



The Southwest Chapter of the Antique and Classic Boat Society

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The Bow

Boat Show Season is here. Once again the **Keel and Wheels** was a great success, thanks to all of the volunteers from the Southwest Chapter and Lakewood Yacht Club. As the rain fell Saturday morning, there were a lot of nervous exhibitors. An hour later, there was hope. Fortunately, the clouds stayed to the north for the rest of the day. The Saturday night banquet was again held at Space Center Houston. Ed and Jan Ueckert were honored for their service to the chapter, as were Judy Dorflinger and Judy Fuller. There were more boats sold in the auction this year. The Las Colinas Water Taxi was purchased by Austin collectors Bill and Christie Nalle. I'm sure some heads will turn on Lake Austin. The Auction tent was used for the award presentations. You can view the winners and other show pictures on both the chapter and show websites. Also, our thanks again to Troy and Trish Gately for photographing all of the boats and producing CDs for all the exhibitors.

The **Eagle Mountain** "In the Water Classic Boat Show," took place June 3, at the Eagle Mountain Marina. The Kick-off Dinner was held at Kelly's Sports Bar (a floating restaurant) on Friday night. The boat show ran from 9:00 to 4:00 on Saturday on Eagle Mountain Lake.

The annual **WBA** show will again take place August 26-28 at Sneaky Pete's Marina on Lake Lewisville. Activities include social events and the boat show. For more information see their web site www.woodenboatassociation.com.

Enjoy your summer.

Austin Boat Show

The Austin Boat Show will be held at the Horseshoe Bay Marina (Lake LBJ) on October 21st. Norm Weingard of Classic Boating Magazine will attend the show this year to take pictures. There will be a river cruise on Friday and the October "Boatfest" Dinner will be held at the home of Bernard and Georgieann Brockstein on Friday night. The Saturday Boat Show will be held at the Horseshoe Bay Marina, with the banquet to follow Saturday night. You can also enjoy breakfast and cruising on Sunday morning. For more information contact Scott Reichardt, 830-598-4661, hsbadmiral@hotmail.com.

Newsletter

Beginning this fall, the newsletter will be posted on the Southwest Chapter website. An email notification will be sent. You will need to let Chris Dorflinger know if your email address has changed. Only chapter members will be able to view the current newsletter. Visitors may see the past newsletters. By placing the newsletter on the web site, we will save postage and you can view the pictures in color. For anyone who does not have a computer, we will print and mail them a copy.

Calendar

Aug. 26-28 Lake Lewisville Ride-n-Show	Sneaky Pete's
Sep. 7- 10 Heartland Keels,Wheels,Wings	Arrowhead Yacht Club
October 20 Lake LBJ River Run	Horseshoe Bay
October 21 Austin Boat Show	Horseshoe Bay

A WOODEN BOAT STORY - PART 2

BY SCOTT REICHARDT

When Branard Brockstein called me in September of 2002 and told me that he had decided to sell his boat and that he wanted me to buy it, I was somewhat taken aback. I kept telling him that I didn't have a slip for it and since we had just finished building our guest house, I also didn't have any money to buy it. This didn't seem to deter Branard, as he had already decided that I was going to buy it. He said that I just needed to get rid of one of my boats and I could pay for it when I felt like it. The price was not even discussed. I told him that I could not buy another boat without asking Pam.

After I got off the phone, I found Pam, and said you're not going to believe what that call was about. I told her the details and she asked what year the boat was. I replied 1946, and she calmly said, "I think you should buy it." Luckily for me, 1946 was the year she was born.

So I called Branard back and told him I would do it if I could pay him after the first of the year. He said "fine, it's at the HSB marina, go get it. So I did. Still no money changed hands and no discussion of price. I guess he trusted me.

After I brought the boat home, we immediately called our builder and told him we needed another slip, as I didn't want to sell any of the boats we already owned. I also called Jerry Conrad at the Mariners Museum and asked him to give me all the information on hull number 20-1. He called back the next day and said that Chris Craft built three prototypes before the beginning the production run of 20 ft. Custom Runabouts. There were hull numbers 20-1, 20-2 (which were probably the same), and R20x-1, which was probably different. The production run included hull numbers R 20-001 thru R-20-366. They were built from 1946 to 1949 and then replaced by the Rivera Runabouts. Jerry said that he had not had any inquiries about the other two prototypes. So as far as he knows, they no longer exist.

Another interesting tidbit about the boat, is that it has an M engine with the serial number 12345. I assume that since the boat was a prototype, the serial number was made up. However Jerry said this is not the case. The last M engine used before World War II was 12342 and mine just happened to be the third engine installed after the war and the numbers were in sequence.

In case you were wondering, in January 2003, Branard told me what he felt the price should be and I wrote him a check for it (and it didn't bounce.) Pam renamed the boat "Baby Boomer", and we are still enjoying it.

Scot Reichardt is a regular contributor to the Southwest Chapter newsletter.

TEXAS CAVALIERS' RIVER PARADE –ED UECKERT

Fred Adams supplied his beautiful, twin screw 24' Grand Craft, FIREWATER, and Scott and Pam Reichardt were his crew as the Southwest Chapter participated in the San Antonio Fiesta Texas Cavaliers' River Parade on April 24. The celebration started 116 years ago in tribute to the heroes who won Texas' independence at the battles of the Alamo and San Jacinto. The celebration lasts for ten days and is supported by 70,000 volunteers from 100 nonprofit groups. Over 250,000 spectators watched the parade, and it was televised locally.

FIREWATER was the lead boat, and she carried George Gervin, who was the Parade Grand Marshall. Even though the event gave us the opportunity to show off our wooden boats to over a quarter of a million people plus the television audience, the channel is narrow, and there are many other vessels in the parade. However, we will probably be asked to supply two boats next year. If you have any interest in participating, contact Ed Ueckert.

Ed Ueckert is a regular contributor to the newsletter.

Lake Austin Water Taxi

I have had the privilege of helping Bill Nalle for the last couple of years in his function as dockmaster at the Keels and Wheels. We are usually given a list of boats for prepositioning at the show. This year we were instructed to dock the Venetian Water Taxi at the northwest corner of the inner harbor. The boat was to be offered in the auction and needed good visibility. Well, it must have been positioned in the right spot, since Christie Nalle bought the boat. She was delivered a few days later to Lake Austin.

Even though the boat arrived on time in Austin, there were a few issues that had to be resolved before her first cruise on her new home lake. First, there were no keys in the ignition. Bill crawled under the dash and wired across the switch. Next, the batteries would not turn over the diesel engine. He then jumped the engine off his

truck and launched the boat. Christie quickly assumed the helm and joyfully steered her boat across the water.

Christie's new boat has already had it's own lift installed in the boathouse and is awaiting delivery of a newly constructed trailer. The 28' water taxi is quickly becoming the most recognizable and unique boat on Lake Austin. Even though Bill's DAWN TRADER has been featured in CLASSIC BOATING, Christie's water taxi was the cover boat on a 2001 issue of ANTIQUE BOATING. Come to the Austin Boat Show in October where both Christie and Bill will be displaying their boats.

Ed Ueckert

