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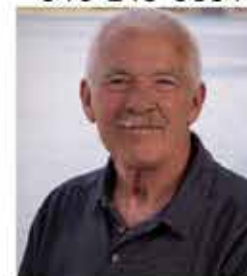
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## SML ACBS Club

The Smith Mountain Lake Chapter strives to promote the restoration and preservation of antique and classic boats: and to promote the activity of antique and classic boating on Smith Mountain Lake.

Membership is open to anyone with an interest in these beautiful boats - you don't need to own a boat to participate and appreciate them.

Meetings are held monthly on the second Wednesday of the month, at 7:00 p.m. at the Moneta Public Library. For more information, contact President John Coffman at 443-204-6500 or email us at [jecoffman@verizon.net](mailto:jecoffman@verizon.net).

SML Chapter Antique and Classic Boat Society  
P.O. Box 332, Moneta, Virginia 24121



The two boats illustrated on the cover depict twin 1948 Chris Craft Custom Sedans, the Shady Lady and Made in the Shade, that cruise regularly on Smith Mountain Lake. The boats are owned by Alan and Jean Frederick and John and Beth Coffman both of whom are members of the Smith Mountain Lake Chapter of ACBS.

*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. © 2023 Smith Mountain Lake Antique & Classic Boat Society.*

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# President's Message 2023

The theme of our 31st Antique & Classic boat show is “Double Vision: Celebrating Sister Ships”. A sister ship is a ship built in the same shipyard from the same plans. As you stroll through the docks during the show, you’ll see many examples of boats of the same model built by the same builder. Even though boat builders such as Chris Craft and Century built a lot of boats back in the day, the numbers built were fairly small compared to automobile manufactures. For example, in just 1957 Chevrolet produced over 700,000 of one of their popular car models the Belair whilst Chris Craft only produced a total of 786 of one of their popular boat models the Capri 19 over a four-year period from 1955-1958.



Please mark your calendars for Saturday September 16th from 10am-4pm to come out and see approximately fifty boats on display in the water and on land at Crazy Horse Marina. There will be free admission and parking along with a variety of boats from wood to classic fiberglass to metal and even canvas covered canoes. Visit with the boat owners and feel free to ask about the history of their boat. Many of our members have done their own restoration and are happy to talk about the process. See how many “sister ships” you can count and catch a ride in one of those beauties. You may find a new hobby in the world of antique and classic boats where we all are just caretakers of these magnificent snapshots of days gone by.

The Smith Mountain Lake Chapter of the Antique & Classic Boat Society would like to thank all our sponsors and advertisers supporting our boat show which allows us to keep this a free event for the public. I ask our members and the public to support them and their businesses. Finally, I want to thank all the volunteers that came together to make the show happen again this year.

*John Coffman*  
2023 SML-ACBS President

## Schedule of Events

Friday, September 15, 2023		Saturday, September 16, 2023	
9:00 A.M. – 3:00 P.M.	Launch boats and Check-in at Registration Table	7:00 A.M. – 10:00 A.M.	Launch boats and prepare for show
2:00 P.M. – 3:30 P.M.	Guided cruise on SML	8:00 A.M. – 10:00 A.M.	Check-in at Registration Table
5:30 P.M. – 8:30 P.M.	Social: @ Crazy Horse Marina (Cash bar & Buffet of Latin-American style Tacos, Quesadillas, etc.)*	10:00 A.M. – 4:00 P.M.	Boat Show (Open to the public)
		4:00 P.M. – 5:30 P.M.	Boat Retrieval Assistance
		6:30 P.M. – 9:30 P.M.	Boat Show Awards Dinner @ Copper Cove Clubhouse (Cash bar)*

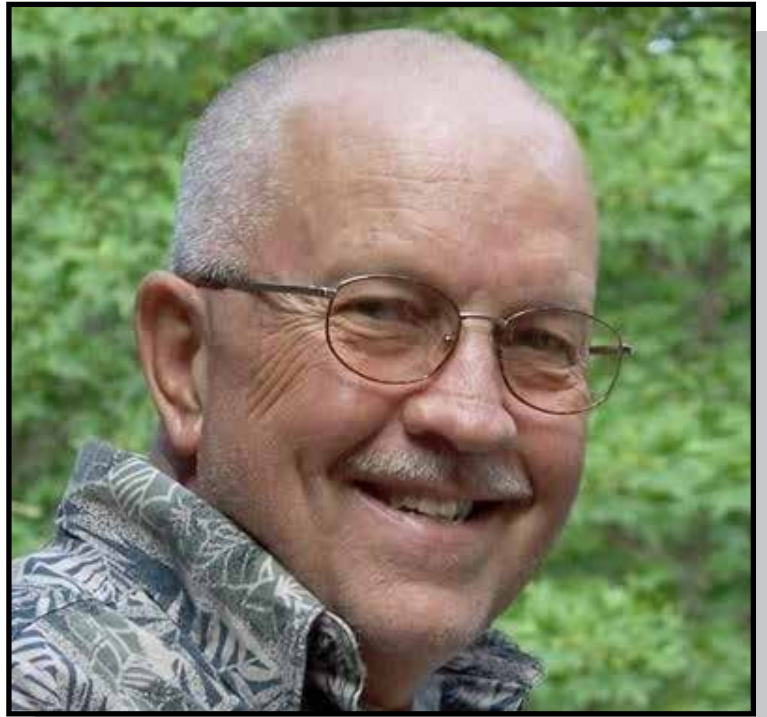
*\*Must be preregistered to participate in these events. No outside alcoholic beverages allowed at food events.*

*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 the mail early.*

SML Antique & Classic Boat Show Society, P.O. Box 332 Moneta, Va. 24121 | Crazy Horse Marina, 400 Crazy Horse Dr. Moneta, VA 24104

## In Memory of Don Clement

Don Clement a long-time member of the Smith Mountain Chapter passed away suddenly on September 5, 2022. Don and his wife Carol were active members with their 16 foot Chris Craft Special Runabout and later with a 1964 Classic Thompson Thomboy. They enjoyed participating on many cruises and boat shows. Don and Carol moved to Florida but returned to visit the Antique Boat show as often as his health permitted.



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## Summertime Pet Safety

*By Dr. Brian Weitzman*



Boating on the lake is awesome fun, and bringing along a four legged enthusiastic companion is a fantastic enhancement. In general, boating has its risks, and there is increased responsibility and planning that comes along with the addition of a furry friend. Smith Mountain Lake has tons of great attributes including miles of shoreline with many marinas and amenities in

close proximity to encourage safety, but nothing beats preparation. The following is a short list of things to pack and to think about prior to leaving the dock for a day on the lake.

First and foremost in pet safety is hydration and floatation. Always make sure you offer fresh water to your pet on a regular basis. Bowls get spilled and dogs get anxious. So offer and encourage water consumption especially when not moving or if you find a spot to get off boat as dogs can get motion sickness just like us. Even if your pet is a natural swimmer, drownings happen so investing in a life vest could be the difference if a dangerous situation arises.

Other common scenarios are burns from hot boat surfaces, torn toe nails and rip rap wounds. Purchasing a commercial pet first aid kit or collecting your own supplies can turn an injury from a long process into a quick fix. Essentials to a first aid kit include antibiotic ointment and minor bandaging materials. Torn toe nails attempting to get into a boat or burns from hot surfaces can be helped by applying some topical ointment and a soft (not too tightly) bandage to give some comfort. Rip rap pad tears are extremely common and can be similarly treated until safely back on shore.

Oral medications for motion sickness and some anti-diarrheals are a great idea to have onboard to limit an emergency "clean-up". Oral anti-histamines are also essential as insect and other venomous creatures are all around the lake.

All recreational activities have inherent risks and boating is not any different. So being prepared for the risks is essential to a good time. And adding the responsibility of bringing along a pet increases the risk but doubles the pleasure.

*Dr. Brian Weitzman has practiced at Smith Mountain Lake Animal Hospital for the last 25 years. He can be reached at [smlahospital@aol.com](mailto:smlahospital@aol.com) or 540-297-9188.*



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# Double Vision



We are lucky enough to have two 1948 22' Chris Craft Custom Sedans that call Smith Mountain Lake home port. The "Shady Lady" owned by Alan & Jean Fredrick is hull number 10 and "Made in the Shade" owned by John & Beth Coffman is hull number 78.

A total of 436 Sedans were built by Chris Craft between 1948-1954. Several different flathead six-cylinder Hercules engine models were available. However, the only upholstery offering was gray with blue trim and a Chinese red flooring. The topsides on the 1948 and 1949 models were painted white since they were made of cedar in lieu of varnished Philippine mahogany, which was due to delays in procuring mahogany immediately after World War II. Noteworthy these boat builders were not building pleasure boats during the war but building landing craft, patrol, and other boats to support the war effort.



The Shady Lady was originally delivered to Lake George, NY and was later sold to a couple in Lake Hopotcong, NJ. We then purchased the boat in September of 1989 from Wayne Mocksfield's Marina and brought the boat to the upper Niagara River where we enjoyed her until 2001 when we then put her in storage because she needed a new bottom.

After retiring to Smith Mountain Lake, we finally got her back in the water in May of 2020 after an extensive “re-fresh” including a new 5200 bottom, engine rebuild, new 12V wiring system, new linoleum flooring plus fresh paint, stain, and varnish. She still has her original 130 hp Hercules “M” flat head, 6-cylinder engine.



“Made in the Shade” was delivered new from Chris Craft to the Hollar Hosiery Mills in Hickory, North Carolina, on March 25, 1948. The Coffman’s are the fourth owners and Beth was able to purchase the boat in 2022 from Mr. Leonard of Lexington, North Carolina after Mr. Leonard stated, “In all my years of age I never met a wife so excited about a boat!”

The engine has been rebuilt however it is the original Hercules “M” delivered with the boat. The interior and exterior colors and have been preserved as delivered by Chris Craft.





# Lowell

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# Where Do Boat Donations Go?

By Gary Lowell

Have you thought about donating a boat to a charity, but wondered what happens to it? I have an interesting project that came to my shop from a charitable source. I was approached by The BoatUS Foundation to inspect a 1958 Chris Craft 17foot Sportsman that had been donated to them. The vessel was complete with the original K type motor. This boat was donated to the foundation for use in their training programs and it needed a new “non-soak” bottom and system upgrades. Since I had been teaching classes at the WoodenBoat School in Brooklin Maine, we found this an excellent opportunity to not only teach boat owners how to restore their own boats but to also give the BoatUS Foundation a functioning boat at a reduced cost.



To begin the process, I brought the boat to my shop in Greensboro and prepared it for the trip to Maine. We stripped the hardware, engine and all interior fittings. We built a special cradle designed to carry the boat upside down on its trailer.

Our plan was to remove, repair, and reinstall the bottom using the 5200 method. The WoodenBoat School classes are 6 days...6 long full days, with 10 students and we got a lot accomplished. We were able to complete one half of the boat per session. With repairs completed the boat will join BoatUS Foundation's fleet of



boats used for teaching seamanship to the public.

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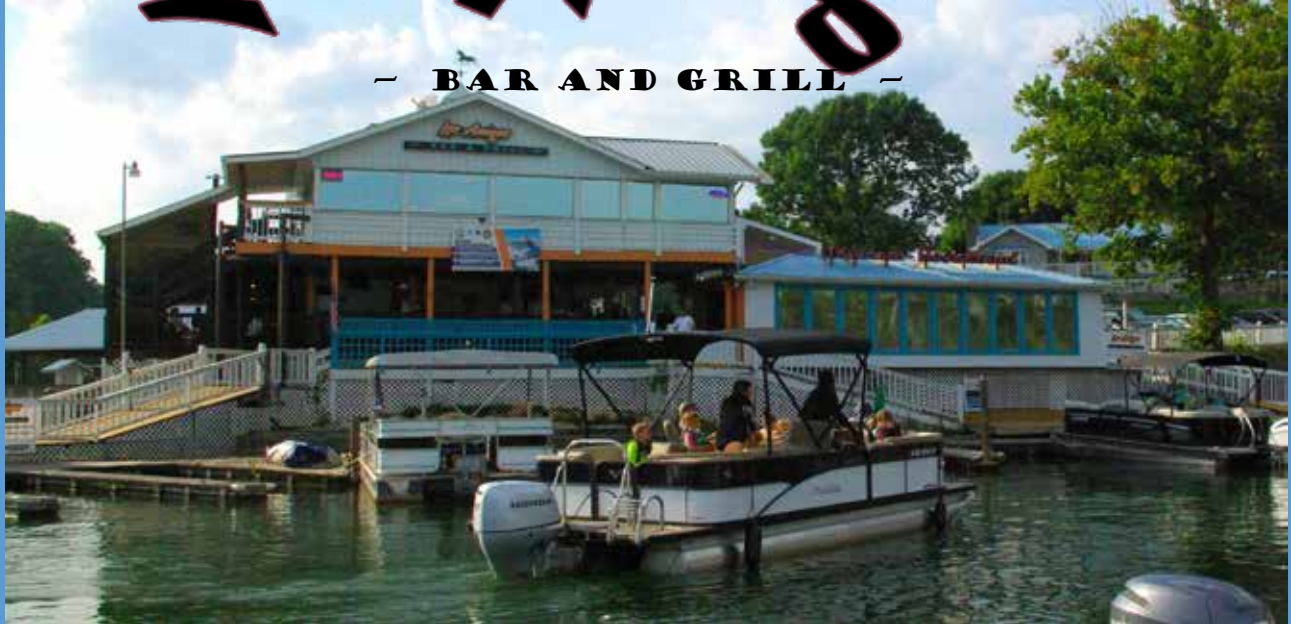
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## *Coronado's Gold*

My first encounter with a Woodie was when my parents bought a boat in my hometown of Grand Haven, MI. The town is on Lake Michigan and the longest river in MI flows into the big lake at GH. As best I can recall, it was a 16-foot Trojan with a 50 hp Mercury outboard. Dad had it in a slip for a couple of years and then used "in and out" service at the marina. I learned to ski behind that boat and when the engine was running, it was a lot of fun.

Fast forward to the 80's. My family always rented a cottage on a small lake just north of Manistee, MI for two weeks of the summer. While visiting them there, the owner said that he had a 16-foot Century Resorter that he was thinking of selling. Would I be interested in going for a ride? But first he had to get it ready since it was still in storage in his garage. Later that day Kris and I went to see the boat and her reaction was "you have to be kidding". The owner had a hose running into the boat and water was leaking out of the bottom as fast as it was going in. I tried to explain that the bottom had to swell before using it for the year, but she was not convinced. She was right, of course, and so I put my thoughts of a Woodie off until I could be on Smith Mountain Lake full-time.





Kris and I named the boat "Coronado's Gold" since the Spanish explorer Francisco Coronado searched in vain for gold in the SW United States, but we found gold with this boat. The serial number of the boat is M57141 and according to Century records came with a Ford Interceptor 215 hp V8. Many of these Ford engines were replaced because of the poor performing transmissions. Currently my engine is a Gray Marine (serial number M6944), a 327 ci. 225 hp V8. Since Gray Marine Serial numbers are sequenced by year and all Gray's with M69nn were installed in 1959/1960 Resorter 19 and Coronado boats, it is likely that the engine was installed in the boat around 1960. By Dave Olson

## *Banshee*



Banshee is a 1955 Century Coronado. The first year for the new Coronado model. I purchased the boat in Alexandria bay, thousand Islands. New York in 1995. By 1997 I had completed a restoration and took it to numerous shows winning a number of awards. By 2015 the bilge pump told me it was time for a new bottom. I spent 4 years with the boat upside down while I replaced all bottom planks with a new 5200 double planked bottom. I also replaced all bottom frames and about half of the upright frames. Also a new keel, stem gripe chines and battens. While I was at it the engine got a total rebuild. She is good as new as long as I keep up with the cosmetics.

Banshee is 20 feet long with a Chrysler V8 Hemi engine. It is 331 cubic inch and 200 horsepower. Century led the way in the horsepower race in the production industries. The big V8s pushed their boats to 50+ MPH.

Banshee is an everyday user boat enjoyed by the family often. It is on the lift and ready to go alongside my other Century, a 1970 Coronado. By John Rieth



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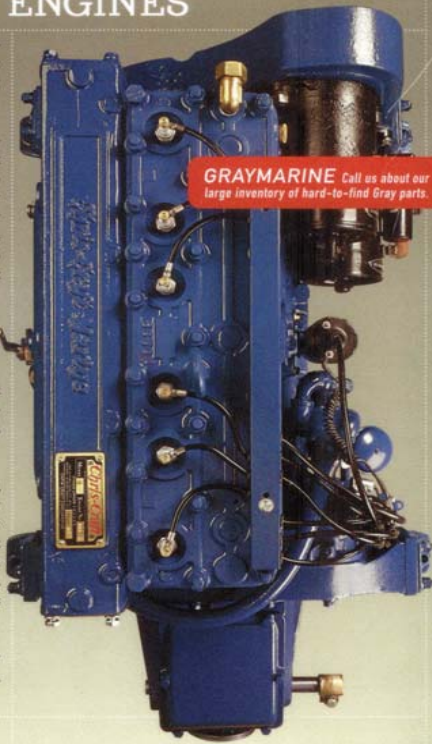
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# Once Upon A Time

We all know this means there is a story coming. It is an unusual story about what an old wooden boat was involved in. If you are part of a boat club, you have heard lots of stories or are telling stories. The SML Boat Club not only has stories, but it is all about the club and its members and what they do for the community they live in. If you live in the area, come join one of our general membership meetings held at the Moneta Library the second Wed of each month starting at 7PM. You will meet lots of great people and you can tell us your story.

The Barnes family has had three wooden boats. A 1950 14 ft. Thompson wooden boat with a 7 ½ Evinrude, a 1956 13ft. Aristo Craft with a yellow bottom and green windshield, a 1956 18ft. Chris Craft Riviera with a KBL 131hp. Here is my story.

The year was 1950 and my twin sister, Geraldine, had just been diagnosed with polio. Our doctor suggested we spend lots of time near the water as that would be the best therapy for her. We lived in Adrian, Michigan and there are many lakes to choose from. My dad found a place called Valhalla Farms located on Walloon Lake in Northern Michigan.

We spent the entire summer at the lake. Dad would come up during the weekends and the rest of the family was there all week. My dad purchased that 14ft Thompson boat with the 7½ hp Evinrude on it. We gave it a workout all summer long, skiing and just having fun. It did wonders for my sister's polio and she was much improved by the end of the summer. We had a great time!



Typical 1950 Thompson Outboard



Typical 1956 Astro Craft

As Paul Harvey would say, here is the rest of the story. It was a nice afternoon and we had just taken the boat out for a ride when we noticed a plane circling the water like it was going to land so we stopped to watch. It landed and taxied close to us. The gentleman flying the plane stood on the pontoon and signaled for us to come closer, so we did.

My sister and I were only 12 years old. He asked if we could tow him to the dock at the home in front of us. It was about 50 yards away, and we said sure. The gentleman on the dock was C. E. Wilson, who in 1953 became secretary of defense under President Eisenhower, and the pilot of the plane was Arthur Godfrey. That was a big deal for a couple of 12-year-old kids to spend about 15 minutes 73 years ago with two well-known individuals. And now you have the rest of the story. Come tell us one of your stories.

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# 1948 Century Deluxe Utility



1950 Photo

While still in Florida in April of 2016, I got a call from fellow boat restorer, Brian Bettinger as he was heading back to NY for the summer. Brian had helped me with some of my boat projects in Florida during the winter.

We both had been looking at a 1948 16ft Century in Eustis FL. The boat had some work done, but the owner had lost interest and wanted to sell. It had a new transom, 5200 bottom and the engine was overhauled but never put back together.



Brian said we should take another look, so I went back for a second look, made an offer and took it home. This became our joint project.

I stored it for the summer in my shop and headed north to our summer camp in northern NY.

Returning in October, I jumped into our new project. I had a pile of rotted wood and boxes of parts to sort out and label. This Century was from Wisconsin and stored for over 50 years by the daughter of the 2<sup>nd</sup> owner who had purchased it in 1950 and had run the Century on Browns Lake in Burlington, WI.





For the next 2 winters Brian and I worked on the restoration of the Century to bring it back to life, a real fun project for us. We launched it in Mt Dora, FL in Feb. 2018, making it the first time it was in the water in over 50 years.

We displayed the boat several times at boat shows in Florida and New York and it currently resides in Albany, New York.

I now have a 13' Lyman and 15' Lyman outboard boats that I have restored.

Steve Rutigliano

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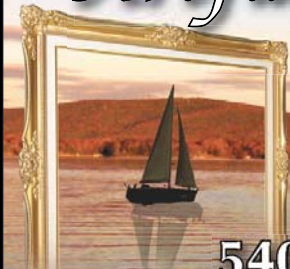
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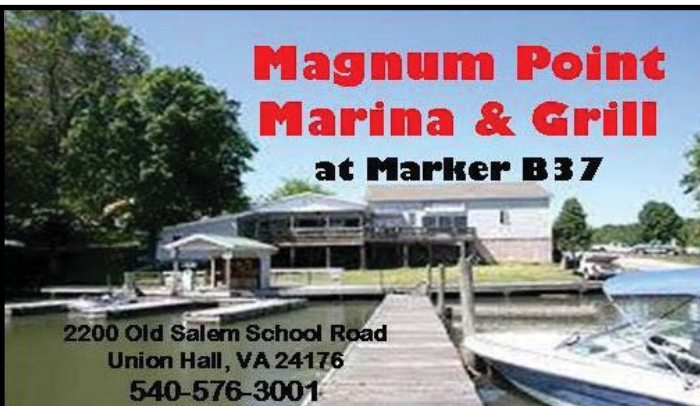
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