



Summer 2020

Sou Wester

*The Southwest Chapter-Antique & Classic Boat Society
serving Arkansas, New Mexico, Oklahoma, and Texas.*

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The Bow.... Our Southwest Chapter president's message

A message from your Southwest Chapter Vice President,

Hello all.

I hope this message finds you well and COVID-Free. This pandemic has dominated our thoughts and messed with the planning process for Boat Shows this year.

The Keels & Wheels Show has been re-scheduled for October 17&18. We currently have 54 boats registered to attend. The on-line registration is open at the website <https://keels-wheels.com/>. Please register for the show if you have not already signed up. Lisa and I are hoping to welcome you back to Seabrook this fall. The Concours Board will make a final decision by September 1st to have the show as currently scheduled or cancel the show for 2020 and start planning for 2021.

The annual Wood, Waves & Wheels - Boat, Car & Bike Show that is organized by the Eagle Mountain Classic Boat Club and the Fort Worth Boat Club has been postponed. When a new date is decided it will be posted on their Facebook page here [Wood Waves and Wheels Facebook page](#). Trey Bull will probably be sending out e-mails and making phone calls as well once they have a new date nailed down.

Our friends at Wooden Boat Association of North Texas have been conducting their monthly meetings **virtually and trying to decide on a date for their Cruisin' Louisville Lake annual Car and Boat Show. You can** keep up with their activities at their website <http://woodenboatassociation.com/>. If you have any questions about this group or their activities, you can contact Scott Myers or David Kanally.

Our Hill Country show at Lake LBJ was scheduled for early October. However more details will be posted as they become available on the Chapter website <http://www.southwest-acbs.org/>.

Other chapters across the country are postponing or cancelling their shows this summer and several are **conducting "Virtual Boat Shows"**. Please consider uploading your pictures and stories to the SW Chapter Facebook page [Southwest Chapter Facebook page](#).

The ACBS board has cancelled the International Show scheduled for September 18&19 in **Coeur D'Alene Idaho.**

Boating is an excellent social distancing activity, so this is a great time for us to get out on the water and enjoy our boats.

Safe and happy boating,
Lindy Robinson



Come early & beat the crowds, stay late and avoid Sunday's traffic! The Southwest Chapter ACBS has options for you!

2020 EarlyBird Cruise to dinner on the eve of K&W THURSDAY, October 15th!

We'll leave the inner harbor in our boats for a gentle 1 hour (or less) cruise past Watergate Yachting Center and into stunning Waterford Harbor to dine outdoors at Sundance Grill 2 overlooking our boats. We are expecting a stable of Centurys to make the trek!

Tentative timeline

Leave the inner harbor around 3:00ish.

Arrive at Sundance Grill 2 courtesy docks by 4:00.

Depart 7:30ish for our short cruise back, arriving before dark.

We will pay on our own, the prices are moderate (\$15 and up).

Arriving by car is also an option.

New Dates Covid19 dependent

2020 Closing good-byes at Las Brisas SUNDAY October 18th!

Many of us stay Sunday night. We're tired, the boats are finally out of the water and on their trailers. The event is over. Around 7ish (after the duties are done at Lakewood Yacht Club), we tread down Highway 146 to Las Brisas Mexican Bar and Grill in nearby Bacliff, Texas. Good prices,

Good food, Good margaritas!

RSVP Craig Stanfield at RancheroXL@yahoo.com 713.446.1555.

Please note
the new
dates...and
look for up-
dates as the
event gets clos-
er!

October
17&18



KEELS & WHEELS
CONCOURS D' ELEGANCE
LAKEWOOD YACHT CLUB
SEABROOK, TX

NEW DATES
MAY 2 - 3
196 2020

CELEBRATING
K & W
CONCOURS D' ELEGANCE
25 YEARS

The Largest display of
Classic Cars & Vintage Wooden Boats
in the U.S.

BENEFITING TODAY'S HARBOR FOR CHILDREN
\$1.9M DONATED TO CHARITY

Still waters run deep

A couple years ago on a Keels and Wheels weekend, an interesting event occurred. A beautiful 1951 Chris Craft Riviera arrived at the dock, adorned with a huge bow on the bow. What was the story???



Keels and Wheels traditionally runs the early part of May, the weekend before Mother's Day. This Riviera was a Mother's Day gift to Cindy Still from her husband Charles and son Mark.

What a story! They now participate in many antique boating events throughout the south-west from their home in East Texas.

The Stills, the rest of the story...

by Charles Still

Since then, Charles, Cindy and Mark have added to their vintage fleet. This time, a 1949 Chris Craft 17 Special Runabout became theirs. The seller, a retired physician, owned her for a couple decades. He started a full restoration, but fell ill after the new bottom was installed. Charles completed the purchase and brought her home in the fall of 2018. The motor was out, and



hardware and trim were in scattered boxes. Immediately after arriving home, he ordered the “birth cer-

tificate” from the Mariner’s Museum.



Initially thinking this would only be a two week task**Charles quickly summarized that this would have** to be balanced between both maintaining his marriage and his profession as an architectural consultant. A

divorce is an expensive endeavor to be avoided at all costs!



We applied 3 applications of paint remover to all of the old varnish. Interlux Mahogany Filler Stain was applied to all the surfaces. Unlike the blond-highlighted Riviera, this Special Runabout uses the same stain throughout. On top of the filler-stain, 2 coats of Epifanes Clear Sealer followed. This was finished with 20 coats of Epifanes Clear High Gloss varnish, sanding between each coat.

The bottom? 2 coats of Pettit #1959



Copper Hard Racing Bronze bottom paint below the boot stripe. The stripe itself was 2 coats of white enamel. For Caulk, we utilized Sikaflex 291 on the deck.

For power, the 1949 vessel has a Chris Craft Model K engine (95hp). Charles and Mark worked together installing it. **The engine was completely rebuilt by CD's Engine Service, Inc** out of Hudsonville, Michigan. They do a great job on old engines and are highly recommended.



The Special Runabout was finally coming together this past winter.



In Charles' own words..."every boat lover should try this at least once!"



Southwest's Safety Corner

Trailer1.5 by Craig Stanfield

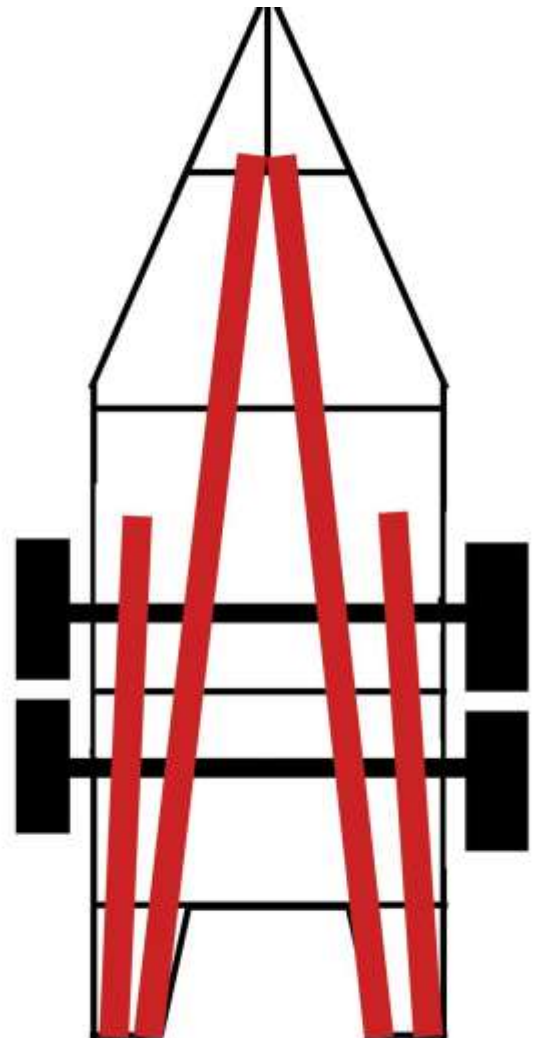
I'm not an engineer. I'm not a fabricator. I'm not a researcher. I just have a boat. Hence the reason this is "Trailer1.5", and not the "2nd part of Trailer Design" to follow the 1st part written a few months ago. The 2nd part will be coming, I promise.

Anyway... I want to bring up some points that I ran across when getting the Nova24Vdrive back on the trailer.

A little background. The restoration of my boat has just been finished. The boat is a 1970 Nova Marine 24 with twin V-drives, built by Allan Brown in South Florida. It's almost 25 feet by a hair more than 8 feet. The draft to the bottom of the externally hung rudders, dead in the water, is 32 inches. It has a 25 degree deep V, and weighs probably 6000 pounds with some gas, 7450 weighed on the trailer, using certified scales. By the way, the brochure says 4400 pounds...

I, many times, go boating by myself. I wanted to be able to use the boat easily. The original trailer was given away. The parts boat (which was a retired offshore racer itself) had an identical original trailer that we used. It was in better shape (rustless), had a bumper for the externally hung rudders, had new axles (although they were sourced from a travel trailer place, utilizing electric brakes, oil lubing, and painted metal), and a shortened tongue (?).

Wish list:
Easy to launch -
drive off
Easy to retrieve -
drive on
Excellent support
for indefinite stor-
age
Low as possible to
ease getting in and
out of the boat
from the ground.
Props and rudders
shouldn't be able
to drag and are
well protected.

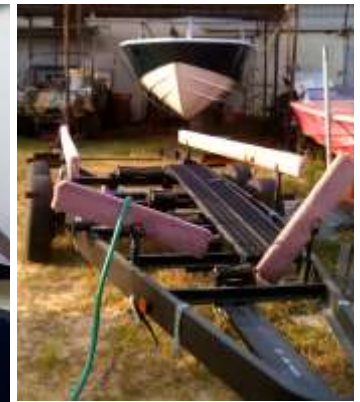


Phase I

As Gary Hoyle and his guys at Lenire Yacht Restoration were finishing the BossaNova, it was time to raise the boat off the foam blocks (with the keel lying on the floor) and onto the trailer to enable the hanging of the bronze rudder assemblies on the transom, and the struts, shafts, and props down below. With much discussion, we (me-the owner, and Gary-the restorer) decided custom fitting the trailer to the Nova was a good option. We then looked at every trailer possible! We walked around used boat dealers, boat ramps, his shop, my other 'woody', you name it! **And we made decisions.**

First we cut the bolster supports off, cut the existing center rollers off, and welded a U-shaped tray down the centerline to hold a 2x4 that would be carpeted and extend from just ahead of the forefoot to about where the struts are (twin engine, the 2x4 is down the middle), welded to the cross frames and extending past the last frame (being an inboard, the last frame must be in front of the struts). Next, we bought 4-4x4s, approximately 8-12 feet long. With the U-shaped tray and carpeted 2x4 in place, the keel was gently dropped onto the trailer. This made the boat as low as we could easily put it, and much lower than using rollers. **Up front, long 4x4s were angled to both support the bow and 'catch' and 'center' the boat when driving in. It forms a V, and acts as a catcher's mitt. Supports were made for the 4x4s out of steel to weld to the trailer frame. The side facing the boat was chamfered to match the hull shape...easy for a shipwright, but impossible for me!** Same was made for the long boards under the chines. As the boat has twin Holman Moodys mounted on 3 stringers, we made sure those were aligned with the outboard stringers so as to carry the weight all the way from the transom. Again, the frame of the trailer ends with the last cross support in front of the struts, and the outer trailer frame rails cut just inside the prop area.

We then hung adjustable galvanized/pvc trailer guides (sourced from McClains Trailer in Houston). As there was a questionable tongue jack, we replaced with a nifty double wheel swivel away for \$29.95 from Harbor Freight. I believe it was rated for a thousand pounds or such.



Initial Results

How did it work? Over a 300 mile year troubleshooting the engines (a long story there!), I **destroyed a prop on the rear “bumper” launching in too shallow water, had to buy a longer extension bar because the tongue wasn’t long enough to get the ‘ol girl into the water, had a wheel assembly fall off due to the bearing disintegrating, the trailer (like the owner!), had ‘spread’ at the rear bolsters, never trusted the brakes (note: I drive the shortest, lightest- and fastest - rpo truck...a rcsb-Regular Cab Short Bed- f150. Not the ideal tow vehicle for this application), it pogoed when hitting bumps, the carpet came off center keel board, and the tongue jack quivered and bowed into saw dust.**

Phase II...What to do?

I consulted with Gary and his brother David at Lenire Yacht Restoration. Bite the bullet for a **new McClain’s aluminum trailer, or persevere? They felt the existing trailer was extremely strong. We continued the path of development.**

Hitting the trailer with the Prop ...Prop was repaired and reinstalled. The rear bumper was cut and the main part was welded just below the props. This shortened the rear overhang of the trailer. I ordered but have not installed “training wheels” to mount below this bar (eTrailer). Not needed. Also, duct tape was wrapped around the pvc guides to indicate the required launching depth. If water was above mark, all is good. Below? Muuy malo.

Too short tongue...Put on a Fulton Hinge Kit on the trailer tongue rated for 7500 pounds and added 24 inches of appropriate rectangular steel. Hitch sourced eTrailer. This, btw, was recommended by the marina I keep my boat at. They have a tractor service and very much like ‘easy’.

Wheel bearing assembly destroyed, lack of trust of brakes... As this was an almost new set of axles, I had zero trust in them. Ordered two new 4200 pound rating Torson galvanized axles, one with hydraulic disc brakes, from McClains. Expensive, but they know their stuff. All galvanized. I elected I set of brakes because...I felt simple was good. Although there seems to be some discussion, we chose to install them on the front axle. Installed 1 hydraulic 2 inch 8400 pound coupler from eTrailer. This represented a couple thousand. (Note that I considered the best brake option, electric over hydraulic. This would have allowed Ford’s sophisticated brake controlling system, including anti sway control, to operate the trailer. I rejected this due to two concerns. First, an extra \$750+ for a non-rebuildable pump that sits on the tongue, and second, the added complexity and maintenance of the required stand-alone battery on the trailer. I wanted a low maintenance system that I could be assured would work when needed.)

The spreading of the rear bolster ... rectified by installing a stainless eyebolt on the inside of each rear bolster, using a ratchet strap for long distances. Nothing necessary for storage/local travel. Sourced from Kemah Hardware.

Pogo-ing... We felt the trailer axles were too close together. David Hoyle recommended moving the front axle a “bolt hole” forward and try it. This worked. The boat can be loaded slightly differently on the trailer. I can also have slightly different loads inside the boat itself. I was guilty of overthinking this...

Center carpet ...Was replaced with fire hose courtesy of a good friend.

Tongue Jack... Was replaced with a heavy duty non swingaway wheelless item from McClains. Close to a hundred dollars, I believe. Less convenient but

stronger.

Bling...To finish, 4 new aluminum wheels and 2 diamond plate aluminum fenders because ...PRETTY! The wheels and tires were sourced at Discount Tire (they match prices!) and the diamond plate aluminum fenders were from McClains at roughly fifty bucks a piece!



Concern 1. The boat drains aft. As it is nestled on the trailer as low as **possible, I'd want to** be cognizant that the angle was correct in a huge downpour. I guess I could put a drain in the forefoot, but it **wasn't built that way, so I haven't.**
Concern 2... I



probably need stiffer rear tires on the pickup. I could have tried pumping the rear tires of my **f150 to their max rating, but didn't think of it in time.** With the factory 17 inch tires aired to the door jam recommendation, a passing 18 wheeler can suck the back of the boat, then the bow, towards the big truck as the semi moves forward. This creates an unsettling experience probably as a result of the swb f150, the factory (non E rated) tires, and the fact the truck is probably 4200 pounds or thereabouts.

Summary: As I've just towed the BossaNova 1100 miles to Florida for the Sunnyland Show, it tows amazingly well. Did I save money over a new trailer? Maybe, maybe not. However, the trailer definitely fits and supports the boat like a true cradle. No doubt better than a store bought fitted trailer. Also, the Nova24Vdrive is relatively easy to launch and retrieve.

NOTE: I AM NO ENGINEER. MY GOAL WAS TO TOW AS SAFELY AS REASONABLY PRACTICAL WITH A SWB TRUCK. MY THOUGHTS ON THIS ARE MERELY TO LET YOU KNOW MY STORY.



Specs on the tow vehicle: 2019 f150 regular cab, 6.5 foot bed (rcsb) XL. 395hp 5.0 v8. Trailer tow package. 3.55:1 rear axle. Electronic locking rear axle (not necessary so far). 2wd. 10speed automatic. Approx 4100 pounds. 9100 pound tow capacity. 122.4inch wheelbase.



Good folks. Unfortunately, we've lost three members this past few months. , Gordon Hall of Martindale, Jim Johnson of Fort Worth, and Wayne Myers of Houston

Gordon Hall, 62. Gordon was the co-founder of the University of Texas water ski team, and a highly awarded competitive water skier for 46 years. He was the current Chairman of the Board of the American Water Ski Association and a recent tournament judge. He had a strong interest in vintage tournament ski boats.



Jim Johnson, 76, or Fort Worth, Texas passed away last November. He was a member of the Eagle Mountain Classic Boat Club the Fort Worth Boat Club, and the ACBS Southwest Chapter. Jim was an



avid collector and restorer of vintage boats, and leaves behind a dozen or so classic boats. His interests included Thompsons, Centurys, Chris Crafts, and Lymans.

Wayne Myers, 81. Wayne passed in mid January. He was instrumental in the beginnings of the chapter and owned a host of classics including a Hallet Jet Boat and a Chris Craft Super Sport. **Very generous, and mechanically inclined, Wayne was the “go to guy” on club events** when needing a tow or technical assistance. He was full of wit and much fun to be around.



For many years, the “Broken shaft award was given to those who had a calamity because of his experiences. He was also a motorcyclist.



The Reliant Center Show



Our January event featured the Houston Boat, Sport, and Travel Show. As in the past, we were furnished space near the front entrance. John Platou was the organizer again this year. Some of the boats on exhibit were provided by Bob Germany, John Platou, Lindy Robinson, Robert Black, and others. The Houston Boat Show has been a fixture at the NRG for 40 years. The wooden boat and classic glass display is always a drawing card. People like to visit the boats they grew up with.

It was held January 4-13 in the Reliant Center, and had two components. The first was the display, shared with the Outboard Motor Club. Numerous late and vintage boats were on display including Higgins, Chris Craft, Aristo Craft, StarCraft, Holmes, Steury, and others. There were also vintage outboards sharing the display area.





John Platou and his buddy Allan brought John's son-in-law and grandson along to man the BuildABoat program. The building of boats, painting boats, and rebuilding outboard motors has been a huge draw for children while their parents shop the big ticket items in the nearby booths. Although the construction phase was busy, the painting of the boats was a real crowd pleaser. Over two hundred children partook during the 10 day show.

John's program has done a wonderful job over the years to get the youth, and their parents, involved in boating. He started this program at the annual Keels and Wheels Concours, and expanded to the Houston winter boat show just a few years ago. As one of the tenets of our



passion is the education of others (especially the youth), this is a great thing!

The show was a great event for both the exposure of vintage boating, and the kids involved. Unfortunately, and unknown at the time, this was to be the last event for several months to come due to the Coved19.



For sale...

2000 year model Hugh Saint 28 Picnic Boat.

Cold molded fiberglass hull

Bow thruster

Mahogany decks.

Mercruiser 454 with Bravo3 drive

Freshwater cooling

Auto pilot

Full canvas

Halon

1 owner.

Aluminum trailer with disc brakes and stainless upgrades.

Well maintained and kept in covered dry storage. Ready to rock and roll.

Eligible for Keels and Wheels as well as well as Vintage Weekend at the Ocean Reef Club.

Contact Wayne Elliott for more info.



Upcoming Events

Its hard to pin down things at this point, but
here we go....

Oct 15-18, 2020

Keels and Wheels 25th Anniversary
Seabrook, Texas(
EarlyBird Cruise to dinner Oct 15th

Oct 2020 tbd

Austin/Hill Country Lake LBJ SHOW-
and Colorado River Cruise
Southwest Chapter ACBS
Horseshoe Bay, Texas

January 2021 tbd

NRG Houston New Boat Show
Houston, Texas

March 2021 tbd

Sunnyland Antique Boat Festival
Tavares, Florida

As always, please confirm with a board mem-
ber. These are tentative dates, especially
those furthest away. Or, in this year's case,
those that are closest!

The Board....

President	Brian Fielder
Vice President	Lindy Robinson
Treasurer	Robert Macaluso
Secretary	Robert Black
NewsLetter Ed	Craig Stanfield

Directors:

Clay Thompson
Di Johnson
Dave Person
David Kanally
Ray Balsam
Mike Friesel

For individual contact information, go to
Southwest-acbs.org

*For detailed information and vision of the Antique
and Classic Boat Society, go to* **ACBS.org.**

**We're also on Facebook as ACBS Southwest
Chapter - Vintage Boating**

From the editor...

Please excuse my tardiness. This should have gone
out in March, but the virus was shutting down
events that were near. By the time more definite
dates were publicized, the summer was upon us!

A big thanks to Charles Still for telling his story. As
always, we're looking for stories, antidotes, and his-
tories of your beloved boats.

Send me an email at rancheroxl@yahoo.com. And if
you don't feel like writing, I can call you and take
notes on your story. I promise you'll get veto rights
before publication!

See ya on the water!
Craig