



# The Smoke Signal



VOLUME 15 ISSUE 6

November/December 2009

Newsletter of the **BLACKHAWK CHAPTER-ACBS**

## 80th ANNUAL CHICAGO BOAT, RV & OUTDOORS SHOW



The 80<sup>th</sup> Annual Chicago Boat, RV and Outdoors Show have presented our club with a unique opportunity to participate in a special feature at the 2010 show. The show management is planning an Antique and Classic Boat Pavilion and they have asked our members to contribute by displaying a significant number of boats at the show. There is no cost associated with displaying your boat at the show. We have been allocated floor space that is 48' X 107' and an adjacent space that is 50' X 50". Depending on the sizes of boats that would like to participate, we estimate that this space could accommodate as many as 15 boats. Currently we are planning for a raised platform that would run the length of the larger space and would be used as a

*(Continued on page 5)*

### Dates & Location

January 13-17, 2010

### McCormick Place--North Building

2301 S. Lake Shore Drive  
Chicago, Illinois 60616

### Show Hours

**Wednesday:** 2:00pm - 9:00pm

**Thursday:** 11:00am - 9:00pm

**Friday:** 11:00am - 9:00pm

**Saturday:** 10:00am - 9:00pm

**Sunday:** 10:00am - 5:00pm



## Blackhawk Chapter Makes Donation to Boat Building School

A \$500 donation was made to the Great Lakes Boat Building School. The school is located in the beautiful Les Cheneaux Islands of northern Michigan, offers a quality educational program designed to "teach quality wooden boat building skills and to preserve craftsmanship". The GLBBS is housed in a brand new 12,000 square foot facility designed and built specifically for the teaching of woodworking, basic design, traditional and modern boat building, yacht joinery, repair, and restoration. Combine this state of the art facility with our expert instructors and professional curriculum and you have the perfect place to learn the art and craft of boat building.

# BLACKHAWK CHAPTER-ACBS

## Officers and Directors

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(2011 term)	<b>Mark Svoboda</b> 630-208-1775 msvoboda@ameritech.net <b>Roger O'Neill</b> 262-248-8805
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<b>Newsletter Editor</b>	<b>Andy Ievins</b> (262) 877-3953 aievens@charter.net

# PRESIDENT'S MESSAGE

Greetings and Happy Thanksgiving!

The Blackhawk Chapter had it's Fall dinner and Board of directors Meeting November 8th in Antioch. Again, it was a well attended dinner, many things to talk about both past and future. Our September Show was off the charts, number of boats displayed and attendance. Make sure to pay a visit to the Chicago Boat Show at Mc Cormack Place to see an array of our member boats. January 13th to 17th)

Our hobby is dependent on interesting students in restoration and boat building. The Antique and Classic Boat Society has actively identified and supported these schools around the country. When you receive your annual membership dues, you will see a request to support the ACBS Scholarship endowment fund. Please add what you can for this important cause. In that regard, The Blackhawk Chapter Board of Directors approved the following donations at our fall meeting. Two \$500 donations, one to the ACBS fund, the other directly to The Great Lakes Boat Building School Cedarville, MI. Google the school to see the projects and a fabulous facility for learning. The idea behind donating directly to this school is for our members hopefully to pay a visit if they are in the area and write a newsletter article. This should be a way of hands on giving, informative for all of us. I think the board feels this is the beginning of a long relationship where we partner with young men and women keep our hobby floating.

Directors Al Bosworth and Jim Brome terms have expired this year. On behalf of our members, I would like to thank them for their service to the club. We welcome Roger O'Neill, Mark Svoboda and Victor Elting, director at large, to the 2010 Blackhawk board.

Finally, my thanks to Bill Bickford for his perspective on runabouts in this edition of the Smoke Signal..

Best Regards,  
George Plamondon

Visit the web site at  
[www.blackhawkacbs.com](http://www.blackhawkacbs.com)  
Please send any info, comments or suggestions to:  
[mattbyrne@mrbtech.com](mailto:mattbyrne@mrbtech.com)  
Or, contact Matt Byrne directly at :  
630-236-7214(home) or 630-802-2698(mobile)

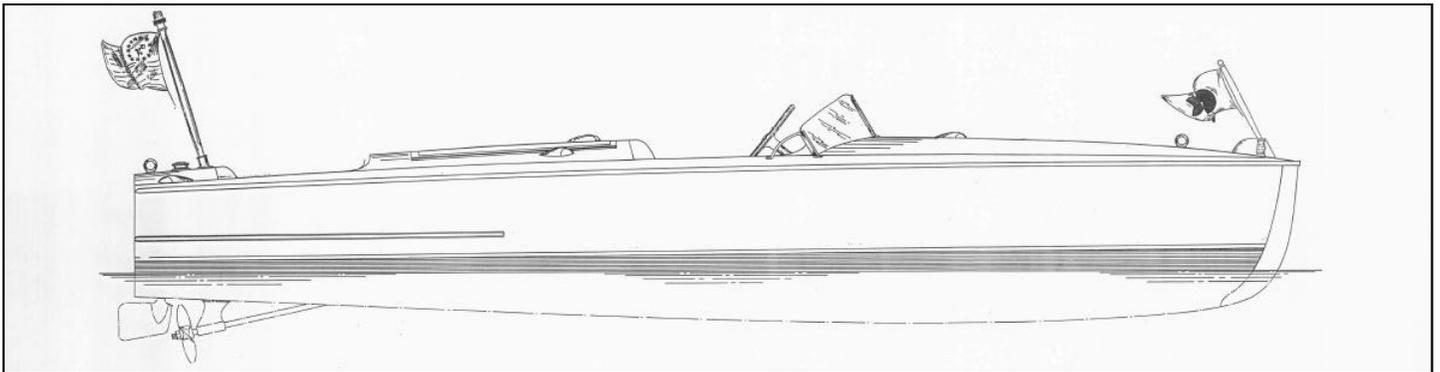
# Runabout Art and Science

By William T. Bickford, AIA, LEED AP

The art of fine carpentry finished to perfection, set in motion by explosive pistons of engineering genius, ideally combines the love of timeless aesthetics with the fascination of mechanical power. Countless hours of masterful woodworking, shaping and fastening natural materials, create a final form of sleek buoyancy that exhibits stability and speed, even at rest in the boathouse slip. The pin-stripes atop the deck, dignified by chrome detailing, pronounce the curves and joints that cut the water's edge and hold a steady course. It is sculpture that moves, and it moves quickly. Beneath the hatch, mounted above the keel, sits the force of this movement that cranks and rumbles, propelling the vessel with each throttle rotation.

It is the antique runabout in its many glorious forms and fashions that provides a tangible pleasure like no other form of art and engineering. One can thoroughly survey the history of architecture, automobiles and industrial design to search for a better blend of carpentry and mechanics, but no cathedral, race car or printing press offers the visual beauty and physical experience.

As an architect who designs and restores a variety of building types and styles, the source of inspiration is essential to any project. Whether it be a bird in flight, the fold of an ocean wave or a steam locomotive powering across the plains, what inspires one to create is more valuable than the creation itself. At the heart of such inspiration, I always find movement. Architecture is always in motion, inspired by action and realized by the program for which it is constructed or restored. Watching a building take shape, rising from its foundation and then observing the completed project take action with occupancy is always rewarding. Thinking of each physical form and stylized detail come together with the operations of the mechanical systems makes the building alive. This is why I love the classic runabout. The forms and details are clearly seen, and the mechanics are clearly sensed, expressing a celebration of artistry and engineering that will only gain further appreciation for its simplicity and beauty. It is finest craft that functions.



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Somebody having some fun on the Geneva Lakes Boat Show Parade! Do you know how it is?  
 Hint: If you ever take a boat ride with Al Bosworth make sure you hang on!

### THE PERFECT GIFT IDEA

Give your boater friend/relative a membership in the ACBS And Blackhawk Chapter

Make check payable to ACBS and mail check and application to:  
 ACBS International Headquarters, ATTN: Membership, 422 James Street, Clayton, NY 13624

#### Membership Application

NAME \_\_\_\_\_ E-Mail Address \_\_\_\_\_  
 SPOUSE \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_ State/Province \_\_\_\_\_  
 Zip \_\_\_\_\_ Phone: Eve \_\_\_\_\_ Day \_\_\_\_\_

**Dues Schedule:**

**International (select one)**

Type of Membership	<b>Dues</b>
Annual (AN)	\$45.00
Junior (JN)	\$15.00
Life Membership	\$1000.00
**Associate (AS)	\$200.00

**Local Chapter Preference: Blackhawk**

\*(All amounts in US funds unless otherwise noted.\*\*Includes listing in the Directory by business name)

**Boat Information:**

Boat #1 \_\_\_\_\_  
 Year \_\_\_\_\_ Builder \_\_\_\_\_ Model \_\_\_\_\_ Length Overall \_\_\_\_\_  
 Hull # \_\_\_\_\_ HP \_\_\_\_\_ Engine Make \_\_\_\_\_ # Cyl \_\_\_\_\_

## 26<sup>th</sup> Annual Blackhawk Chapter Boat Show

The 26th. Annual Blackhawk Chapter, ACBS in water Boat Show will be held Saturday July 24th. 2010 at Famous Freddies in Fox Lake IL. Free to spectators. For information or to register a boat contact Ron at 708-347-8951 or Ted at 847-395-8902.

(Continued from page 1)

viewing platform to give the display an “in water” feel. This will also serve as a buffer to protect the boats from curious viewers. The perimeter of the space would be partitioned by a line of stanchions with rope or chain to help safeguard the boats as well. We will need to staff the display for show hours and will look to the boat owners and volunteers to assist with this effort. The show management has committed to having adequate security during show hours and a security guard dedicated to the Antique and Classic Boat Pavilion during off hours. Setup for the show will be Tuesday the 12<sup>th</sup> and teardown is Sunday the 17<sup>th</sup> at the close of the show. We are asking for interested boat owners to respond as soon as possible. We will work to accommodate as many boats as the space will allow. Each presenting owner will receive show credentials that allow access to the show floor 2 hours prior to the public opening. In addition, owners will receive a small quantity of free admission passes for the event. The club will also provide the presenting owners with a long sleeve embroidered shirt with the Blackhawk and ACBS logos for the event. Additional shirts will be available for volunteers and significant others at a nominal charge.

For those interested in presenting their boat, a brief registration form will follow to collect key information about the boat and owner. This will be used to prepare signage for each boat presented. Below is a Q&A document that the show management prepared to answer basic questions that you may have. To participate in the show or for additional questions and information please contact Mark Svoboda at (630) 208-1775 or via email at [msvoboda@ameritech.net](mailto:msvoboda@ameritech.net).

Help make this a successful event by displaying your boat or volunteering to cover the show.

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## Questions & Answers

How will I know when and where to bring my boat?

Exhibitors will be provided with a move-in date and time approximately three weeks prior to the show. A windshield card and directions on how to get to the North Hall (B-1) at McCormick Place will be e-mailed to the appropriate individuals. We can mail hard copies if necessary.

Once I get to McCormick Place, who will handle my boat? Will I be able to bring it in myself?

Upon arriving at McCormick Place, vehicles will be guided to the appropriate overhead door and onto the exhibitor floor. Vehicles are allowed to drive onto the floor and boats will be brought as close as possible to the exhibit space so that they can be moved and put into place by hand by their owner(s).

In the event of inclement weather, will cleaning services be provided or will I need to clean the boat myself? Will cleaning facilities be available?

Any ice/snow/slush must be cleared off of the boats by the exhibitor prior to entering the exhibit hall. Utility sinks are provided in the exhibit hall if exhibitors need to clean off their boats. A power washer will be available in the marshalling yard if necessary, but this is not recommended for the antique boats.

Will I be able to store the boat cover, cleaning supplies, and other related materials on-site?

There are empty trailers provided by the decorator on-site where boat covers, cleaning supplies and other related materials can be stored. However, these trailers are not locked or guarded at anytime during the show. We are currently looking into other options and

will advise you accordingly

How will the move-out be handled?

Exhibitors are provided with their move-out instructions before the show breaks on Sunday at 5 PM. Cars will line up and be brought up to the exhibit hall after the aisle carpet is rolled up.

Will credentials be provided? Will I be able to get into the hall before it opens to the public?

Exhibitor credential order forms will be provided. To allow adequate time to mail them out to you, the deadline for submission is December 4<sup>th</sup>. Any additional names can be provided after that date but the badges will need to be picked up on show site. Exhibitors have access to the show floor 2 hours prior to opening each day.

Will the area be secured?

Yes. 24 hour security will be provided in the exhibit hall throughout. We will post a guard exclusively in the antique boat display during all hours in which the show is not open. It is the responsibility of the club members to protect the display and its belongings during show hours.

Are there any display rules we need to be aware of?

The blatant sale of any used boats is prohibited. In other words, no "For Sale" signs will be allowed on the boats. If there are any restoration and related services you would like to promote, we encourage you to do so in the Blackhawk Chapter booth which will be located within, or directly adjacent to, the boat display.

What signage will be provided at the show and within the display?

An overhead banner will be hung from the ceiling directly over the display. In addition, the feature will be highlighted on all feature/special events signs throughout the hall and the Blackhawk Chapter logo will be included on all "Thank you Sponsors" signs. We will provide blank 22x28 show placards and an easel/sign holder for each boat being displayed. It is the chapter's responsibility to collect the appropriate information and produce the product description that will be affixed to the signs. We can discuss a template format and other specifics at a later date.

10) How will the display be promoted?

The display will be promoted through pre-show press releases, media alerts, on the show website, in the show directory and through on-site signage.





The Blackhawk Chapter ACBS invites you to participate in

## The 80<sup>th</sup> Annual Chicago Boat, RV & Outdoors Show

At McCormick Place North Chicago, IL January 13<sup>th</sup> – 17<sup>th</sup>, 2010

Name	
Address	
City	
State	
Zip Code	
Email Address	
Mobile Phone	
Home Phone	



### Boat Exhibit Information:

Year		Engine	
Manufacturer		Type	<input type="checkbox"/> Inboard <input type="checkbox"/> Outboard
Model		HP	
Name		Motor Year	
Length		Beam	

Add a brief paragraph about your boat that we will include in the show signage:

<p>Interesting facts and history about your boat. Some examples would be: this has been in our family since it was purchased by my father, I am only the second owner, this boat was in the Chicago Boat Show in 19XX, this is one of 4 surviving models, or any other information show attendees and other club members would find interesting.</p>	
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<p>I am not able to bring my boat but I would still like to participate at the show.</p>	<p><input type="checkbox"/> Yes, I will volunteer at the show !</p>
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**You are not able to bring your boat or motor but you would like to participate ?**

**Volunteers are needed to help staff the display !**

Great, we need your help. We have a large space and big crowds are expected every day of the show. In an effort to easily identify club members at the show, we are providing one long sleeve white shirt embroidered with the ACBS and Blackhawk logo for the members that exhibit their boats and or motors. While we would like to extend this to every participant, our budget is very limited. However, if you can participate at the show, and you would like to be in uniform, you can order a shirt as well. Shirts are \$40.00 each and available in a wide range of sizes. Due to lead times, please place your order by December 19, 2009.

Shirt Size	Men's Quantity	Ladies Quantity
Extra Small		
Small		
Medium		
Large		
Extra Large		
2X Extra Large		
3X Extra Large		Not Available
Total Shirts		



Please enclose a check for shirts ordered in addition to the club provided shirt for exhibitors.	I have enclosed a check for \$
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**Show Coverage:**

All boat and motor exhibitors will be required to help staff the display. We are also looking for volunteers to staff the display. Enter your availability in the form below and we will do our best to accommodate every request. The safety and security for the display during show hours will fall on the club. Outside of the show hours security staff will be provided by the show organizers at no cost to the club or exhibitors.

**Show Hours:**

Day	Function	Show Hours	Days & Times I am Available to Staff the Show
Tuesday	Setup	Noon to ???	
Wednesday	Public Hours	2:00 PM to 9:00 PM	
Thursday	Public Hours	11:00 AM to 9:00 PM	
Friday	Public Hours	11:00 AM to 9:00 PM	
Saturday	Public Hours	10:00 AM to 9:00 PM	
Sunday	Public Hours	10:00 AM to 5:00 PM	
Sunday	Teardown	5:00 PM to ???	

**INSURANCE CERTIFICATION:**

I certify that I am the owner of the above listed boat(s), engine(s), car(s), watercraft, displays, exhibits, or other item (here after collectively known as "boat") I intend to display at this and that I have insurance to cover any damage to my boat or equipment, and to cover any liability for damages to others or their property arising from any use of my boat during or related to the 2010 Chicago Boat, RV & Outdoors Show Chicago, IL for which they are herein registered. I agree to hold free and harmless, the officers, directors and volunteers of the Blackhawk Chapter of the ACBS, the Antique and Classic Boat Society, and the advertisers and sponsoring organizations from any and all actions, claims, liabilities, assertions of liability, including reasonable attorney's fees, which in any manner arise from or be alleged to arise from any and all connected directly or proximately with the Boat Show identified above.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

**Motors Exhibit Information:**

**Motor 1**

<b>Year</b>		<b>Cooling</b>	
<b>Manufacturer</b>		<b>Cylinders</b>	
<b>Model</b>		<b>HP</b>	
<b>Interesting facts about your motor that show attendees would find interesting.</b>			

**Motor 2**

<b>Year</b>		<b>Cooling</b>	
<b>Manufacturer</b>		<b>Cylinders</b>	
<b>Model</b>		<b>HP</b>	
<b>Interesting facts about your motor that show attendees would find interesting.</b>			

**Motor 3**

<b>Year</b>		<b>Cooling</b>	
<b>Manufacturer</b>		<b>Cylinders</b>	
<b>Model</b>		<b>HP</b>	
<b>Interesting facts about your motor that show attendees would find interesting.</b>			

**Motor 4**

<b>Year</b>		<b>Cooling</b>	
<b>Manufacturer</b>		<b>Cylinders</b>	
<b>Model</b>		<b>HP</b>	
<b>Interesting facts about your motor that show attendees would find interesting.</b>			

<p><b><u>Make checks payable to:</u></b> Blackhawk Chapter, ACBS</p> <p><b><u>Mail to:</u></b> Mark Svoboda Two North Northampton Dr. Geneva, IL 60134</p>	<p><b><u>Fax or email registration to:</u></b> <a href="mailto:msvoboda@ameritech.net">msvoboda@ameritech.net</a></p> <p>Fax (630) 208-1776</p> <p>Please reply via Fax or email by Friday December 11<sup>th</sup>, 2009</p>	<p><b><u>For additional info contact:</u></b> Mark at: (630) 208-1775</p> <p><a href="http://www.blackhawkacbs.com">www.blackhawkacbs.com</a></p> <p><a href="mailto:msvoboda@ameritech.net">msvoboda@ameritech.net</a></p>
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# A Treatise on New Wood Bottoms

(Reprinted from the Dixieland Chapter's Summer, 2008 Waterline – also note the Classic Yacht magazine item below\*)

From the files of "Ask Karl" (Karl Weinert)\*

**Q:** I am considering the purchase of a 1950's Chris Craft runabout. I have seen bottoms that have been re-done in ways that are not original, but the seller says they are "better than original." Can you comment on the best practices in re-building bottoms?

**A:** Thanks for your question; it's a very good one, every owner of an old boat wonders about the same thing. Here's my preferred way to handle old boat bottoms. **First the history~** Years ago when the Chris Crafts and other similar boats were being built, they did not have the products that we have today. In years past, bedding compounds were made of lead and linseed oils and used to keep water out of the hulls. The Chris Craft bottoms were double planked with canvas and bedding compound between two layers of wood. The canvas kept the water out until the outer layer of planking swelled tight. Years later the bedding compounds would dry out and lose their sealing ability.

Often boat owners in an effort to stop the water from coming into the hull when the bedding compound was deteriorating would stuff caulking of some type into the outer layer of planking seams. This *temporary* fix seemed to be okay UNTIL the swelling planks had no where to move so they pushed up and outward from the keel pulling the frame ends apart at the chine. This resulted in a huge problem, the boat was falling apart. If you rebuild a bottom using the old system, the same thing will happen.

Propelling forward into today's technology ~ the 5200 modern bottom. If you use this system, the boat is double planked and 3M's 5200 is used as a sealer; adhesive applied between the two layers and planks. This system seals the planks where they are glued together.

In addition, an epoxy sealer is used to seal the visible parts inside the boat and the outside of the hull thus totally encapsulating the wood. Just before the outside is sealed, spray the planks with water to bring the planks up to the proper moisture content. This moisture actually swells the planks to their optimum size, seal the planks at this time and the planks will keep that size.



In the photo you will see I cover the bottom with sheet plastic to keep the moisture from drying too quickly (starboard side). The wood does stay stabilized, it won't (or shouldn't leak), this eliminates the wait time for the planks to swell, like yester-year, and best of all the boat will not fall apart.

I don't know your level of boat carpentry skill, but the bottom is *the most important part of the boat – if it doesn't float - game over*. There is a lot to doing a bottom, plank spacing, when to do what, how dry is too dry? Is the wood too moist? On and on it goes. The best thing you can do is be totally

honest with yourself; can you really do the job right? It is so cool to work on your own boat – but, maybe you can do a different task on the boat for bragging rights, just NOT the most important job. But, whether you do the bottom yourself or use a boat shop, you should learn more about the about the moisture content of wood, encapsulating, and the epoxy systems, so you can *talk shop* with your Boatwright and have an understanding of what he is telling you.

There are multiple books available to read – all offer something valuable, even if it is to know don't do it that way or YES, this is the way. One book you should add to your library is Don Danenberg's book; *How to Restore Your Wooden Runabout*, from MotorBooks ISBN 0-7603-1100-5



We are very lucky these days with all the modern sealants available. So, the modern bottom is pretty neat, it is much stronger, doesn't leak and lasts many years. I use the 5200 3M System on all my boats. This is all my opinion and others may differ, but I have years of proof and grand results.

I completed a total restoration of a 1955 Chris Craft 22', and have included some photos of the bottom re-do for you to view. To view more photos go to my website; [www.KarlWeinertBoatWorks.com](http://www.KarlWeinertBoatWorks.com) click on Chris Craft and view the many photos posted. If you go through the photos you'll see a pictorial of what will go into re-doing your hull bottom. You might find the whole restoration interesting viewing.

Karl Weinert, Master Boatwright  
Karl Weinert Boat Works, LLC Big Sandy, TN  
<http://KarlWeinertBoatWorks.com>

\*This article written by Karl appeared in the November/December 2007 issue of Classic Yacht. Karl is a regular contributor in the new online magazine. It is a stellar magazine, the subscription is free ~ here's the url. Take a look! <http://ClassicYachtmag.com/currentissue> Karl's articles are normally around the high 80's low 90's pages and the column is titled, *A Gain of Truth*.

## BLACKHAWK CHAPTER

"SPEEDY GONZALES"

### Blackhawk Name Badges

Blackhawk Chapter name badges are again available. These tasteful badges are a great way to let other members know who you are at our outings, and to show your affiliation at non-Blackhawk events. Simply send your name as you would like it to appear, along with a check for \$6.00 made out to the Blackhawk Chapter to:

**Blackhawk Chapter**  
c/o Pete Brainard  
85 Wagner Rd  
Northfield, IL 60093  
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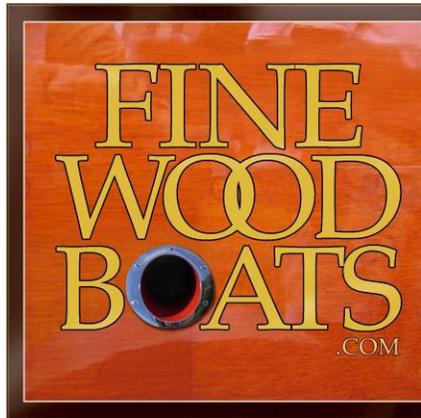
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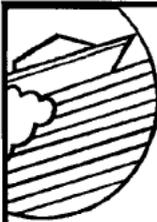


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