAN

### **CONCOURS**

4/29-5/1/05

## Lake Conroe

Lake Conroe                      Jacob Deign

**Ride-n-Show**                      June 10-12

## Austin Area

Lake LBJ                              Ed Eckert

**Wooden Boat**                      9/30-10/2

**Show**

## The Story of an Atom Skier

By John Kemper and Craig Stanfield

I'm John Kemper, and Robert Black has been hounding me to tell this story of a boat I have hanging in my restaurant. So here it goes, the story of my old Correct Craft. I bought the boat for the first time in Austin in 1979 for \$600. I do not know any of the history of the boat prior to 79. The boat is a 1955 Atom Skier that was manufactured by Correct Craft. It is 14' 6" long and is powered by a 60 hp Correct Craft engine. It is made of plywood, like all wooden Correct Crafts. It is a 4 cylinder flat-head engine. The boat sold new for \$1595. One of the options on the boat is the "Ski Pull" that cost \$50. Being the first production **Tournament** ski boat, it is the "grandfather " to the Ski Antique.

I sold the boat in 1982 when I purchased a new Ski Antique. I sold the boat for \$1000 (*a profit -imagine that! Editor*) and the boat went to Lake LBJ. After that, I lost track of it. Years later, a Friend of mine spotted the 'old Atom Skier on the same lake. That was 1994. It was in terrible shape; hanging in a boat slip, engine full of water, cobwebs all over it. The wood and upholstery were in terrible condition. I called the owner and offered him \$ 1,000 (*a loss - that's more like it! Editor*).

He accepted. I retrieved the Atom and took it to San Antonio to a man who would restore her. After a year and **several thousands of dollars** the boat was as good as new. I used the boat every summer until about 4 years ago. She overheated and cracked an exhaust manifold, so I mothballed her. After buying the old Jam' in House Restaurant in Marble Falls, my partner and I decided to hang her from the ceiling at the new River City Grille.

She is still hanging there today and we receive comments about her on a daily basis. Stop by, the next time you are in town to see the boat...and have dinner (*unsolicited plug, from the Publisher*)

## The Puzzler by John Strobe

# Century 1967 Mini-Brochure

|    | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
|----|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|
| 1  | I | L | O | D | A | N | O | R | O | C  | M  | A  | P  | O  | D  | E  | L  |
| 2  | J | E | U | A | R | S | M | R | D | V  | F  | T  | N  | G  | E  | Q  | Y  |
| 3  | Z | A | I | U | W | S | O | H | I | B  | N  | J  | E  | U  | O  | P  | C  |
| 4  | X | T | T | N | E | D | I | R | T | U  | K  | A  | R  | S  | O  | P  | C  |
| 5  | X | R | T | D | U | K | A | W | H | I  | T  | E  | V  | I  | N  | Y  | L  |
| 6  | L | Y | E | M | E | R | D | F | V | F  | T  | N  | G  | U  | F  | U  | N  |
| 7  | P | L | G | E | B | R | R | A | R | I  | N  | W  | S  | O  | H  | I  | Q  |
| 8  | O | I | U | Y | N | Z | B | A | I | I  | B  | I  | L  | M  | A  | D  | P  |
| 9  | T | Z | L | E | A | A | O | H | E | N  | C  | I  | L  | M  | A  | P  | O  |
| 10 | G | A | L | D | I | E | C | L | G | J  | E  | A  | U  | A  | R  | S  | M  |
| 11 | N | L | W | R | B | D | V | C | F | U  | T  | N  | N  | G  | E  | Q  | Y  |
| 12 | I | Z | I | A | A | I | U | W | U | S  | O  | O  | H  | I  | B  | N  | J  |
| 13 | D | E | N | U | R | O | P | C | X | B  | T  | R  | U  | K  | A  | R  | S  |
| 14 | I | O | G | P | A | C | X | T | U | K  | L  | M  | O  | R  | D  | V  | F  |
| 15 | L | T | T | N | G | U | F | U | N | B  | R  | A  | I  | H  | N  | W  | S  |
| 16 | S | O | O | H | I | Q | Y | Z | A | I  | B  | I  | L  | M  | T  | A  | D  |
| 17 | P | E | P | O | E | N | I | L | M | A  | P  | O  | D  | E  | L  | J  | E  |
|    | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |

The amazing maneuverability and stability of the \_\_\_\_\_, together with the v-drive provides you all the excitement of a sports runabout that is as highly spirited as a fine-bred racehorse.

The Saber is famous for its optional \_\_\_\_\_.

The optional folding top on the Resorted 16 is \_\_\_\_\_.

The \_\_\_\_\_ is designed basically for skin diving, but is known as a "jack of all trades."

Century is known as the \_\_\_\_\_ Fleet.

The \_\_\_\_\_ 21 is known as the reigning beauty of the Thoroughbred Fleet!

...She'll surge powerfully over the waters, leaving all boats in her wake...or purr \_\_\_\_\_ in calm seas.

The Coronado has the optional permanent \_\_\_\_\_.

\_\_\_\_\_ Is the big, roomy, lapstreak utility boat in fiberglass.

Genuine \_\_\_\_\_ Mahogany reduce pounding and slapping to a minimum, even in a good chop.

## A Family Treasure: Found and Restored

By Dave Snicker

My earliest childhood memories included boats and boating. My father, Ralph Snicker, was a wooden boat builder who worked for his oldest brother, Gene, at Red Head Boat Company in Houston, Texas. Gene retired early and Dad was more or less forced to go into business for himself in 1952, when I was 5 years old. He moved a couple of miles down the road from Gene's shop to begin manufacturing boats he called "Kingcraft".

He manufactured about 1100 boats from 1952 through 1965 and they were all mahogany plywood construction. The vast majority of the boats made were outboards in the 15'-19' size range. As inboard/outboards were beginning to come on the scene, there were a few of those that were basically I/O's in one of the larger outboard hulls.

Our family spent most weekends skiing on the San Jacinth River in Houston, and our personal boats were almost all conventional inboards that he had made as custom designs. In 1958 my father decided to begin offering an 18' inboard runabout to the standard product line, but only manufactured about a dozen of these over the coming years. The first boat of this hull design was our personal boat, named AWOL V, which was outfitted with a 225 HP Gray Marine engine. AWOL VI followed and had a 318 CID Chrysler engine.

By the early 1960's, I was working in the boat shop during the summers. I assisted with woodworking, refinishing of boats, and making skis. I loved the boats and the environment at the boat shop and spent all my free time skiing. In early 1964, Dad made a revised edition of his inboard that appeared in the Houston Boat Show. It was aqua and white (a departure from typical boat colors) and had white vinyl on the fore and rear decks and covering boards, as was popular in that day. It was a beautiful boat! Its engine was a 280 HP Gray Marine (401 CID Buick block). This boat became our personal boat and was named AWOL VII. Soon after, Bob Chenille of Houston ordered an identical boat. The hull was started in August 1964 and I helped build it before my senior year in high school began. I remember seeing the boat on the San Jacinth River only a couple of times over the next several years, even though we were there almost every weekend.

The boat that Bob Chenille bought was the last inboard my father made and was one of the last of the Kingcrafts. Fiberglass boats were driving all of the wooden boat manufacturers out of business and Dad had no desire to make fiberglass boats. In 1965, he had the opportunity to sell his business to the *Texas City Dike Marina* and did so. He remained active in the boating industry until his death in 1990, but he was not involved in boat building again.

In 1994 I got back into boating after many years away. I would sometimes think about the possibility of finding an old Kingcraft, preferably an inboard, to restore. I routinely searched the Internet for Kingcrafts, but without much success. Then, in October 2002, I came upon an article written to a boating magazine seeking information for someone who was restoring a Kingcraft inboard. From the description, I knew immediately that it was the sister boat to AWOL VII, the boat Bob Chenille had purchased in 1964. Only AWOL VII and Schweinle's boat were outfitted with the 280 HP GrayMarine engine.

I immediately responded to the originator of the email, Bob Schweinle's nephew, who was planning to restore the boat. A couple of weeks later, I heard from Bob Schweinle who I clearly remembered from times in the boat shop while his boat was being built. He still owned the boat and had passed it to his nephew. We traded a few emails and I sent pictures of AWOL VII, which was the identical boat to his. I began to talk with him about selling this boat to me, but Bob felt that he had committed the boat to his nephew and declined the offer. He said he would send me pictures of the boat, which was at his nephew's home in East Texas. Although the boat had been in a warehouse for most of the last 40 years, when Bob went to take pictures, he was disappointed to see that the boat was being stored in a carport and was suffering weather damage. He wanted to see it protected and restored, and he knew that I was ready and willing. At that point he agreed to sell the boat to me.

I drove to Houston in April, 2003 to meet Bob and purchase the boat. It was interesting as we both recognized and remembered each other after 40 years. The boat was in very good shape, and the engine/hull had a total of only 95 hours of run time on them over all the years! I had no idea if there were significant issues to deal with that weren't readily visible and was primarily concerned about rot or engine problems. It had last been in the water in 1983; the engine had not been started in 20 years. One of the first things I looked for when inspecting the boat was to see if it had been named, and upon seeing that it hadn't, I knew that it could only be AWOL VIII.

It was January 2004 before I had the opportunity to begin work on the restoration of the boat. I took all of the floors, seats, motorbox, and panels out of the boat to inspect the hull. The hull appeared to be fine and I could find no areas of rot anywhere. I then began to see what condition the engine was in. I got a huge wrench to put on the crankshaft, as I anticipated that it would be seized to some degree. I was amazed to see how easily the engine turned over by hand! I continued to turn the engine over by hand with the valve covers off to make sure none of the valves were stuck. The next step was to spin it with a battery and check compression; I had good compression on all but one cylinder! I could make this engine run!

The engine required a rebuild of the carburetor and seawater pump, and replacement of the fuel pump. I was then able to start the engine up and check everything out. Everything seemed to work, the oil pressure was fine, it seemed to be cooling itself correctly, and the alternator was charging! I was amazed! After several hours of run time, even the one cylinder that was low on compression healed itself; it would appear that it was a stuck ring.

Restoring the boat then became primarily a cosmetic task. I had a couple of cracked ribs to repair, but nothing else that was structural. The gas tank had rusted out and I had another one made. I had the interior reupholstered exactly as it had been and had all of the chrome redone. I completed all of the other refinishing myself, as I had lots of experience doing that as a teenager. As it turns out, there is very little of the boat that is not original, including the gauges, windshield, steering wheel, trim, strut, shaft, and even the prop!

The restoration of the boat was an activity that brought back rich memories of another time. As I lay underneath the dashboard replacing some wiring, I recognized the penciled handwriting of Dad's foreman where he had labeled terminal blocks. He was a close family friend who had even worked for my uncle years earlier at the Red Head Boat Company. I pulled off some of the

vinyl on the rear deck and discovered a pencil sketch of my father's showing how the upholstery was to be fitted around the covering boards. Because in these and many other ways I was reminded of my father's craftsmanship and attention to detail, I was sorry to see the project end.

When I decided in 1994 that tracking down a ZinnCraft would be an interesting endeavor, I had no idea that it would be such an adventure. Furthermore, if I'd been asked if there was any particular ZinnCraft of the 1100 made that I would like to have, the boat now named AWOL VIII would be it! I hardly believe it's a coincidence. The boat is a reminder to my brothers, sister, mother, and me of another time and a very dear and special man who built a great boat.

### **How not to market a boat**

I got home last Friday and checked my email. 10 messages in one day. Wow!! I should be able to sell her with that kind of response. You see, earlier that day I had made the decision to list a couple of boats on the internet. Just toooooo much. Too many projects. My brother had repeatedly told "If I inherit all that stuff ("stuff" is a synonym for one of those *five second delay* words), I will never forgive you." 'Course, he's *much* older than I am. But anyways, I am running out of time. I mean, how many boats can I use? How many batteries can I keep up? How many projects can I sleep soundly with? 10 batteries and 64 piston cylinders to maintain - *or not maintain*. I was starting to count my new-found money. The property tax man would be happy. It would be like having a new garage. I was very happy. It was not to be. The emails? They were from Jan Ueckert. Ed's wife had emailed one boat show picture at a time. 12 pictures. Anyone want a boat? Craig

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**Renewal:** 2005 Membership renewal forms have been mailed! Call HQ if yours has been misplaced.

Please renew ASAP to help us get the directory done in a timely manner. Thanks, Kathy & Deb

### **Classified**

Boat shops in your area too busy? Proprietor located in Midwest seeks opportunities in warm climates. Interested? .... Call 317-293-6305 and ask for Chuck.

1971 Nova Sprint 24'. Twin v-drive Holman Moody Fords. Needs much attention. With trailer. \$5500.  
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