

WEEK

EAGLE MOUNTAIN CLASSIC BOAT CLUB Newsletter

Membership \$25 /35 Annually

Celebrating our 20th Year

August 2008

8 Boating Tips



CHEESECLOTH dipped in rust-resistant paint will cover all surfaces between links in a chain for a thorough coating. Take off any old rust first with rust remover, then rinse chain.



FOR A BACK-YARD TEST of your outboard's performance, fill a strong, clean ash can with water and mount the motor on the rim.



A LARGE PLASTIC CUP of the dime-store variety is useful in bailing. It won't scratch paint and is flexible enough to scoop up water in the corners.



A RUBBER STAIR TREAD flocked and tacked over the transom will help absorb outboard vibration and keep the bracket from zinging the wood.



A BAILING PUMP can be made from a dime-store frozen cup. Drill it for a small hose, and cement one end of the hose flush with the cup edges.



WOOD PLUGS for holes over counterstrake fastenings will hold best if dipped in heavy paint or marine glue before being driven in. Fails used as a filler sticks if you fish the holes with paint.



TO RIG A SAIL TRACK use No. 709 wire-rope screw, reverse side to the mast. You can cut slices from the old mounting strip with eyes brazed or lugged on. Some edge grinding and gross help.



A SPARE STARTER ROPE may save you from rowing back to port. Keep it coiled under the seat.

100..101..102..103..104..105...
When it gets this hot I stay indoors and look through old magazines. Enjoy these.....

WHAT WOULD YOU DO?

The night is dark, and you are proceeding along a narrow channel. Suddenly your boat runs hard aground, and efforts to refloat it by giving it full power is proving quite fruitless. The tide is running out, leaving your boat even harder aground. How can you refloat your boat?



First, if it's an inboard cruiser, get supports under the hull to protect the skeg and prevent possible damage to propeller or rudder. In tidal waters when the tide runs you may get enough water to float her. If that's the case secure the boat so that it won't drift away when it floats, and turn in for the night. When the water returns to maximum depth, if the boat's still aground, you may be able to kedge it off. Take your anchor (two if you have them) and use your dingy to drop them fairly far apart so that the angle of their lines to the boat forms a V. Run the lines to your winch and start cranking.

If you're in a fairly well-enslaved channel, start the engine and put the gearbox in reverse when you hear or see a boat coming. If the boat is large enough, its wake may lift you free.

NOVEMBER, 1967

WOODIES on the WEB

<http://www.thompsondockside.com>

<http://groups.yahoo.com/group/classicoutboards/>

<http://www.keels-wheels.com/>

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

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



2008 Calender August

5th Monthly meeting, Potluck Dinner, Keith and Sherri Charles lake house 6:30 social 7:00 meeting.

Directions: Boat Club Rd to Lake Country Drive, ~ (at Fina station turn West) ~ right on Trail Ridge, ~ right on Crosswind, ~ left on Random Rd, ~ right on Club Ct ~ to 7913 Club Ct. -----
No street sign at Club Ct, ~ open gate says Bellagio Bay

Landmarks: Between the red roof and the blue roof condos across from Lake Country Marina Cedar house with rock fireplace, red windows

**Phone: 817-236-0039 if you get lost
Pot luck BYOB**

Please Pay Your Dues!

The Boat show has always been the traditional time to renew your annual dues. We have not recieved many renewals. Please drop a check in the mail today or come to the next meeting and pay in person, our favorite way.

\$25.00 individual

\$35.00 Family



EAGLE MOUNTAIN CLASSIC BOAT CLUB

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Watagua, Texas 76148
EST. 1988

Officers:

President..... Dan Stober
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Vice President.....Dennis Creech
817-379-0040

Secretary/Treasurer.....Sue Creech
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Raymond Huyge
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Dennis Maye

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Dues.....25 single/35 couple annually



www.emcbc.com

Presidents Letter

Well, the Texas heat is back..... We have enjoyed a couple of years past of mild summers but it certainly looks like we have reverted to that kind of July where 100s rule. It just isn't right when the temps get so high that one avoids the lake.

Pelican Island seems to be used more than ever, our donated chairs vanished the other day but the tables remain.

Thanks to *Keith and Sherri Charles* for hosting our August meeting, they graciously volunteered their home at the last meeting when I asked the members for some help planning monthly meetings. It would be great for someone to step up and be Captain for meetings, pick the location and help plan some event or program. I would even be open for members to pick one month a year to plan the meeting for that month.

My boat restorations have come to a halt due to traveling and the heat. I have moved big Fish indoors for new copper bottom paint.

Thanks to *Andy Butchard* and *Nick Maggio* for their articles in this month's issue.

Nominations for all elected positions are open for this August meeting. If you know anyone who can be of help to the club, or if you can be of help to the club please come join in our club's organization.

Thanks
Dan Stober



Treasurers report

Current Balance \$ 3,343.78.

Sue Creech

Treasurer

On The Waterfront

Andy Butchard

My latest addition to the fleet is, or I should say, was the fastest boat of the 35+ boats that I have owned. Everything about it was fast, very fast, unbelievably fast, except the speed. I found the boat at the lake house we recently purchased on Wallace Road and the little old lady who sold the house also sold me the boat for \$100. It was small, about 12 feet, flat bottom, and ugly with a splotchy orange peeling paint job over an original green color of questionable age. I could find no markings to determine the maker so it was an orphan of the first order. And it needed work. Not just a touch up but a major restoration. So on Thursday, July 3rd I brought the boat home and proceeded to complete the restoration including a new transom, a repower, flipping it upside down for a bottom paint job and new paint on the topsides and inside the boat plus a complete fitting out.



First I power washed the hull inside which stripped off all the old orange paint and then tore out the transom. The transom originally was only a board across the top of the transom as this was an aluminum boat, a boat material of which I have had just one other experience. We went to Lowe's that evening so I bought some plywood in thickness of half inch and quarter inch as I needed to laminate up a board one and a quarter inch thick to slip under the metal edge of the transom. The metal in places needed an adjustment so my Harley Davidson factory authorized tools, both kinds, known as a ball peen and a claw, came in handy as I pounded the transom into submission. Hey, this is more fun than sanding! Dents in the hull from hitting stumps? Forget about them! A few blows and it was as good as new! I used a nice piece of 3/4 mahogany for a motor pad on the outside of the transom that came from a boat that was cut up at Nomad a few months ago. What goes around, stays around.

The next morning I flipped over the boat and painted the bottom a green anti fouling paint that I had in my collection of old boat paints. I did shell out about \$9 bucks for a can of Rustoleum satin green to paint the inside of the hull and the topsides, the satin hiding all kinds of dents, etc. I found some red stripping paint on the shelf so I painted a red waterline. As I painted the floor of the boat I sprinkled in some anti skid to make it sure footed. Ann was thrilled with her new fishing boat so we went to Wal-Mart and outfitted the boat. For power I borrowed the 6 HP Mercury get me home motor off Helios. We bought swivel seats, running lights, anchor line, fire extinguisher, and some fishing stuff that we will probably never use.

We loaded up the boat in the back of the truck on Saturday afternoon to give it a trial run. But there was only one problem. The boat was not 12 feet long as it had claimed but a mere 10 feet long. Add me and the 55 pound motor and you get about 2 inches of freeboard. If Ann was in the front seat that leveled it out and made it almost 3 inches. Plus the motor was cantankerous so I had to give it a good cussing as it did not want to run at higher RPM since it had been sitting around waiting for the call to get me home if Helios' Volvo failed.

continued.....



To add insult to possible injury our daughter Ellecia came alongside on a PWC and started laughing! One credit to the little boat was that it did not leak a drop, the only water that entered the boat came over the sides and the bow when we gently plowed into a wave. Ann caught a fish, her first of the season, so that it made it an official fishing boat. But we decided we wanted to fish more than take unexpected swims with this boat so the next evening I posted it on craigslist to sell the hull only as we kept all of the rigging and asked \$275. Without a picture we received in about 15 minutes about 6 emails including one from a man in Iraq that wanted his wife to come look at it.

The next day the first looker came along and bought the boat for \$275. So when I tell you this boat was fast, it was extremely fast, less than 4 days between two of the happiest days of a boat owners life which included a complete restoration that sounded extensive but was mostly fun. And the easiest sell of any boat I have owned.

“A Sad Sight on Lake Worth” I drove along the winding road on the north side of the lake last week and stopped to check on **Woodpecker** hanging in her boat house. It has been 3 years since I sold her and she moved to Lake Worth but it looked like ten years. She has been hanging in a covered boat house but with open sides and no canvas cover for the boat. It was a sad sight to see. Her green sides were faded to a lime green, her varnish on the cabin sides were peeling and her port handrail looked like it had been hit with hail as there were dents or circular spots where the varnish had failed. The plywood splash well in front of the engine was delaminating, spider stuff all over. I figure she needed about \$5-7K worth of refinish work to get her back like she was. The owner moved to Dallas and rents out the house and rarely uses the boat. He had her listed on craigslist last month for \$15K. No wonder he still has her. I have had some bad luck with boats that go to Lake Worth as my very first wood boat that I owned, a 1952 15' Lyman was sold to a lady on the lake and I drove by about a year later and she had parked it under a tree with the hull resting on a block and the boat was by now firewood. So many boats, so little time. Or money. Curses!

One boat that went to Lake Worth and has been very well cared for is **“Driff Raff”**, my **1967 27' Chris Craft Cavalier**. **Hal Normand** has had the boat almost 13 years and she looks as good as when she left my care. Hats off to Hal and Pat!

“Pelican Island” The island continues to get more customers and a few thieves. **Nick Maggio** told me he and his wife cruised out one evening and enjoyed a glass of wine sitting under the pavilion. We put four plastic chairs out for people to enjoy but I guess someone enjoyed them too much as they are gone and I don't think they were blown off the island by the wind. We may try a new set with the words **“Stolen From Pelican Island”** painted on them. The charcoal grill is still there, probably because of the chain and lock. I stopped by to talk to **David Geary, Reservoir Manager of EML** and he told me he was glad that we adopted the island and his officers now include it on their patrols. He told me that he would send out crews with weed eaters occasionally to keep the brush down. More people are enjoying it and most weekends you will see a tent set up under the trees. Maybe we have started something positive as the lake needs more public places.

Restoration News

by Nick Maggio

Recently I had finished a restoration of a 1978 AMF Sunfish. Back in the early 50s my Grandfather started a family tradition of vacationing at **Lake Winnepesaukee** in New Hampshire. My father continued the tradition which still goes on today. It was these good times growing up that sparked my interest in classic wood boats that are all too common on this popular lake. Like the Chris Craft's and Gar Wood's that are at home on Lake Winnepesaukee, another very common sight were the very distinguishable Sunfish Sailboats sailing back and forth through the crystal clear water and picturesque mountain back drop. Up until a few weeks ago, I never sailed one of these well designed vessels. I purchased my Sun-



fish from a gentleman out in **Henderson Texas**. I found it through a Craigslist add and unfortunately it was in far worse shape than I was led to believe through the add. Since I had a substantial investment in time and money driving out there, I didn't want to leave with out it. The haggling began and I soon was driving back home with a beat up old Sunfish.

The Centerboard and Tiller were structurally sound and only needed to be refinished. The Rudder was missing wood and in very bad shape. I purchased a ruff cut Mahogany board from **Barney Robinson Hardwoods** in downtown Fort Worth. Using a drawing I found on the

Internet, I planed down the rudder and shaped it to the correct dimensions. The new rudder, tiller and centerboard were refinished with **Interlux Chris Craft #579 Interstain and Z Spar Captains Varnish**.

The Hull was in poor shape. There were multiple cracks and poorly performed fiberglass repairs. The entire hull was covered with a thick oil based house paint that was applied with a roller. All of the old paint was stripped off and fiberglass repairs were made where

needed. After a bunch of sanding, the hull was prepped for paint. The bottom and topside were sprayed with **Interlux Bightside Enamel** using a HVLP gravity feed spray gun. Three coats were applied with wet sanding in between coats. I also installed a much needed 6 inch hatch at the stern of the boat to allow for access to the rudder mount and drying of the inner hull. My Father was visiting during the time this project was finished. We had a great time finishing up the hull, applying the paint, and taking it out for its sea trial!



The Trading Dock

Classics ~ Projects ~ Hardware ~ Boats ~ Motors ~ Tools ~ Toys ~ Antiques



1967 36' Chris Craft Cavalier

Hull # VBC-36-0039-H. Twin Chev 327's, Aft Stateroom, Two heads,

Galley with electric stove, and sink, Some updates, Original generator (not working), Plywood Hull, Original Helm, No major changes to boat, Fresh water. Excellent interior. The plywood hull needs some replacement in several spots. Photos available. Kyle at 817-300-3766



1963 Cruisers Inc. 16' Seafarer 63'40 hp Johnson keel up restoration new everything. Red and white top. "Mr Peppermint" Texas title boat and motor easy on gas a lot of fun! Show winner \$ 5,500.00 obo 817-480-5205 Dan Stober

1938 35' Chris Craft Double Stateroom Enclosed Cruiser, twin model L 115hp, Gen set, A/C, 2007 Survey, spectacular. Best in Class Keels and Wheels see at

<http://home.comcast.net/~c.dorflinger/site/?/home/>

\$ 65,000.00 Chris Dorflinger 713-724-6049

Boat and RV Storage

North of Azle near lake. 10x30 covered.\$50. Open parking \$15 817-444-4566

1966 Owens Sea Skiff 28' , V-8, Gen set,needs paint and TLC, best Offer.

Also have **home built 24'**, V-8. good project or parts best offer. located in Weatherford

David Dinsmore 817-596-3459

1967 17' L CAPITAN

inboard runabout. Built from plans.

M a h o g a n y p l y w o o d construction, Chevy 283 V8 with Vee drive. See photos at boatdesigns.com.

Needs refinishing. Custom trailer. \$4800

Jordan Wood. 817-565-0369



1964 20' Cruisers, Inc. Vacationer runabout, rebuilt Volvo engine, Volvo I/O, almost perfect condition, complete camper canvas, new Sunbrella upholstery, fresh varnish, topsides, bottom paint, tandem trailer, let's talk, I want to keep it on this lake. Andy 817.401.3888

Eagle Mountain Mobile Home Community

Marina 817-228-0526

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EVERY DOLLAR YOU INVEST HELPS SPEED VICTORY... BUY MORE BONDS

POPULAR MECHANICS

TEA

Next meeting August 5th Charles' lake house ~ potluck

EMC
**EAGLE MOUNTAIN
CLASSIC BOAT
CLUB**

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