



# SOUTHWESTER

The Southwest Chapter—Antique & Classic Boat Society newsletter serving Arkansas, New Mexico, Oklahoma, and Texas

Winter 2009-2010

## Presidents Message:

**Dear Chapter Members & Friends,**

**As most of you already know, the Keels & Wheels Show at Lakewood Yacht Club in Seabrook is coming up on May 1st and 2nd. You should have received your application packet from the Concours Committee at Lakewood. If you did not receive it, or no longer have it; you can get an entry form and information at the Keels and Wheels website [www.keels-wheels.com](http://www.keels-wheels.com). If you haven't already filled it out and mailed it in, I encourage you to do so very soon. If you have already sent it in, thank you.**

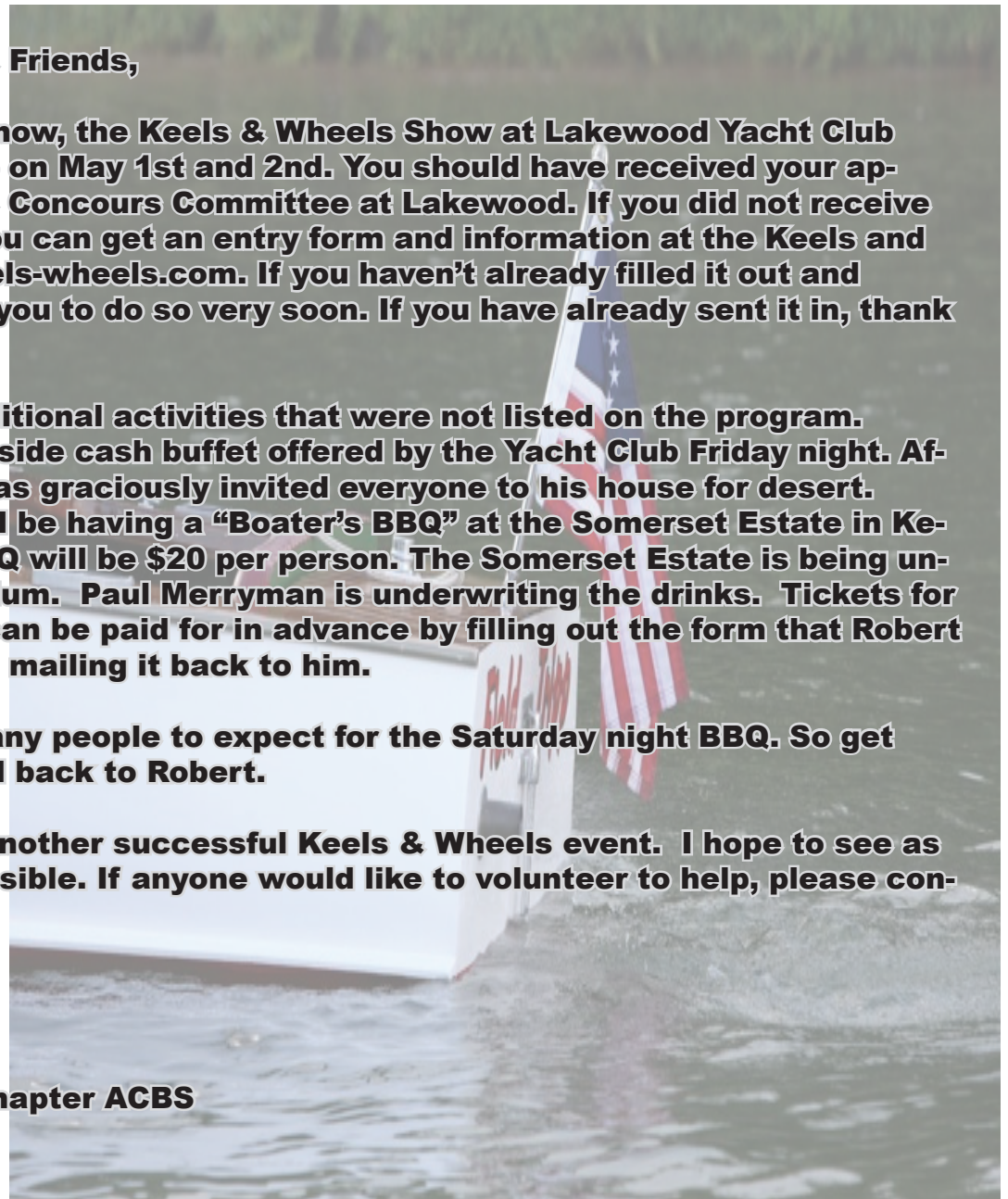
**We have added some additional activities that were not listed on the program. First, there will be a poolside cash buffet offered by the Yacht Club Friday night. After dinner, Dave Parker has graciously invited everyone to his house for desert. On Saturday night we will be having a "Boater's BBQ" at the Somerset Estate in Kemah. The cost for the BBQ will be \$20 per person. The Somerset Estate is being underwritten by Guy McCollum. Paul Merryman is underwriting the drinks. Tickets for the Saturday night BBQ can be paid for in advance by filling out the form that Robert Black is sending out, and mailing it back to him.**

**We need to know how many people to expect for the Saturday night BBQ. So get those forms filled out and back to Robert.**

**I am looking forward to another successful Keels & Wheels event. I hope to see as many of you there as possible. If anyone would like to volunteer to help, please contact us.**

**Best Regards,**

**Lindy Robinson,  
President – Southwest Chapter ACBS  
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# HOUSTON BOAT, SPORT & TRAVEL SHOW

This January's show was a lot of fun for me and my family, we hope it was for you also. There were a number of new boats in the show this year, some newly finished and others that were still beautiful after many years of just being around.

The Chris Craft line of boats was fantastic! Mike Friesel, Bob Germany, and Jon Stroble all entered their boats for us to admire. This gave us a Special Runabout, a Utility Sportsman, and a Deluxe Runabout for a nice variety. These gentlemen also provided tales of their own and received stories from viewers who had these boats many years ago. The eclectic discussions included what motor parts made their boats run best. These three gentlemen had many obstacles to hurdle so that they could participate in this year's show, but still found a way to be there. Bob worked just about every day to make our show a success. Thank you for your diligence, sirs.

Ron Stein brought his varnished kit boat, appropriately named Kit Kat. This is the very same vessel that Ron pulls behind his awesome woody wagon ... probably with an attendee wearing an itchy bitsy yellow polka dot bikini complete with picnic basket!!! Bruce Miller displayed a neat boat he had bought recently. Ed Solinski's newly finished boat shined for us, and there was a project boat (another Zing Craft) in the row.

Ellery Andrew, though sick with the flu, set up a Century Resorter with skis and ice chests for our pleasure. Paul Merryman's gullwing Century Sabre relaxed the eye of the viewer with its graceful upswept wings (sun roofs). Adam Finh and Dick Jolthsons' aluminum boats startled many viewers with the way they shined. And...from out of Fort Worth came a race boat of Guy McCollum's...HOTSYS TOTSY. Robert Macaluso provided us with the boat of the year...a Yellow Jacket.

Robert Malgren's video of the restoration of his Chris Craft Capri, with music, was super. His father delighted us with tales of boat companies in Houston in the 40's and 50's. Many members stopped by to see us this year and if you couldn't, we hope you can next year. Boat motors and pictures of us as lads were provided by Dion Johnson and David Coffee. John Plato organized boats and motors. Thanks for the memory.

**Reliant Show Director Tom Croasdale and Pat Nichols.**





## FIELD TRIPP



“Poppy! That would be a nice starter boat for me!” the 4 year old grandson said. Grandpa Scott Reichardt replied with a big smile, “Yes it would”

From grandfather Scott’s side of the story...On Sunday morning of the 2008 Austin/Hill Country Boat Show, Jim and Cindy Frechette hosted their annual coffee and doughnut get together at their Sunrise Beach lake home. Since it was a beautiful October morning, I persuaded my wife Pam to accompany my grandson Tripp and me for a cruise up to The Frechette home. After we had been there for a short time, Chuck Webb (aka ... Woodchuck) showed up in his pristine 1940 Hafer 14’ runabout “Hawkeye”. While Tripp and I were checking out the 8 or 10 boats that were there we stopped at Chuck’s boat and I asked Tripp how he liked it. It was then that he spoke the now famous phrase that no one in our family will soon forget: “Poppy, I think that would be a nice starter boat for me”. Tripp was 4 at the time and all our grandkids call me Poppy.

*And...from the restorer’s side...Says Chuck Webb (aka WoodChuck), the owner of the boat in question - and the restoration company Waterloo Boats in Austin, Texas ... They were looking at my 1940 14’ Hafer runabout. It was built by the company my great-grandfather started in 1896. I think Scott smiled because he remembered riding in those boats as a kid himself.*

Scott...I was so intrigued by my grandson’s statement that the wheels started to turn in my head. How could I come up with a boat like that to give to Tripp?

*WoodChuck...Several weeks had passed since that boat show, when Scott called inquiring about me building a replica of my fourteen footer.*

Scott...I started to converse with Chuck and Jim (Fleetwood Boats, Austin, Texas) about the possibility of Chuck building a replica, and they agreed to see what they could come up with. Chuck was very familiar with building strip built boats and did great work. After assuring Chuck that I was serious, he and Jim came up with some numbers around the 10th of January 2009.

*WoodChuck...Needless to say I was excited about the proposition and went to work on an estimate. When I saw the bottom line, I was worried, and thought an option was in order. I called Steve Dyhrkopp of Blue Water Restoration in Iowa (where these boats were built) and asked if he knew of any for sale. He found three possibilities. I gave Scott the quote and added that I had found some original Hafers for sale. This route would be less expensive, and, he would have an original.*



Scott...Chuck told me had found a used 1948 16' Hafer on-line that I should check out. He said that when I saw the price compared with what it would cost to build one from scratch, he was sure I would be interested. He was correct!!

*WoodChuck....I put him in touch with the seller, and in a few months Scott showed up with a 1948 Hafer 16' runabout. It turns out it is the only one in existence with a walnut deck. (My great uncle, Glen Hafer had a walnut tree blow down in his yard and decided to use it for a deck.)*

Scott...After talking to the owner and with Steve Dyrkopp who had got the boat running for the owner, I decided to buy it. The boat was located at Lake Okoboji Iowa which is where Hafers were originally built and, also where I had spent a couple of weeks each summer vacationing with my family when I was very young. (About 60 years ago.)



I told Mike Jensen, the boat owner, that I would send him a check for half the purchase price and would pay him the other half when I picked the boat up. I also told him that since I was from Iowa and knew what winter was like there, I wouldn't be picking the boat up any time soon. He agreed and said to pick it up when ever I was ready. We also had another grandchild due on the 20th of April, and I wanted to be here for the birth. So, after Tripp's little brother, John Fielding was born on April 19, daughter Sara and I headed for Iowa the following weekend. The drive up was uneventful and I left Sara in Omaha to visit a high school friend who drove over from Des Moines. I then drove to Sioux City, Iowa to pick up the boat. Mike Jensen agreed to bring it there which saved me about a 200 mile round trip rather than going on to Lake Okoboji. I was very pleasantly surprised when I saw the boat and felt it looked to be in much better shape in person than it had appeared in pictures. I drove back to Omaha where we spent the night and we started home the following morning.

*WoodChuck....The boat was a little rough. It had gouges and previous repairs in the hull, there was a large gap between the keel and the first strips, and the deck was thin and wavy.*

Scott...On the trip home we encountered severe weather and tornado warnings in Kansas and Oklahoma but a blown trailer tire was our only real problem. With the help of a couple of very friendly "Okies" and a fairly close by Walmart, we installed two new tires and were soon on our way. The rest of the trip to Austin was peaceful and I delivered the boat to Jim's shop. Jim and Chuck removed the Gray Phantom 4-75 engine from the boat and trailered the boat over to Chuck's garage where the three of us turned the boat over onto a cradle Chuck had built. This was a much heavier job than we anticipated and we decided we would definitely recruit more help when we were ready to turn it right side up.



Chuck stripped the entire boat (the topsides had been painted a sky blue) and filled and sanded the dents and imperfections. He fiberglassed the keel, transom, and sides of the boat and reinforced the undersides of the decks which were only ¼" thick. After several coats of red bottom paint and white topsides paint, we were ready to turn the boat over. This time we had six bodies to help and it was considerably easier. Chuck did all fresh seams on the decks and then applied several coats of fresh varnish. Then we re-installed all the hardware.

*WoodChuck...When the engine and hardware were removed, the boat was rolled and prepared for paint. The gouges were repaired and a layer of glass was applied to the keel reaching all the way to the stringers. The port side spray rail had some unique bends to it, and the rails were bulging where the through bolts had been over tightened. The curvy rail was loosened, clamped to a straight edge and refastened. The rails were strengthened with epoxy fillets, faired, and glassed on the bottom side. Two-part epoxy primer was laid as a base to the bright red bottom paint.*

*While the boat was upside down, I crawled inside to have a look. This is when I found three broken deck beams. There were some sticks fit between the keel and beams to prop up the deck. I checked the fairness of the deck and sistered the deck beams.*



*When the boat was turned again, a fillet was added to the top side of the rails with a strip of glass following. After fairing the topsides a layer of fiberglass was applied, followed by two-part primer and paint.*

*Hafer decks are single layers of wood-this one being of walnut that probably was not as dry as it needed to be. The seams were not tight to one another and in some cases showing a quarter inch gap. The deck, as mentioned, was also pretty thin in spots. We could push it in and out with a fingertip, so the decision was made to shore it up from inside with plywood blocks cut to fit in between the deck beams. These were cut and glued, pulled tight using screws with big washers through the deck seams. The wavy areas of the deck were then faired.*

*The metal rub rails came with half round pieces of wood beneath them. These were dry, cracked, and completely missing in areas. They were re-fabricated and installed prior to varnishing.*

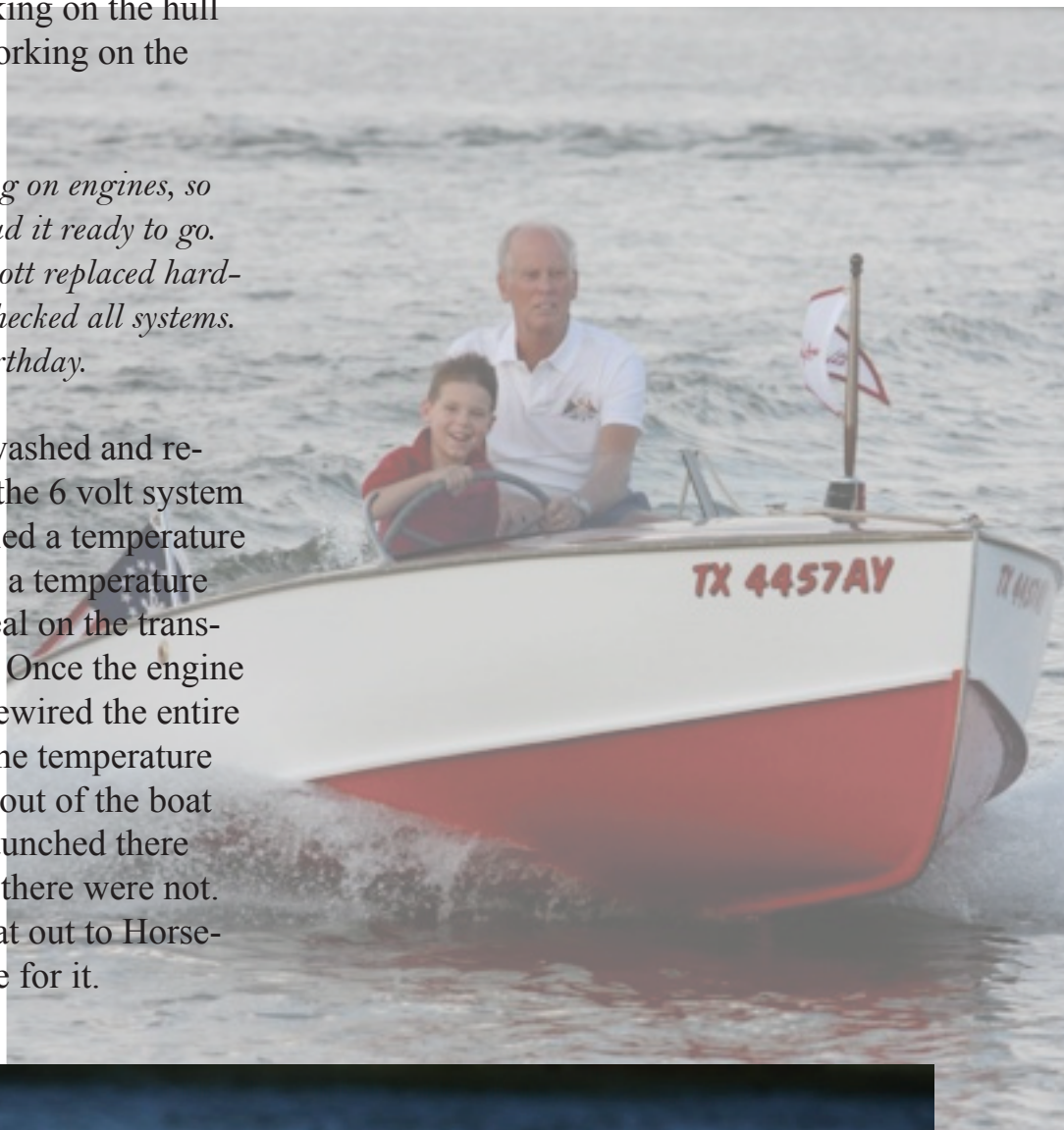




Scott... While Chuck was working on the hull at his house, Jim and I were working on the engine at his shop.

*WoodChuck.... Scott likes working on engines, so when my part was finished, he had it ready to go. The engine was installed, and Scott replaced hardware, instruments, wiring, and checked all systems. Just in time for his grandson's birthday.*

Scott... We degreased, power washed and repainted the engine. I also had the 6 volt system converted to 12 volt and installed a temperature sender as the boat did not have a temperature gauge. We replaced the rear seal on the transmission as it had a slight leak. Once the engine was re-installed in the boat, I rewired the entire boat and engine and installed the temperature gauge. We had run the engine out of the boat so were pretty sure when we launched there would be no big problems and there were not. At that point, I trailered the boat out to Horse-shoe Bay and had a cover made for it.





One of the reasons I was happy to get a 16 footer is that this was the same model boat that our family first used for speed boat rides at Riverview Amusement Park in Des Moines. Those two boats had 90 horsepower engines but were otherwise identical. These boats were later replaced with Chris Craft Rivas and then Chris Craft Capris. We started this project approximately May 1 and had a deadline to finish by August 14th which was Tripp's birthday. We made it with three days to spare. On Friday August 14th we presented him the boat for his 5th birthday with the whole family and some friends in attendance. He had absolutely no idea whatsoever of the project and to say he was shocked when we showed him the boat is somewhat of an understatement!!!! It was one of the most special moments of my lifetime and the whole experience of securing, restoring and presenting the boat was a blast. My many, many thanks to Chuck and Jim for their help. Without them it obviously would not have happened. We entered the boat in the show at HSB in October 2009 where Tripp was awarded a prize for being the youngest entrant. He thinks his award was for best in show and who is going to tell him any different!

Waterloo Boats...

<http://www.waterloowoodenboats.com/>



# Boats for Sale

FeatherCraft for sale.  
Mark 35 Mercury.  
Call James Willingham...713.857.6553



1972 Chris Craft XK-18  
Hull 001 454 Engine Jet Boat  
Red, white, and outrageous!  
25k...if you've seen it, you know it would cost way more to restore!  
Bill Harris 281-479-5129

FeatherCraft 15'  
with 50's vintage Gator trailer.  
Sea King 25hp.  
New tires/wheels.  
\$600.  
Darrell Beavuer  
713.692.7701  
713.870.6300  
Bob Ware.

## CALENDAR...

### 1st Weekend in May...

Well, Keels and Wheels time is here again! Mark those calendars for ...  
the **Friday** night (4/30) festivities by the pool, the desert-fest at Dave Parker's  
swanky-inda afterwards.

**Saturday** (5/1) judging and schmoozing.

**Saturday night** (5/1) feast at the beautiful waterfront Somerset Estate in down-  
town Kemah.

don't forget to make your reservations at the SpringHill Suites across from the  
show. Guy McCollum's got us a special rate. Call 281.474.3456x7062.

**Sunday** (5/2) socializing/acbs meeting/boating!

### June...

maybe a meet-up at Lake Conroe...keep your eyes and ears out for the last week-  
end of the month...

### August...

Annual joint venture with the WBA...August 27th and 28th. Lake Lewisville.

### October...

Austin/HillCountry show moved to OCTOBER 15-16TH. Editor's birthday!