

Scuttlebutt

Official Publication of the Lake Hopatcong Chapter, Antique & Classic Boat Society

Volume 36

Fall 2009

Number 2

35TH ANNUAL BOAT SHOW A GREAT SUCCESS

Blue Skies Welcome Over Forty-Five Boats, Outboard Motors, and Models to Show
Classic Boating Does Photo Shoot



Show Chairman and Vice President, Bob Larson and President Don Kliesch



Best in Show Preserved (Tie) *Sophisticated Lady* Donald Ploetner



Norm and Jim Wangard on the Job with Cindy Heaton



Best in Show Preserved (Tie) *Mr. White* Natasha Kadimik

Don't Forget! Order Your
Spectacular 2010 Calendar Today
Featuring the Antique & Classic
Boats of Lake Hopatcong
(Details inside)



Best in Show Restored *Miss Mohawk* Seth & Renee Katz

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Scuttlebutt

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Bob Rice

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Dan Dyrness
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Bob Gluck
Cindy Heaton
Bob Kays
Donald Ploetner, II
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Boat Show 2009

Against the historic perspective of thirty-four previous boats shows, the three days of the 2009 show saw some changes from years past....some very positive changes, and some perhaps not so positive.

The show began on Friday afternoon with Head Judge, Stan Struble, conducting a very informative Judging Workshop at the Lake Hopatcong Yacht Club in preparation for the challenging task that lay ahead.

A change occurred with the Friday evening Welcoming Party. Insurance issues which were brought to our (and all chapters) attention by the ACBS International Board dictated that the party not be conducted at a member's home as we have done for so many years. The concerns with liability issues remain unsettled to date. The obvious ramification was that we could no longer enjoy the spectacular homes of the Hoaglands, Ganterts, or Mooks who were our gracious hosts for the wonderful Welcoming Parties over so many years before. Kabob's was the sight that was selected for this year's Welcoming Party, and while it could not be fairly compared to the ambiance of the parties at the Hoaglands, Ganterts and Mooks, Kabob's is deserving of kudos and our thanks. They did a great job!

Saturday morning the Lake Hopatcong Yacht Club came alive with a host of glistening mahogany and a few painted antique and classic boats arriving one after another, almost fifty of them, to be part of the yearly display and celebration of these boats. Prior to arrival, many of our boats rendezvoused with Norm and Jim Wangard of *Classic Boating* for a photo shoot of our boats underway. The Wangards were on the scene very early to take advantage of the ideal light that early morning provides. Later in the morning they brought their photographic expertise which has produced one magnificent *Classic Boating* after another to the yacht club to "shoot" the static facets of the show. It must be noted that the Wangards were with us under the very generous sponsorship of Seth and Renee Katz.

As skippers arrived at the yacht club they were assisted to their assigned spots by Dockmaster and Show Chairman, Bob Larson and his crew. A lot was going on! One of the major "positive changes" this year was the addition of a display of model boats....models with amazing detail and incredible workmanship. Other "on land" displays abounded on the yacht club grounds, as well, including the outboards of the "Knucklebuster's Club" and numerous boats on trailers. Seth Katz brought a "grey boat" that drew tremendous attention amidst so many beautifully restored boats.

As all the entrants were arriving, Pat Cahill and Chris Smith manned the Registration Booth with the assistance of several of our members. As they opened their registration packets they found another "show stopping" program....a tradition begun just the year before and for which a full measure of our thanks goes to many, but specifically to Don Kliesch, Pat Cahill, Alex and Bob Kays, and Chris Smith for putting it together and to Joe Cahill for ad solicitation. Our ship's store, Woodywear, was open under Sue Pocsik's leadership with an abundant and varied assortment of clothing on hand. Our gifted photographers, Cindy Heaton, Dan Dyrness, Bob Gluck, and Bob Kays were scurrying about the docks and yacht club grounds capturing for posterity all the spectacular boats and exhibits. It was largely from those photographically gifted peoples' work in years past that Pat Mueller, our Historian, created another magnificent photographic exhibit of the history of our chapter for all to enjoy. Membership Chairwoman, Elinor Peter, and Joe Cahill were busy all day championing our chapter and encouraging membership.

At 10:30 there was a very stirring Opening Ceremony with the raising of the American Flag heralding the formal beginning of the show.

In mid afternoon there was a "cruise-by" during which the boats passed in review in front of the yacht club, each being announced as they passed. Kudos go to Joe Cahill for marshalling the boats sequentially so well from the rendezvous point to the route close aboard of the yacht club docks for the spectators' enjoyment. A "mini-cruise by" took place as well. One of the highlights of the day occurred when some of the model boats were launched and motored about at speeds to the scale of the model....a captivating moment for kids and adults alike. And speaking of the kids, Jim Shotwell of the Chesapeake Bay Chapter and an International Director provided simple wood boat models for the kids to assemble and launch....an activity that they thoroughly enjoyed for hours on end.

Late afternoon found us relaxing with cocktails in pleasant, if not anxious for some, anticipation of the Awards Dinner that was to follow that evening. After dinner, President Don Kliesch made comments of welcome and thanks to the group after which the long-awaited Awards Ceremony began. With our "multiple awards" system, Head Judge, Stan

Struble, presented fifty-one awards (see Lake Hopatcong Boat Show Awards 2009 in this issue) with the highest competitive awards for Best in Show going to Seth and Renee Katz, Donald Ploetner, and Natasha Kadimik. Seth and Renee's Best in Show award was for *Miss Mohawk*, a "Restored" 1961 Chris Craft Capri. Donald Ploetner and Natasha Kadimik tied with *Sophisticated Lady*, a 1960 Chris Craft Sportsman and *Mr. White*, a 1947 Chris Craft Sportsman for Best in Show "Preserved". The highest spectator chosen awards went to Kim Kadimik, Lady's Choice winner with *Wiki Wiki*, a 1949 Globe, and Elinor Peter, People's Choice winner for *Idle Vice*, a 1953 Chris Craft.

Dawn broke Sunday morning with an unprecedented number of boats, close to thirty, rendezvousing at Katz's Marina for the Parade Around the Lake. A tradition that lakefront homeowners have come to know and enjoy, we were greeted by waving enthusiasts throughout the one hour parade after which we reconvened at Katz's Marina for a sumptuous brunch provided by Kabob's, compliments of Seth and Renee Katz. The Sunday Parade and Brunch clearly was one of the most significant positive changes to the boat show, and those changes were the product of Seth and Renee's vision and generosity.

With a retrospective look at the 2009 show, thanks must go to all who worked so hard to make the show the success that it was, and there are many! Special mention is appropriate to give proper recognition to four people who have done more than their share for several years....Chris and Mike Smith, and Pat and Joe Cahill. And relative newcomers Seth and Renee Katz, with their innovative ideas and generosity, have had a very positive, "game-changing" effect on the things that we do as a club. A final focus brings us back to President, Don Kliesch and Show Chairman, Bob Larson with our hearty thanks to them both for a JOB WELL DONE!

2010 Calendar Is Here!

The 2010 edition of the Lake Hopatcong Chapter's Calendar is the best ever! You will want to have one....maybe several. What a wonderful holiday gift they would make!

In the few years since Mike Smith and Dan Dyrness simultaneously had the germ of an idea to create a calendar featuring Lake Hopatcong boats and boathouses, our volunteers have fine tuned the process, and for 2010 we have an absolutely magnificent, professional quality calendar.

Credit Bob Kays who devoted endless hours to taking most of the photos (couldn't take the one of himself in his new runabout, *Relax*), and then going through all of them to select the very best shots for the calendar. Bob will hasten to add that he had lots of help from his wife, Denise and son, Alex, both superb photographers in their own right. The Kays family has set the bar awfully high for next year's calendar.

***2010 Membership renewal
forms have been mailed!
Contact HQ if yours has been
misplaced.***

***Please renew today to be
included in the '10 Directory***

***Thanks,
Kathy and Stacy
ACBS HQS***

hqs@acbs.org 315-686-2628

Editor's Desk

Most of our boats, save for a few die-hards, have now been stored until next spring, and we find ourselves relegated to reminiscing about the pleasant memories of summers past.

How wonderful it is to close ones' eyes, totally block out all the things that demand our attention from one day to the next, and envision in our mind's eye for a few moments the experience of cruising around the lake in our boats. We can hear the sounds of our engines with their almost violin like, mellow resonance.....a sound that is a sheer delight for most of us. With no boats rides in the near future, at least not at Lake Hopatcong, what a wonderful opportunity to enhance those moments of reminiscence by sharing some of our favorite stories with each other. As your editor for several years, I can tell you that the best issues are those with input from our members, whether an article or a photo or two. Each of us has a story to share. When was your first ride in a wooden boat? For me, it was just after the war at Culvers Lake in a boat owned by a neighbor of my uncle....a 17' Chris Craft runabout like *Lucky Pup*. Even at the age of four, I savored the experience and can picture that boat as clearly as if it were yesterday. When was your first ride in one of the boats that we today call an antique or classic? Perhaps you have a restoration project underway. Our members would be most interested to read about what you are doing...pictures would be great. Going to some shows this spring? Why not write about your experiences?

I look forward to and thank you all in advance for your inputs for the next issue and those beyond. Wouldn't it be wonderful to have the happy circumstance and delightful dilemma of too much stuff for the next issue!



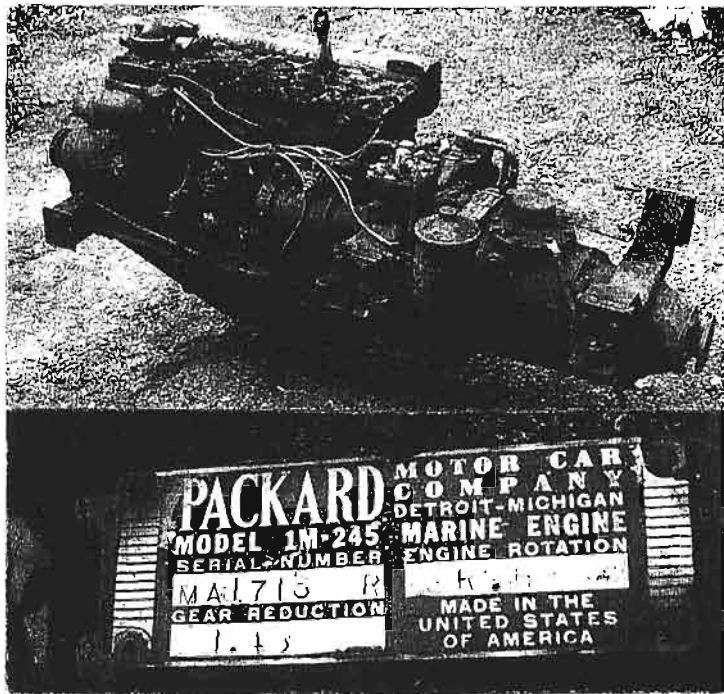
Treasure Trove II

My Chagrin

By Bob Gluck

Grace has been after me again. "Bob, are you going to complete the *Trove of Trash* story, or is it going to remain unfinished like the myriad of other things you promise to do but never get around to?" Now I'll admit that "unfinished list" is mighty long, and it would be most wise to not increase its size. So I fired up my new (for me) JD 510D and dug my way into the hillside so that I could position the machine for the long awaited extraction.

Things did not go well, even though I removed the 400 lb. backhoe bucket, the "Rube Goldberg" extension was just too much leverage to lift the mass of my quest. The 17,000+ lb. tractor would tip over as I applied lifting pressure. I'm certain that removing the tall poplar tree would have helped my situation; however, it's all about time. Well, I fiddled and faddled, the massive machine teetered and tottered, and finally the six cylinder Packard Marine Engine broke free and was removed for its photo op.



It's a model 1M-245, sn MA1715 - R.H.. It's very complete, save for the water pump. The generator even spins, however, much to my chagrin; its deplorable condition rivals that of the '57 Plymouth that was entombed in Tulsa, Oklahoma. The engine was removed from a 1951 25 ft. Whelin steel hull cabin cruiser that my brother purchased in 1969. The Packard engine was a quiet, smooth running power plant that my brother ran for less than a mile between boatyards, then promptly dismantled to fiberglass the hull. The hull wound up in my parents' backyard where many years later it was cut up by a scrap dealer. The Gluck tradition of unfinished projects has long and deep roots.

So, there you have it folks, hopefully, perhaps someone at least learned that Packard made marine power for small craft, too.

Who's wondering whether the 1500 lb. jointer is next? Who cares?

Float-In Movie

"Hey Ange, wha da ya wanna do tonight?" "I dunno, Marty. Wha da you wanna do?" "Ya wanna go to a movie?"

Some may recognize that back and forth dialogue as being from the famous Ernest Borgnine film, "Marty", Best Picture in 1955 and winner of three Oscars, in all. On August 14th we convened by boat at the lakeside home of the Mook family to enjoy another Oscar winner, "On Golden Pond"...winner of three Oscars, as well. It was, in the poignant words of Elinor Peter, a "magical evening". And that it was! Susan Pocsik welcomed us to Cragmere, as she and all of the Mook family have done so many times before, to enjoy their gracious hospitality. We were blessed with a magnificent summer evening and an overflow crowd, and for our movie viewing pleasure, Bill Wiedeman had his popcorn machine "popping out" bags of popcorn. Candy and hot dogs were in abundance, and beverages to wash it all down were there too.

All agreed that it was a most enjoyable, "magical" evening and mused about, "How in the world do you top this?" We'll worry about that next year! Thanks to Susan Pocsik and all who made it such a wonderful evening.

Photo Pages :

The next three pages focus largely on the 2009 Boat Show.

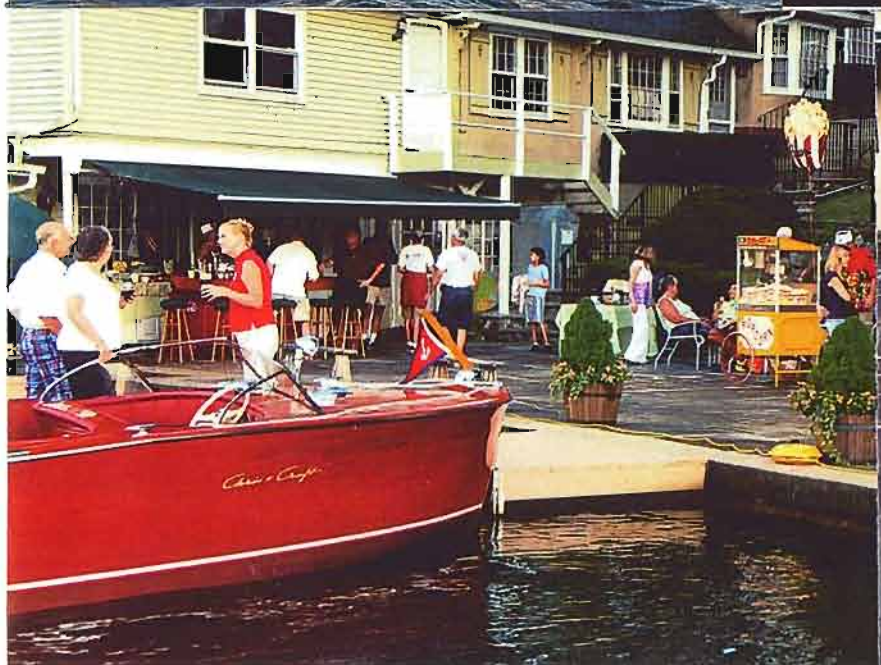
Facing page..... boats underway.

Centerfold... Saturday show shots at the Lake Hopatcong Yacht Club, Sunday Parade Brunch at Katz's Marina, St. Michael's Show, and Float-In Movie.

Need Your Help

Currently, photos from other shows that appear in Scuttlebutt are almost entirely from shows that I have attended. To best represent our members' participation in other shows, I encourage you to send your photos to be shared in Scuttlebutt. Prints or a disc works best.





Restoration Workshop

Katz's Marina Hosts Overflow Crowd

On the morning of September 26th over fifty antique boat enthusiasts convened at Katz's Marina for a workshop on boat restoration. Our hosts, Seth and Renee Katz, arranged for Kabob's to provide a wonderful continental breakfast that the most upscale hotel would be proud of.



Harry Gedicke Enjoys the Breakfast Buffet

The workshop was arranged into several stations essentially dividing the focus into two areas...hull restoration and engines, the former conducted primarily by Seth, and the latter conducted by engine specialist, Dave Van Ness. As we rotated from station to station, we were captivated by the wealth of information being shared while viewing boats in various phases of the restoration process. We saw boats in the varnish "build up" phase and in the pre-restoration phase, as well.



Seth Katz Points Out an Issue with a Bottom



Dave Van Ness Shows the Functioning of a Fuel Pump

At the engine station Dave Van Ness gave a "hands on" seminar on engine components. Both Seth and Dave were most generous in sharing their expertise and fielding questions, resulting in a most enlightening experience. Add to that the camaraderie of the morning, and it was about as good as it gets for us antique boaters. On behalf of the Chapter, I extend our heartfelt thanks to Renee and Seth.

Late News Break

Top ACBS Honors go to a Lake Hopatcong Chapter Member

Donald Ploetner and family traveled to Muskoka for the 2009 Annual Meeting of ACBS with their 1962 23' Chris Craft Holiday, *Cruisin*, and were awarded the singular honor of Antique Boat of the Year Preserved. Congratulations!



Donald Ploetner, ACBS President Dick Werner and Donald Ploetner, II



LAKE HOPATCONG BOAT SHOW AWARDS 2009

BEST IN SHOW

"Miss Mohawk", a 1961 19' Chris Craft Owned by Seth and Renee Katz – **Restored**
"Mr. White", a 1947 22' Chris Craft Owned by Natashia Kadimik – **Preserved (Tie)**
"Sophisticated Lady", a 1960 24' Chris Craft Owned by Donald Ploetner – **Preserved (Tie)**

BEST IN CLASS AWARDS

ANTIQUÉ RUNABOUT

"Agnes", a 1935 15' Electra Craft Owned by Wayne Mocksfield - **Preserved**
"Dynamite", a 1940 16' Chris Craft Special Race Boat Owned by Lee Kievit – **Restored**

CLASSIC RUNABOUT

"Miss Mohawk", a 1961 19' Chris Craft Owned by Seth and Renee Katz – **Restored**
"Donna", a 1954 17' Chris Craft Owned by Robert Garay – **Preserved**

CLASSIC UTILITY

"Sophisticated Lady", a 1960 24' Chris Craft Owned by Donald Ploetner – **Preserved (Tie)**
"Mr. White", a 1947 22' Chris Craft Owned by Natashia Kadimik – **Preserved (Tie)**
"Jennifer", a 1966 16' Century Owned by Anthony Picheca – **Restored**

SPECIAL CLASS

"Ma Cher'ie", a 1988 Turcotte/GarWood Owned by Richard Reichert- **Preserved**

SPECIAL AWARDS

BEST CENTURY

(Sponsored By Century Boat Club)

"Jennifer", a 1966 16' Century Owned by Anthony Picheca – **Restored**

BEST DOCUMENTATION

"Golden Years", a 1913 26' Matthews Owned by Sam Hoagland - **Preserved**

BEST MEMORABILIA

"Uncle Charlie", a 1947 18' Chris Craft Owned by Kenny Heaton - **Preserved**

FARTHEST TRAVELED

"Anita", a 1965 19' Chris Craft Owned by Bob Aughey – **Preserved**

OLDEST BOAT

1912 26' Fay and Bowen Owned by Hazel and John Kadimik - **Preserved**

LADIES' CHOICE

"Wiki Wiki", a 1949 14' Globe Owned by Kim Kadimik - **Restored**

PEOPLE'S CHOICE

"Idle Vice", a 1953 22' Chris Craft Owned by Elinor Peter – **Preserved**

BEST AMATEUR RESTORATION

(Sponsored by Katz's Marina)

Happy Hour, a 1961 18' Chris Craft Owned by Tom and Eugenia Wiss - **Restored**

Class Placement Awards

Historic Class

2nd Place	Golden Years	1913 26' Matthews	Owned by Sam & Jerrie Hoagland
2nd Place	No Name	1912 26' Fay & Bowen	Owned by Hazel & John Kadimik

Antique Runabout

1st Place	Dynamite	1940 16' Chris Craft Special Race Boat	Owned by Lec Kievit
1st Place	Agnes	1935 15' Electra-Craft	Owned by Wayne Mocksfield
2nd Place	Camelot	1939 19' Chris Craft	Owned by George & Lois Albanese
3rd Place	Black Witch	1926 26' Hacker	Owned by Syd & Kathy Marsden
3rd Place	Mr. Thrifty	1929 22' Chris Craft	Owned by Wyn & Sue Ginter

Classic Runabout

1st Place	Wiki Wiki	1949 14' Globe	Owned by Kim Kadimik
1st Place	Finito	1955 21' Chris Craft	Owned by Seth & Renee Katz
1st Place	Miss Mohawk	1961 19' Chris Craft	Owned by Seth & Renee Katz
1st Place	Donna	1954 17' Chris Craft	Owned by Robert Garay
2nd Place	Smitten	1948 20' Chris Craft	Owned by Michael & Chris Smith

Classic Utility

1st Place	Redwing	1948 25' Chris Craft	Owned by Craig & Marge Bradley
1st Place	Tiger II	1946 17'6" Ventnor	Owned by Brian & Ellen Gagnon
1st Place	Sophisticated Lady	1960 24' Chris Craft	Owned by Donald Ploetner
1st Place	Diva	1966 18'6" Riva	Owned by Peter & Rose Takvorian
1st Place	Miz Cookie	1974 22' Century	Owned by Ed & Jackie Seugling
1st Place	Spindrifft	1956 18' Chris Craft	Owned by Joan Greene
1st Place	Mr. White	1947 22' Chris Craft	Owned by Natasha Kadimik
1st Place	Jennifer	1966 16' Century	Owned by Anthony Picheca
1st Place	Rae	1968 20' Chris Craft	Owned by Jara Katz
1st Place	Cheerleader	1950 17' Chris Craft	Owned by Russ Fisher
2nd Place	Happy Hour	1961 18' Chris Craft	Owned by Tom and Eugenia Wiss
2nd Place	Topridge	1948 22' Chris Craft	Owned by Joe Fleming II
2nd Place	First Due	1949 18' Chris Craft	Owned by Joe & Pat Cahill
2nd Place	Uncle Charlie	1947 18' Chris Craft	Owned by Kenny & Cindy Heaton
2nd Place	Corsair IV	1955 15'9" Chris Craft	Owned by Jacques Guequierre
3rd Place	Anita	1965 19' Chris Craft	Owned by Bob Aughey

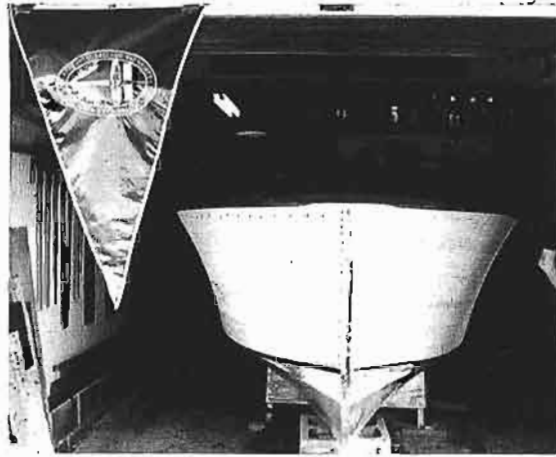
Special Class

1st Place	Ma Cber'ie	1988 GarWood	Owned by Richard & Selma Reichert
1st Place	Sweetie	1963 16' Glen L Missile	Owned by Nick & Arlene Roccaforte
1st Place	No Name	1964 14'6" Folboat	Owned by Bob Larson
2nd Place	High Note	1983 Jersey Speed Skiff	Owned by George & Jill Malanga

Bob Rice Restoration Seminar

By Bob Gluck

The last Saturday in May was gorgeous, albeit a bit brisk for some, when 14 fortunate LHACBS members descended upon the cul-de-sac where Bob and Pam reside in Branchburg, NJ. Fortunate – for what lay ahead.

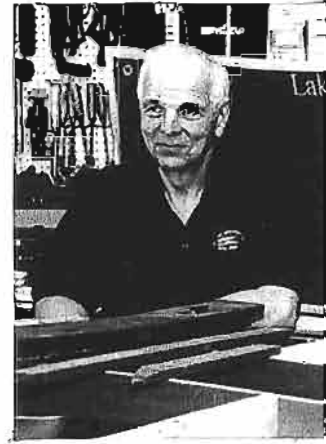


In the left bay of a two car garage one was greeted by an "objet d'art, the beautifully faired hull (rough sanded mahogany) of a 1948 17.5ft. Century Sea Maid. The distinctive smell of freshly cut mahogany was in evidence, bringing me back to the early 60s when I worked at Nauvoo Marina in Sea Bright. The right bay contained a few semi-stationary woodworking machines, the table saw upon which there were boxes of donuts, and a B&D Workmate set-up for a demonstration. Up a few steps and through a door to the kitchen serving counter one found gallons of coffee. Coupled with the camaraderie of the guests, it just doesn't get any better – but wait – it did.

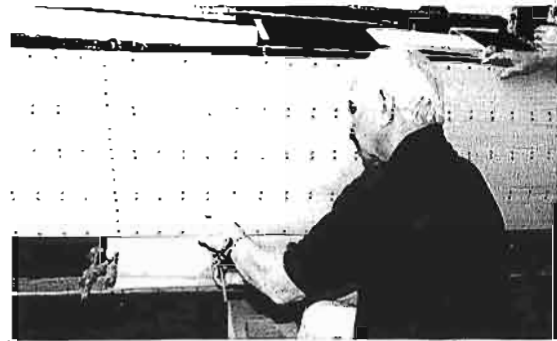
Polks gathered around the boat as Bob stood behind the transom and began explaining the restoration process. Boat builders terms simply abounded – stem, stringer, frame, planking, double planked, batten seam, cover boards, decking, chine, keel, - gee, I wish I wrote this a day later, not a month later. Oh, how could I forget the "gripe" – not to be confused with what Grace does when a boat turns up that she can't have. Everyone shared in the "round the boat" informative discussion. Bob called attention to the long pipe suspended off-center the keel – "better get the rudder rod in place before completing the transom planking, or else you might not be able to get it in later", said he. I imagine that the same might apply to the shift rod too, if used.

Next, we were treated to a demonstration on installing a plank. A lower plank on the aft port side remained to be fitted; Bob explained that it would take too long to make the entire piece, so he mated a 3 foot length on one edge. First, the board was clamped in position, then using a small brass tool that he made to guide a sharp pencil, a line was scribed about 1/8" away from the edge

of the existing plank onto a new piece. The plank was then unclamped and placed in the Workmate where a few strokes of a finely tuned Jack plane, the mahogany board was quickly brought down to the line, matter of fact, I'm sure the line was split as Bob said it was what one should strive for. We also learned that it was imperative that every



edge of every plank be a perfect right angle. To that end, another home fabricated tool was produced; a coarse sandpaper block with a 90 degree guide edge was run on the freshly planed board to assure the right angle. Yes folks, the board fit perfectly on the first attempt. Speaking of that finely tuned plane, maybe Bob could demo his sharpening technique sometime.



Bits and pieces: Bob's a self-taught woodworker/boatbuilder having learned most from hanging out in local marinas and asking questions. He was quick to give credit to the source of the tricks that he passed on to us – I queried Bob via email and found out that about thirty tubes of 5200 will be consumed in a project like this....We learned of Bob's penchant for slotted head screws and his preferred method of pre-drilling and installing them....and lastly, a guest spilled the beans, WOT for Bob is about 8 knots – he babies his engines.

Thanks to Bob Larson for providing the coffee and donuts, Grace was seen carrying in a box too, and a very special thank you to our hosts, Bob and Pam for providing us with a most enjoyable, informative day. Makes me want to go out and butcher a board – hey Grace, where's my plane?

Editor's note: The reader will be interested to know that Bob and Grace Gluck, in addition to their interest in antique boats, have long been heavily involved in the milieu of antique cars, holding top leadership positions in antique car organizations and coordinating major events traversing several states.

