

Sou^AWester

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

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A message from your Southwest Chapter President

Hello all.

Thanks to everyone who attended the 25th Keels & Wheels in May. We had a very successful show thanks to the many Exhibitors and Volunteers who came out despite the stormy weather. After rain on Friday and Saturday, the weather cleared for Sunday. The public showed up in force. I especially want to thank those who helped with launching and placing the boats on Friday, and recovery and cleanup on Sunday. The pre-event dinner on Thursday evening and the Sunday evening after-party were both very well attended.

We were fortunate to have both the current President and Vice President of the ACBS International Board, Tim Bush and Rob Lyons, in attendance. I hope you were able to meet them.

The next Keels & Wheels related event is the “Uncorked” Gala Dinner and Auction scheduled for September 23rd at the Lone Star Flight Museum, located at Ellington Field in Houston. For those of you in the Houston area, or those who would like to make the trip, this is a very enjoyable evening. Dinner will be provided by The Lighthouse Charity Team and the proceeds from the auction go directly to benefit our charities. The drawing for the Raffle Boat will be held that evening as well. Tickets for both the dinner and the raffle can be purchased on the Keels & Wheels website. You need not be present at the dinner to win the raffle.

Next year’s Keels & Wheels show is scheduled for April 30 – May 1. Please put this on your calendar and start making your plans.

The ACBS International Show is September 16-18 in **Coeur D’Alene Idaho. Lisa and I** are planning to attend, and we hope to see many of you there as well. Registration is open on the ACBS website.

The Hill Country Show at Lake LBJ is scheduled for October 8-9. Scott Reichardt will once again be coordinating with our friends at the Horseshoe Bay resort. You may contact him if you have any questions about this event, and to register.

Safe and happy boating,
Lindy Robinson





Keels&Wheels 2021! The 25th anniversary





'twas a stormy Thursday and Friday! Rain slickers and umbrellas were the uniform of the day.



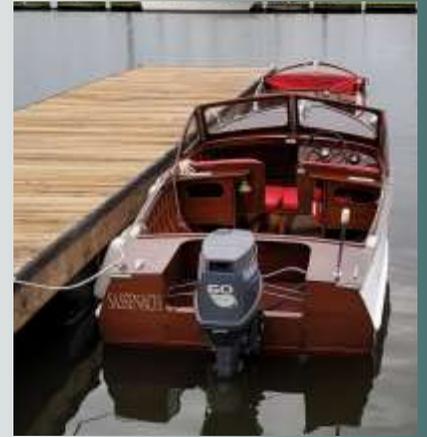


Thursday after-
noon's cruise to
Sundance Grill in
beautiful Waterford
Harbor. Due to the
weather, only the
large vessels made
the trek.











Friday had short spurts of clearing.











Saturday had short burst of rain early on, but clearing for the prime time.





Sunday was beautiful...and dry!









Above was Sunday's board meeting and toast to our departed friends.

Below was the 'Kids Build a Boat'





Sunday's closing. Out they come, and then the stragglers celebrate.



Southwest's Safety Corner

When can a simple impeller be a melt down?

Once I saw pics of the boat, it was love at first sight. Brought the Shamrock 17 to my Over55Mobile in Florida. Changed the oil. Bought two new eBay impellers...one for the boat, and one for spare. The cheapest I could find.

Nine months (and maybe 30 hours) later, and friends come to town. I bathed the littlest **Shamrock to go 'gator watching. This Shamrock 17, like many, has been converted from the Mitsubishi OHC engine to a Volvo marinized 3.0 GM ohv 4 banger. Crank mounted wp is difficult, to say the least, as there is a bulkhead a finger's width ahead of the raw water pump.**

Anyways, after piling on the little shamrock, we headed out the alligator infested lagoon towards the Dead River and the fabled Dora Canal. About an eighth of a mile away from the **dock, 'someone's phone' started ringing. The OVERHEAT ALARM!** We limped and paddled back. Luckily, we were very close to the dock (and the backup vessel)

This boat has three inch rubber hose running across and through the bilge...on its meandering to the transom. I said **rubber, but there's also a fiberglass elbow or 2, and a fiberglass muffler crossing under the prop shaft and steering cable.**

This could, at the least, have been disabling. With the fiberglass components, it could have also progressed to failure to maintain the water integrity of the vessel (or..fire!). I was lucky.



After the guests left the next day, I disassembled the raw water pump. The impeller was **"vaneless". Nothing. Nada. I started fishing and came up with many parts. All? I hope so.** I installed my backup Ebay impeller, and tried to determine what happened. The Shamrock forum said if the impeller had no part number, it wasn't worthy of purchasing. These had no part number. One name brand impeller said it had a 4500 rpm limit. I reached that the day before (at a scorching 31mph).

What have I done since? Limited rpm to 4k. Ordered a Volvo impeller and a couple Johnson Pump impellers. Now I have 3 new ones, plus the one removed on purchase and the **"cheap one" currently installed. I wish I had a definite answer. My Nova can twist the impellers probably north of 4500 rpm.**

Be cautious.
Craig Stanfield

Excerpted from the West Marine help center.

For more details,

www.westmarine.com/WestAdvisor/impeller-Replacement-101

By Tom Burden, Last updated: 11/1/2019

Flexible Impeller Pumps



The **impeller** is a vital component of your engine's cooling system. Keeping a spare impeller on board is a good idea in case of sudden failure.

Why Impeller Pumps Fail

Flexible impeller pumps work best when run regularly. If your pump sits for months with the impeller in one position with the blades on one side bent, it may "take a set" and may blow a circuit breaker on startup (if it's electrically driven). The impeller may also stick to the housing and come apart when the pump starts. Impellers are damaged by debris that get sucked in, by chemicals, and especially by running dry. All it takes is a plastic bag blocking the raw water inlet, or a seacock left closed when you start your engine, and your impeller will soon be a shredded mess.

Of course, you should check the wet exhaust on your transom for the proper flow of cooling water each time you start the engine. You should check the impeller's condition during Spring Commissioning and every 200 hours of operation. Correctly installed impellers may last for several years, but you should stick to a schedule of preventative instead of emergency maintenance. Just the same, an impeller will eventually fail while in operation, and usually at an inconvenient time. You should carry a spare onboard, since the impeller is one of the vital components of your engine's cooling system.

We carry impellers from several manufacturers, including Johnson Pump, Mercury Marine, Sierra and Jabsco. There are several ways to determine the West Marine model number for a replacement Jabsco impeller:

- If you have a Jabsco pump, the Jabsco impeller part number can be found on the Data Sheet that came with it.
- You can also remove the impeller from the pump and then identify the Impeller Profile Code Letter by placing the impeller on the silhouettes that appear in the downloadable Jabsco Impeller Replacement Chart below. If your impeller matches one of the silhouettes, you can then measure the depth (See Chart A), identify the drive (See Chart B) and select the material.
- The correct Jabsco number for a replacement impeller can also be determined according to the number of blades, diameter (Dimension A), impeller depth (Dimension B) and shaft diameter

Impeller Catalog below.



Upcoming Events

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

Sept 16-18, 2021

ACBS International Show

Coeur D'Alene, Idaho

Sept 23, 2021

Keels & Wheels UNCORKED

Dinner/Auction

Lone Star Flight Museum, Ellington Field

Oct 8-10, 2021

Austin/Hill Country Lake LBJ SHOW-
and Colorado River Cruise

Southwest Chapter ACBS

Horseshoe Bay, Texas

As always, please confirm with a board member. These are tentative dates, especially those furthest away.

Musings from the editor...

There's light
At the end of the tunnel
Boat shows are
No longer a struggle

Keels and Wheels has
Set the stage
For more shows to come
And we'll no longer be estranged

Its time to schmooze
That varnish with Finesse-It
And pour more STP
In the crankcase pit

But on those long, lonely nights
Think about the editor
And his lack of stories
About the mariner
.....Craig

The Board....

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Vice President	Brian Fielder
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Secretary	Robert Black
NewsLetter Ed	Craig Stanfield

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Trey Bull
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Dave Person
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*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**

