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2019

*Maiden Voyage Again*



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## President's Message 2019

As President of the Smith Mountain Lake Chapter, Antique & Classic Boat Society, I want to welcome all the participants and the general public to our 29th Annual Boat Show and Festival here at Mariners Landing.

The theme for this year's show is "Maiden Voyage Again" which is highlighting boats that have been re-launched after many years out of the water. Some boats have been out as little as a few years whereas one of our member's boats has never seen the water in over 50 years. With lots of elbow grease and determination, the restoration of these watercraft has been a labor of love.

With the introduction of fiberglass boats in the middle of the last century, many wooden boats found their way to the burn pile whereas others ended up in storage so that "someday" would arrive and they would be restored to their past glory. Well that someday is now and you can see what a great job their caretakers have done to bring them back to life. There's nothing better than the sounds, smells, looks and feel of a wooden or classic fiberglass boat, or for that matter, a modern contemporary boat.

I encourage anyone that is thinking of getting into the fun and excitement of the wooden boat hobby, to get your start here by asking questions about just what is involved. The so called "barn finds" are getting harder to find these days but there are lots of antique and classics boats available, anywhere from turnkey ready to total gray boats, depending upon how deep you want to get involved. Don't overlook the building of a new boat also. There are tons of boat plans available from 8 ft. prams and small canoes to 36 ft. cruisers and runabouts. Once you get going, it's hard to stop the addiction we call wooden boat fever. The woody boaters are a great source of information and with all the experience that many in our SML club members have the answers to all your questions are either a phone call away or can be covered in our frequent workshops.

Have fun at the show and thanks again for taking time out of your busy schedules to come visit the classics. Hope to see you on the water!

*Alan Frederick*  
2019 SML-ACBS President



## Schedule of Events

### Friday, September 13, 2019

9:00 A.M. – 3:00 P.M.	Launch Boats and Check-in at Registration Table
12:30 P.M. – 1:30 P.M.	Buffet Lunch: Blackwater Room @ Mariners Landing *
2:00 P.M. – 3:30 P.M.	Guided Cruise on Smith Mountain Lake
5:30 P.M. – 8:30 P.M.	Social: Blackwater Room @ Mariners Landing* (cash bar and heavy hors d'oeuvres)*

### Saturday, September 14, 2019

7:00 A.M. – 10:00 A.M.	Launch boats and prepare for show.
8:00 A.M. – 11:00 A.M.	Check-in at Registration Table
10:00 A.M. – 4:00 P.M.	Boat Show (open to the public)
10:00 A.M.	Youth Judging (meet at registration table)
4:00 P.M. – 5:30 P.M.	Boat Retrieval Assistance
6:30 P.M. – 9:30 P.M.	Boat Show Awards Dinner – Blackwater Room @ Mariners* (cash bar)*

\*MUST be preregistered to participate in these events. | \*No outside alcoholic beverages allowed at food events.

Please note: All boats must be in place prior to 9:30 A.M. on Saturday and we request boats remain docked between 10:00 A.M. and 4:00 P.M. except for scheduled showcase runs. No "For Sale" signs will be permitted on boats in the water. Because of the limited dock spaces available, boats will be entered on a first come basis, so get your registration forms in early.

Visit our website at [www.woodenboats.com](http://www.woodenboats.com) | 540-297-4100 x 1 | [info@smlvaca.com](mailto:info@smlvaca.com)

SML Antique & Classic Boat Society P.O. Box 322 Moneta, VA 24121. | Mariner's Landing – 1217 Graves Harbor Trail Huddleston, VA 24104



## From the Editor

“Maiden Voyage Again” is our theme for this year’s Boat Show. We feature several boats that have been stored for years in a barn, shed or garage, deteriorating and rotting of years of neglect. Members of our Club take on the task of bringing these old relics back to life. Hours, weeks, months and even years, of labor and skill go into the restoration and/or renovations.

Many thanks to the members who offer their boats to be presented at this year’s festival. Be sure to stop by and talk to them and ask questions about their voyage. Enjoy the Show.

*Art Cournoyer*

2019 SML-ACBS Editor



## On the Cover

A great restoration by Bill Garrecht. It was a 4-5 year project bringing this beautiful 1955 19 ft. Chris Craft Capri back to life, for it’s Maiden Voyage Again

See more pictures in the center fold.

Cover Design by Sandra Pickle.

[spicklewebardgraphics@gmail.com](mailto:spicklewebardgraphics@gmail.com)

*Editor’s Note – The stories, articles and pictures in this publication are the opinions of the authors and in no way represent the views of The Smith Mountain Lake Chapter of The Antique & Classic Boat Society, its officers or its members. Absolutely no material (including art work and photographs) is to be reprinted for use in another publication without the consent of the SMLACBS, the author or artist. © 2019 Smith Mountain Lake Antique & Classic Boat Society.*

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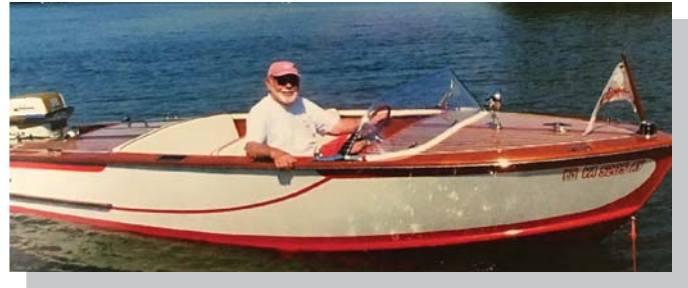
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2005-2006  
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2010-2014  
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# *In Memory of Don Smith*

*Don Smith, one of the founders and longtime members of Smith Mountain Lake Chapter, passed away on April 24th, 2019. He is survived by his wife, Toni West, two sons and several grandchildren. He asked, with typical modesty, that neither a memoriam nor obituary be published to record his passing. But we will always remember his warm personality, his initiative, and his countless outstanding contributions to the Lake and the antique and classic boat community.*



*Don excelled in generating public interest in historic boating and established the first antique boat show at the Lake, which, over the past 29 years, has grown to be Virginia's premier antique and classic boat event, drawing thousands of spectators each year.*

*He helped create and organize the Smith Mountain Lake antique boat club in 1998, which later, through his personal initiative, became the Smith Mountain Lake Chapter of ACBS, and which he served as Chapter President for five years.*

*Don delighted in having fun with old boats and in promoting the spirit of antique boating and good fellowship among Chapter members and the whole community. He was widely known as the Lake's premier antique boat "ambassador", whose personal initiative, over many years, spread the word at East Coast antique boat shows about this wonderful place to enjoy antique boats, called Smith Mountain Lake. His efforts were recognized by the Antique and Classic Boat Society International and by The Smith Mountain Lake Regional Chamber of Commerce.*

*His passing is a deep loss to his countless friends and colleagues throughout the antique boat community and the Lake. We will always remember him as a fun, warm and caring friend with a happy, outgoing approach to life. His death leaves a void in the lives of his family, many friends and associates.*

*He will be missed.*

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## Cars and Boats - *By Mike Mutchler*

I spent 44 years of my life building cars at General Motors and the most recent 44 years admiring and collecting antique wooden boats. Many people have asked me over the years why I didn't collect cars. I really don't have a reason other than wooden boats have always represented American craftsmanship to me. Cars and boats are both mechanical transportation products but boats, especially wooden boats have a certain undefined allure of glamour that feels distinctive. My search for a wooden boat began in 1986. My first wooden boat was Spectacle.



## Spectacle

Spectacle was a 1953 Chris Craft utility purchased from my eye doctor who created the appropriate name. This was a standard product with no frills and extremely reliable. Most impressive was the very quiet and smooth Chris engine which produced adequate power and hours of pleasure on Lake Fenton just north of Detroit. I acquired Spectacle in 1987 and owned it until 1994 when an opportunity for a sale and trade occurred and led to the purchase of Boogie Woogie.



## Boogie Woogie

Boogie was a 1940 Chris Craft 17 ft. barrel back. A step up in styling and power with a KFL dual draft carbureted engine. Boogie was fun to drive and drew many comments on its styling and performance. Boogie had been restored by Lance Wilson and was his private boat for several years. I convinced him to part with it in 1994 and I kept the boat in Michigan until moving it to Smith Mountain Lake in 2000. I sold Boogie to a neighbor in 2012 and it still resides at the lake. Both Spectacle and Boogie had ignition system components and carburetors from automotive suppliers. The barrel back continues to be a sought after styling icon that has an ageless appearance. Two of the best restored 17 ft. barrel backs reside here at SML; AMIE owned by George and Joan Blosser and SYBIL Owned by Roger and Sybil Smith.

## DameBJ

DameBJ came to my attention in 1998 as it was nearing restoration completion in Lance Wilson's shop. I purchased the 21 ft. 1938 Hackercraft triple when it was 90 percent complete. My children created the name which names the entire family; Delores, Alisa, Mike, Eileen, Bryan and Jeanne. This boat probably had a Chrysler L6 engine when originally built but was powered with a marine conversion of a 1974 351 cu. in. V8 with a high lift cam from a previous car racing life. It is also interesting to note the late 1930s Chrysler steering wheel in this boat application. The boat still had the 351 engine and on a recent run clocked 38 MPH at 4000 RPM. The current ACBS directly lists two of these models in the USA. I still own DameBJ and run it frequently on SML.

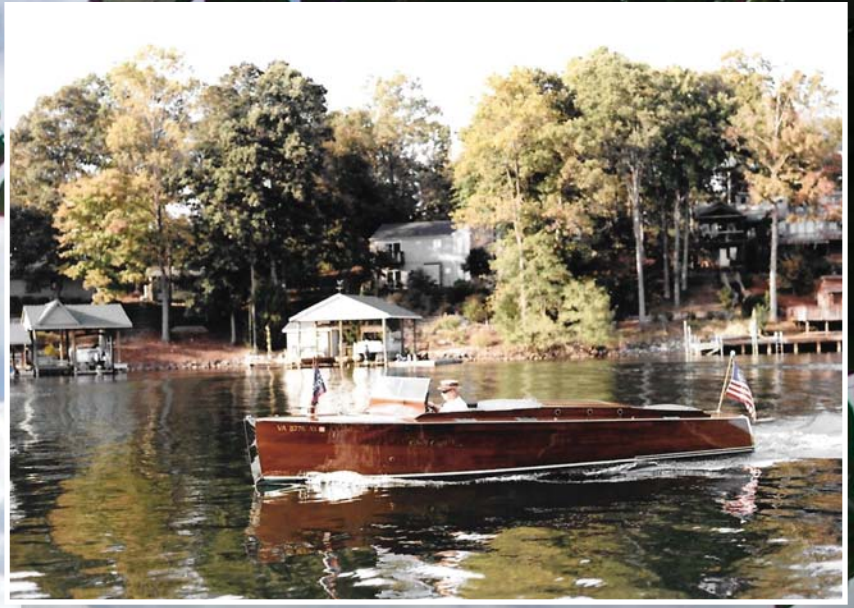


## Flapper

Flapper is a 1926 Chris-Craft 26 ft. triple acquired from Bill Monroe in 1989. Bill had found it in a barn yard in Saginaw Michigan in very bad condition. I purchased the boat as is with the Kermath 150 engine that was in it. The boat was in storage in Morin Mahogany Marine in Bay City Michigan and Doug Morin agreed to undertake a complete rebuild. The engine would be rebuilt in a separate shop.

The Morin shop began a four year rebuild from the keel up, one rib at a time, using the old pieces as patterns. Through Mariner's Museum I discovered that the boat had originally been purchased from Chris-Craft by Kermath Engineering Co. The hull was complete and ready for the engine in 1992, but the Kermath would not run properly. The boat was powered by a Crusader 454 V8 and ready for a successful water test in the fall of 1992. The fully trimmed boat was ready in 1993.

The Kermath had to be torn down and rebuilt again by George Shin in Florida. The Kermath was installed in Flapper in 2002 and is still running today. The boat was recently sold to a collector in Ohio who had three other Kermath powered 26 to 28 ft. triples. The current ACBS directory lists four of these models in the USA. Of particular interest to collectors in the original ownership by the Kermath Co. The records from Mariner's Museum show the original engine as a model 100 which proved to be too small for this boat. It appears that Kermath used the boat for testing and demonstrating but unfortunately no records existed in Michigan showing when the boat was sold by Kermath and no record of interim owners.



## Symphony

My last acquisition is Symphony which is a 1929 21 ft. Morris launch built in Hamilton Ontario. Symphony was found in a marina storage building in the Muskoka lakes north of Toronto in 1985. It was purchased for thirty years unpaid back storage. Lance Wilson undertook a complete rebuild from the keel up and George Shin rebuilt the engine.

The hull restoration required removing a fiberglass coating that had been poorly applied and replacing all of the ribs to allow reuse of the oak side planking. The engine exhaust manifold was badly rusted and George fabricated a copper manifold to replace the iron casting. The engine is a Buchanan Midget of 1 liter displacement and approximately 25 horsepower. This boat completed in 1998 is for show and slow (very slow) cruising. All of the deck and interior is new mahogany. The long narrow round bottom hull is unstable in rough water and is therefore relegated to calm days. Symphony is the only 21 ft. Morris listed in ACBS.



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# 1949 Peterborough Runabout

- By Karl Hellinger

Karl Hellinger found this 1949 Peterborough runabout in a boat storage shed at Lake Pythonga in upper Quebec, Canada. It had been in storage for many years and deteriorated to great extent. In 2012 Art and Rosalie Cournoyer and Karl and his wife Barbara made the 15 hour trip to Canada, loaded the boat on Art's trailer and brought it back to Smith Mountain Lake. Garaged in Karl's shed at SML, he and Art proceeded to dismantle and remove the interior. They worked several months stripping and sanding the exterior.



Interior deterioration after many years storage



Found in a barn at Lake Pythonga, Quebec



Lots of work ahead to strip and sand



Loaded and towed to Smith Mountain Lake



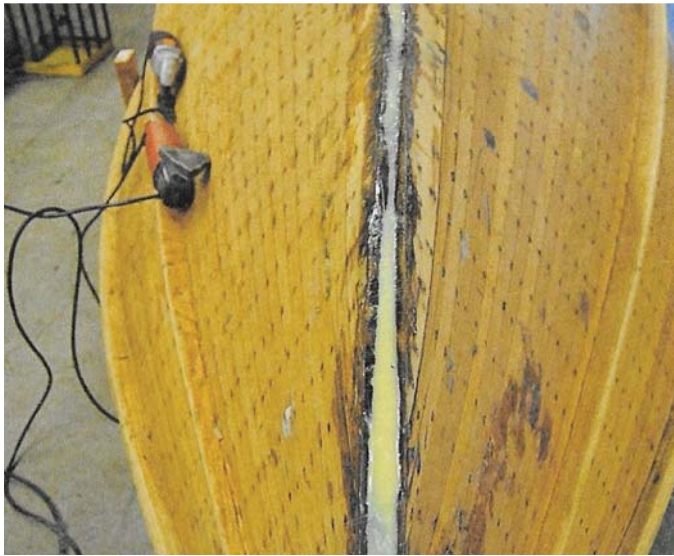
Interior gutted before sanding and finishing



Found in a barn at Lake Pythonga, Quebec



Replacing parts of keelson with white oak



Removed stem and keel, filled in with new wood and filler



Seal coat and prep for finish



Two coats of red epoxy paint



Replacing the full stem



Finished deck and hull

The boat was then moved to Art's workshop to facilitate continued renovation. More stripping and sanding, building and replacing rotted wood continued. The Peterborough is constructed of Cedar strips with Oak ribs. A decision was made to do an extensive renovation rather than complete restoration due to the unique original construction of the boat. Six years of on and off work schedules finally culminated to the final rendition of an old boat returned to the waters of SML, for it's Maiden Voyage Again.



Finished interior looking forward



Finished interior looking aft

## OLIVIA - 1946 Chris Craft 22' Sportsman - *By L.W. Tarves*

Olivia is a 1946 Chris Craft 22 foot Sportsman. It was originally shipped to the Dale Yacht Basin in Bayhead, N.J. in July of 1946. Over the years it somehow made its way to Somers Point, N.J. which is where it was when I purchased it in June of 1986. At this time it was obvious that the boat had not been in the water for a few years.

The original six cylinder engine had been replaced with a Gray Marine V-eight engine and was not operational. I brought the boat home, cleaned it up and began to do repairs. It was never my intent to make the boat fully restored, but a good safe user boat.

Over the years the boat became an on-again and off-again project. During this time 98 percent of all the screws, nuts and bolts were replaced or tightened up. Except for a few damage repairs, most of the work on the boat is original including the bottom which has never been removed from the boat.

The Grey Engine has been replaced with a Chris Craft V-eight (circ1983). As mentioned before, I do not consider the boat restored but rather repaired and maintained as required. Because the boat has not been in the water for more than 34 years, it does need to swell up, after which four or five more coats of varnish will be applied and the lettering and decals will be put on.



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# Water Lily - 1955 19' Chris Craft Capri

- By Bill Garrecht

In 2009 I was looking for a project boat. I looked at this Chris Craft Capri and it was the perfect project with no surprises. It needed full restoration. A plus is that it was stored for almost 50 years, out of the water. The framing was 98% good and true, although some needed to be restored or replaced. We rolled the boat over and removed the bottom. That required taking out over 2000 screws, and my daughter, Lily, helped a lot. By the way, the boat is named after her. The bad and broken frames were replaced with 7/8 inch mahogany, along with some rear framing around the prop shaft. New plywood was fitted to the bottom frames with 2 full sheets per side, and fastened down using copper nails and 3m 5200 adhesive. Next, the plywood was covered with 1/2 inch mahogany, bedded down with 5200 and 1-1/2 inch silicone bronze screws.



Delivered to Bill's shop from it's years of storage.



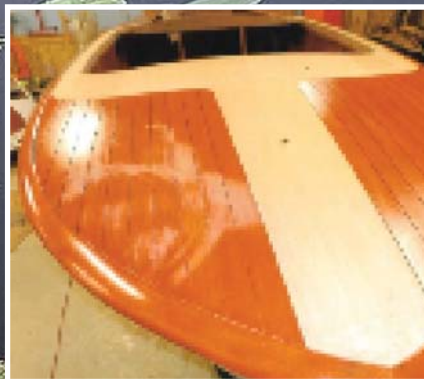
Club members helping turn boat bottom up.



Bottom and side planking removed.



Bill pondering the next task for the new deck.



More bleaching and stain patterns.



New planks installed and sanded for varnish.



Bleached and sanded exterior.

Turning the boat back right side up, we removed the sides from the framing. New battens were made with 1/2 inch mahogany. The lumber on the sides were book matched, meaning one piece of lumber was used in the same location on both sides of the boat, ripping one board in half, then planed down to 1/2 inch thickness, and fastened with 5200 and silicone bronze screws. Some steaming was used to bend the boards in place. Attaching each side board was done to both sides at a time, keeping the hull in it's original shape.

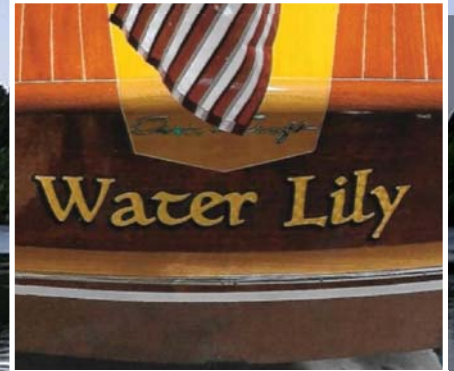
The top deck was the hardest task, as it had a lot of rot in the shelf board under the cover wood. It required the whole deck to be reframed with 7/8 inch mahogany and shaped with a power planner, and deck seams made with a trim router. Sanding seemed to take forever and was very physical. The entire outside of the boat was bleached so that the stain would look more uniform. The center of the deck was not stained, and got it's deep yellow color from the 9 coats of varnish applied to the whole boat.



Engine being removed for rebuilding.



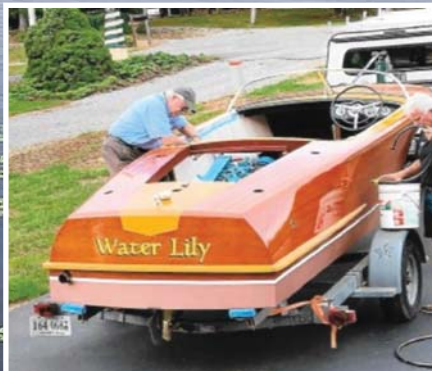
New upholstery and interior finish.



Gold leaf lettering for the name.



Engine after rebuilding and installation.



Larry Tarves making adjustments.

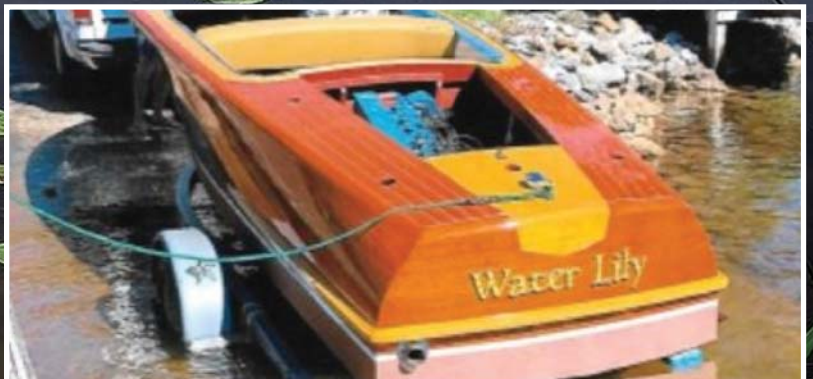


Final checkout before launching.

After the original Hercules KLC motor was returned from the machine shop, Alan Frederick helped with the assembly, with rebuilt carburetor, fuel pump, starter, water pump and generator. Six volt wiring was replaced with a 12 volt system and a fuse box added. Original gauges were rebuilt and restored. All the chrome was re-chromed, and we added a bilge exhaust fan system for extra safety. Barb's Upholstery did the beautiful work replicating the interior, using sample scrap pieces from the original design.

Work on this boat couldn't have been done without the help of club members, especially Larry Tarves and Tom Hilliker for all their technical and physical help when needed.

Some materials used were: Philippine mahogany lumber, 4000 silicone bronze screws and carriage bolts, West epoxy, Gorilla glue, 50 tubes of 3m 5200, 2 gallons of varnish, stain, 5 line masking tape, copper bottom paint, miles of electrical wire, lots and lots of sandpaper – 80,120,220, 320, and extreme patience all the way.



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# 1942

## Chris-Craft

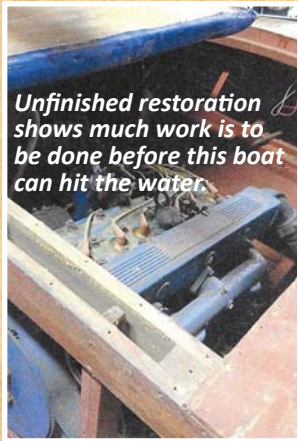
### DELUXE RUNABOUT "BARREL BACK"

By George Blosser

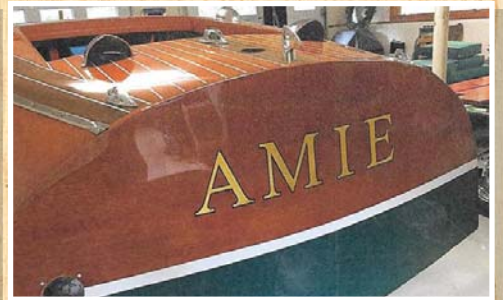
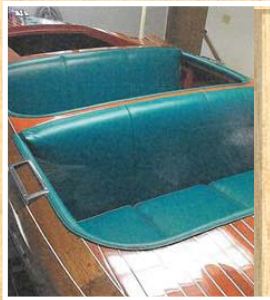
The boat was originally delivered to the Chris-Craft dealer in Chicago, Illinois, from the Chris-Craft factory in Algonac, Michigan, on March 30, 1942. Its whereabouts were unknown until Dr. Allman bought the boat in 1986. He moved to Smith Mountain Lake in 1991 and started a restoration project on the boat. Unfortunately he became sick and never finished the project. His daughter Melinda Clapp contacted me and after some discussion within our Antique and Classic Boat Chapter, we purchased her in July of 2014.

Given the condition of the boat a complete restoration was required. Fortunately all of the parts were there in the Dr's garage and they had been carefully labeled. Hence rebuilding of the boat was possible although admittedly in some respects it was a 17 foot jigsaw puzzle. After 3 years and 750 hours the project was completed in time for the Smith Mountain Lake Boat Show in September of 2017. She received the Claude Watson Craftsmanship Award for an owner restored boat at the show. The boat is named after our family dog Amie, who is an 8 years old Yellow Labrador Retriever.

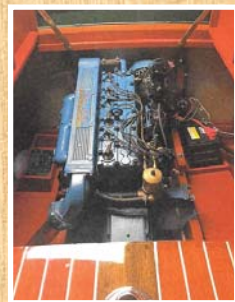
In 2018 the Amie Boat was featured in one of the industry's leading publications Classic Boating Magazine. The editorial staff had learned of the acquisition story from the previous owner's daughter Melinda Clapp. Her interview and subsequent article was completely unknown to us until the magazine arrived in our mailbox. The Amie boat was further recognized during the 2018 Smith Mountain Lake Boat Show by receiving the Peoples Choice Award. Keep your eyes open for Amie out "cruising" on Smith Mountain Lake which she does on a regular basis.



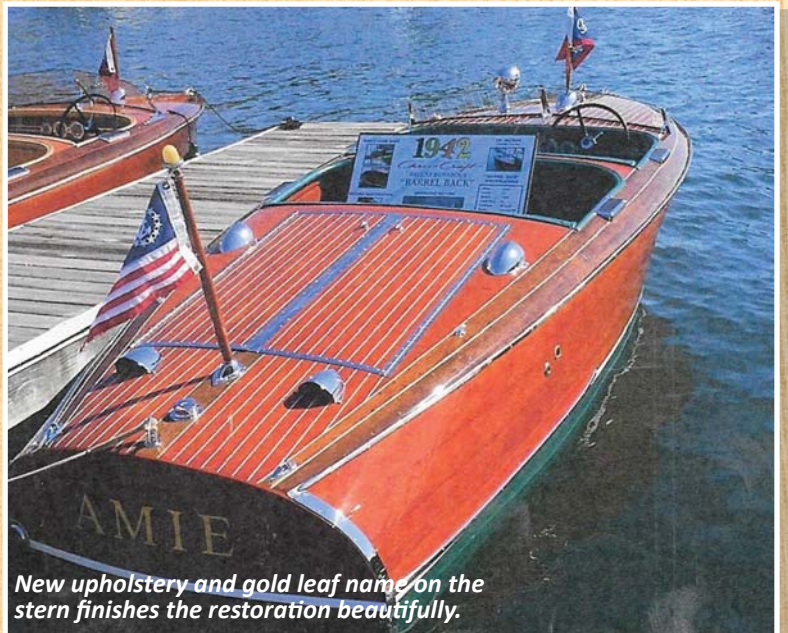
Unfinished restoration shows much work is to be done before this boat can hit the water.



Freshly rebuilt engine and spotless engine compartment.



Sanded down to good wood then applied 15 coats of marine varnish.



New upholstery and gold leaf name on the stern finishes the restoration beautifully.

## *A New Challenge for Antique and Classic Boat Ownership* - by Dave Van Ness

I do not wish to sound overly pessimistic in this brief article, but I think it is important for those of us that love our classic boats powered by classic engines to understand what is happening in the "world of parts supply." The familiar engine manufacturers for these boats had a large network of parts suppliers and distributors. Just to mention a couple: Mack Boring in New Jersey, Stokes Marine in Michigan, and most boat yards and marinas would stock, in large quantities, the most common parts and hold accounts with all of the supporting manufacturers. Parts such as exhaust manifolds, carburetors, water pumps and ignition parts and any other part that you could possibly name were available in abundance. As the engines aged, a fairly large business arose to supply maintenance and repair parts and at some point enough parts to do a rebuild of an engine, if necessary. Take for example, gasket sets for just about any make or model engine were, during the 1960's, readily available and not terribly expensive. Most of the flathead engines used Zenith carburetors and most marinas or suppliers had any repair kit or jet available that you might need. In fact, most carburetor repair kits, at that time, were called Master Kits, which included all the parts of the carburetor except the actual body castings. Ignition parts were available at any auto parts store and the Presto-Lite Company that made most of the parts continued to produce them in high quantities and high quality. It would be easy to continue to mention each engine component, but the story remains the same. All of these companies were able to fill the needs of the boaters of the day.

Boating started to change in the 1960's. Of course, we saw more fiberglass boats and less wooden boats. Many of the boatbuilders could not make the transition to fiberglass, so they slowly started to disappear. This was certainly true with the marine engine companies like Graymarine, Chris-Craft, Palmer, Kermath, Chrysler as a new generation were being produced such as Mercruiser, OMC, Crusader. Distributors and marinas were left with inventories of engine parts that they were selling in less quantities and it finally came to the point that many of these distributors were more than willing to dispose of these parts or sell them to make way for the next generation of engines. These old inventories became the dominant source of parts for vintage and antique parts suppliers and created niche businesses for those who were willing to invest the time and money and who were connected through nostalgia to the past. One person that comes to mind who was a master at finding these inventories was John Dubickus. Many of you knew of his company, Duby Marine. He, along with others, was able to supply in a timely fashion many of the things needed to keep the vintage engines running. When I first got into this business, many of the companies that still had inventories were willing to part with them for very little; some times it was just a matter of picking up the inventory of parts as there was no longer a business for it that could support marinas or parts distributors. I started my business by being given the complete Graymarine inventory by a large boatbuilder in New England. This consisted of truckloads of new parts and engines that were simply deemed "out of date." With this came countless other acquisitions of parts for other vintage engine manufacturers which supported a prosperous engine parts company and engine remanufacturing business.

Again, not to discourage anybody from owning a vintage boat and engine, but to put it into the context of the challenges that now exist; many of the parts, such as manifolds, pistons, piston rings, bearings, ignition parts, and even gaskets are drying up rapidly. This means that a good portion of a vintage parts supplier's time is dedicated to sourcing or manufacturing replacement parts. This affects the boat owner in several ways: it, of course, increases the cost of the parts from what the pricing was not that long ago, and also increases the length of time it takes to get quality parts to repair and/or rebuild engines and components. Both issues cause some frustration for everyone involved. I know I have mentioned already that I do not wish to discourage anybody from having the enjoyment of owning a vintage boat with a vintage engine. Many of the needed parts are in stock and readily available, but in trying to manage expectations, it is important to understand that it is not as easy as it once was to be able to provide every part on short notice.

The good news is that all of us in the vintage boat business are friendly competitors facing the same challenges, but we are able to work closely with each other. Where large companies have stopped manufacturing vintage parts, each one of the vintage parts companies has been trying to pick up the slack by reproducing the needed parts. In closing, I am sure that this hobby will continue to grow and parts will continue to be available, but it is important to express the challenges that the current vendors face while trying to keep vintage boatowners up and running.

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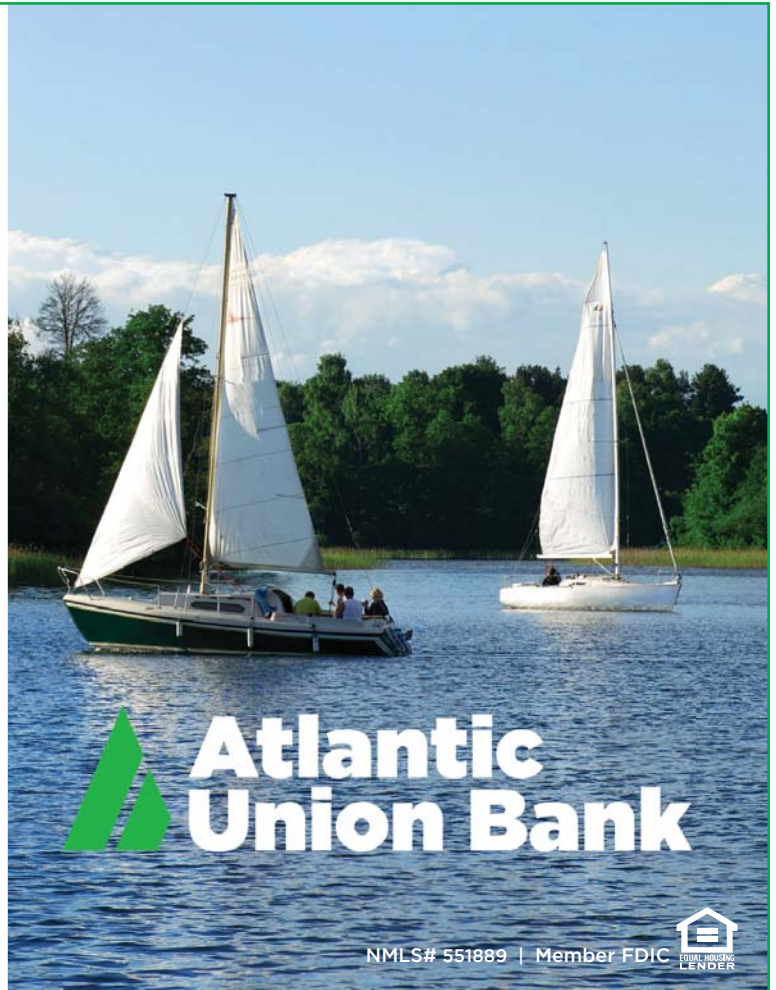
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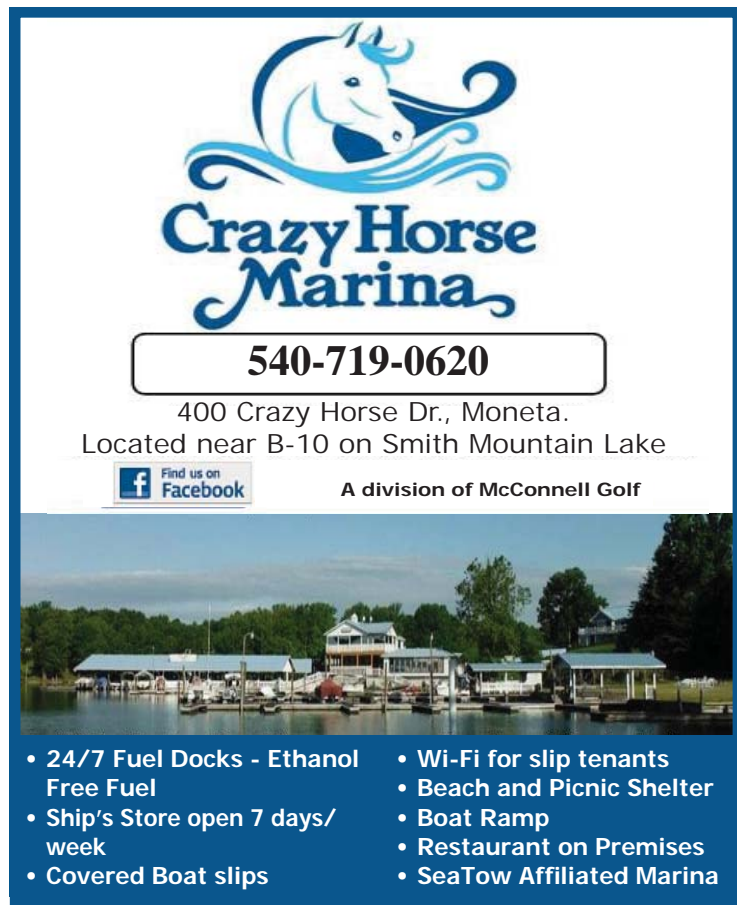
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## Summertime Pet Safety

By Dr. Brian Weitzman



It's a lot of enjoyment to have your pet participate in outdoor activities with you during the summer. But just like people, too much activity with warm temperatures and high humidity can lead to heat exhaustion, heatstroke, and even death. Here are some things to consider about summertime safety.

### Some pets are more heat intolerant:

- older dogs
- short nosed dogs (i.e. shih tzus, boxers)
- overweight dogs
- very active dogs, like hunting and working breeds

### Signs to look for if your pet is overheating:

- excessive panting
- lack of coordination or not as responsive to commands
- tongue is bright red or turns blue
- vomiting or diarrhea
- your pet collapses or starts convulsions

### What to do if you see any abnormal signs:

- Immediately stop activity and make your pet rest in a cool place.
- If able, put inside where air conditioning is and put in front of a fan
- or, put in a cool body of water like the lake or a baby pool, or run water from a garden hose over the body
- Offer cool water to drink but do not force to drink if unable
- seek veterinary care if pet does not start to respond within 10 minutes

### Prevention:

- Always have plenty of shade and water available when outside
- Do not allow your pet to over exercise. Working breeds can become too focused and will not stop on own so force your pet to rest in the shade and drink water often
- NEVER leave your pet in a car unattended on a hot day
- Knowing your pets athletic abilities and tendencies, taking the necessary precautions and knowing what to watch out for and how to react is paramount to a fun safe summer spent outside with your furry fourlegged family member.

Dr. Brian Weitzman practices at Smith Mountain Lake Animal Hospital. He can be reached at 540-297-9188 or smlanimalhospital@aol.com.

# NOTES FROM HAGERTY CLASSIC BOAT INSURANCE

## Top five wooden boats with hot rod hearts *by Brett Lirones*

Holy smokes,” he exclaimed, “is that a Ford Interceptor?” Sure enough, nestled in the bilge of a mid-’60s Century utility was one of Ford’s muscle car gems: the mighty 427. My coworker, Kyle Smith, and I had been walking the docks of the Les Cheneaux Islands Antique Wooden Boat Show when we encountered the high-powered Resorter. The event, hosted every August in Hessel, Mich., was his first exposure to the wood boat scene. But his reaction opened my eyes to the crossover between “car folks” and “boat folks.”

Ultimately, a gearhead is a gearhead. It doesn’t matter if the engine is in a speeding metal box, or in floating mahogany furniture, a proper muscle car motor will always grab our attention, regardless of the wrapper. Following are Hagerty’s top five wood boats with hot rod hearts.

### 5. Century Resorter – 427-cid Ford Interceptor

Who doesn’t love a sleeper? A vehicle so common and plain that most folks would never imagine the power lurking beneath. Ford was famous for such cars, dropping its “total performance” 427 Interceptor into 1960s Fairlane and Galaxie boulevard cruisers. Thankfully, the sleeper-spec 7-liter wasn’t only limited to Ford’s full size offerings. It also found its way into a number of unassuming Century boats – including the relatively-compact Resorter. In aluminum-intensive marine guise, this engine offered significant weight savings when compared to General Motors’ Big Block engines, while still producing a healthy 300-hp and 438 lb-ft of torque. With output like this, it’s no wonder Century calls itself “the thoroughbred of the boating industry.”

### 4. Chris Craft Super Sport – 327-cid Chevrolet Small Block

“She’s got a Corvette motor.” How many times have you heard this familiar line as the hood is popped on a classic GM muscle car? It goes without saying that there is a certain level of pride in having a ‘Vette-spec engine between the fenders – especially if the vehicle has a stealthy exterior. It’s true in the wood boat world, too. Under the lid of this Chris Craft’s utility sits Chevrolet’s 327 Small Block. Waterskiers beware, as this V-8 is synonymous with early ‘60s performance and is certainly more than qualified to deliver the “sport” in this boat’s name.

### 3. 1965 Riva Super Aquarama – Twin 440-cid Chrysler Big Blocks

Excess is the muscle car kingdom’s golden rule: Excessive style, excessive size and, most importantly, excessive power. Well, this Riva’s

got all three covered. Style? Check: Italian design with polished chrome, white interior and teal accents. Size? Decks of Philippine mahogany, 29 feet long should suffice. Power? Oh yeah. Under the beautiful varnished engine hatch are not one, but two Chrysler 440-cid V-8 engines. With each big block putting out in the neighborhood of 330-hp, we’re fairly certain this falls in the “excessive and then some” category.

### 2. 1936 Ditchburn Runabout - 221-cid Ford Flathead V-8

Hailing from Lake Muskoka, the Canadian marque Ditchburn is renowned for its beautiful dark mahogany runabouts produced prior to WWII. However, one lesser-known feature is its thumping heart, the Flathead Ford V-8. At a time when most wood boat manufacturers were installing large displacement inline-6 engines, having the granddaddy of the hot rod movement as your power source is definitely notable. While these earlier 21-stud models produced only 84-hp, their visual presence and distinctive burbling exhaust note more than offset any deficiencies in power or refinement.

### 1. Chris Craft Cobra – First Generation 331-cid Chrysler Hemi V-8

Chrysler’s letter cars weren’t the only machines graced with early Hemi power. Chris Craft powered 21 of its sporty, gold-finned Cobras with a 331-cid version of the legendary engine in 1955. A detail that few may recognize rests on top of the hulking cylinder heads. Marine versions of this engine required slight bumps in the chrome covers due to the increased valve-lift over their automotive counterparts. These changes helped produce a solid 250-hp at a sustained 4400 RPM — remember, revs don’t tend to rise and fall as rapidly in boat applications. So to answer your question, “Yeah, it’s got a Hemi.”

- The above material originally ran on Hagerty.com



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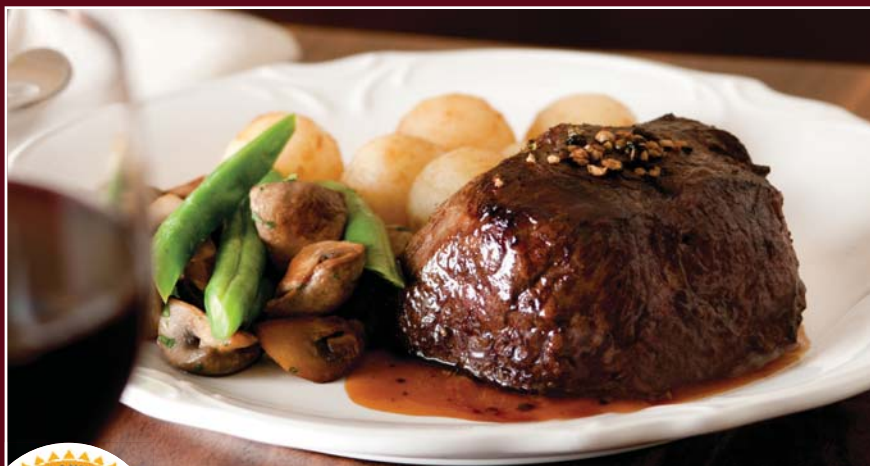
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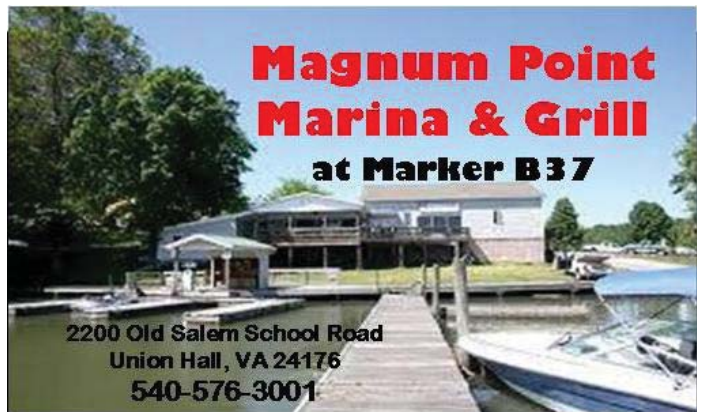
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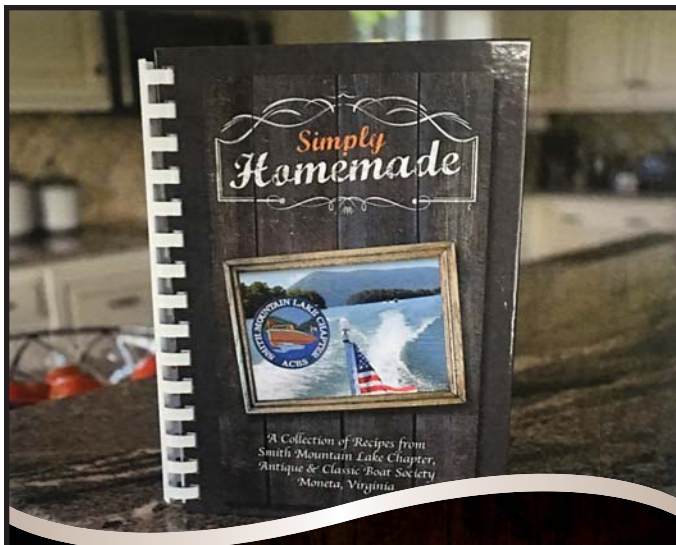
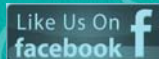
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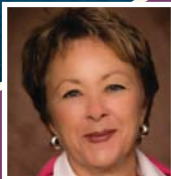
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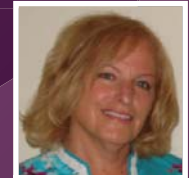
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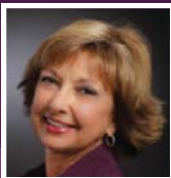
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