



## Messing About In Boats

Monthly newsletter of the NC Coastal & Piedmont Chapter of the ACBS

July 2022

Greeting fellow boat enthusiasts!

Normally, I use this space to make some observations about the weather, recap what's been going on in the club and preview what's upcoming. This time, however, I'll skip all that. (You know what the weather's been like, and you can read for yourself the reports of recent events and the calendar of upcoming ones!) What I want to focus on instead is our content creator and how we can all help her to keep the newsletter entertaining and informative.

In case you didn't know, our newsletter editor is the creative, never-tiring, ever-reliable Judy Hills. She makes sure it gets published every month on time and is filled with lots of useful information. Most of the content springs from Judy's own experiences or creativity. Judy is very active in the ACBS community and can draw on this to fill our pages. But this is a lot to ask of one person (not the least because she also maintains the webpage, keeps the calendar and records the meetings, among other things.)

So, how can we all help? First off, you can make a submission. It can be a full article on basically any topic. As you can see in this edition, we're a club about our members and not just about boats! You can also submit something shorter: Have you heard a good boating joke? Have a product experience to relate? Know of a good boating "hack" you'd like to share? All of those would make good material for the newsletter. How about pictures? They say they're worth 1000 words - we think so, too! Send us your boating pics and let

us all enjoy or commiserate your adventures as appropriate.

Another way you can contribute is by collaborating with our capable scribe, Judy. This is especially helpful for those of us with chronic Writer's Block (yes, I suffer badly!) In other words, let Judy transform your story for the page. She can prepare the raw story into an article with a short email from you, or having a conversation either in person or over the phone. Again, you'll see examples of that in this edition.

And, with that, I'll close this month's column and let you get to the reading that is the heart of the newsletter. Thanks as always to the members to club who worked so hard last month to "make things happen." I especially want to acknowledge Robert and Patsy Blanchard for hosting the meet-up on the 25th, Judy for running the scavenger hunt and other activities, and Alan Hills and Denny Cole for providing some impromptu programming. Steve Filarsky, we wish you a speedy recovery!

To everyone, happy boating and I'll hope to see you at an event soon!

Cheers,

*Jeff Martinson, President*

## Workshop on June 25th at Blanchard Homestead in New Hill

Well we had another eventful Chapter outing. We requested that members attending the event register online so we would have adequate food and drinks. These were slow coming in. Five people that were to have attended were not able to come at the last minute. One of those was Sharon Conley. Bill was on a fishing trip, so Sharon was going to attend anyway, but she got sick and did not feel up to going.

Those attending include: Patsy & Robert Blanchard (our hosts), Alan & Judy Hills, Bob and Molly Banta, John Justice, Joe Peacos, Jared Smith, Denise & Neal Keeter, and Denny Cole (from the Outboard Motor Club).

Our presenter was to have been Steve Filarsky (the Gold Leaf Man), who was to have given a demonstration of gold leaf painting, but Steve had had back surgery and his recovery was not going as smoothly as he had hoped.

So, being the resourceful boaters that we are, we came up with a very last-minute alternative program—we used Robert's Chris Craft Sea Skiff to do a review of the ACBS Official Boat Show Scoring Sheet. This was held in a very large, cool work shed. This was apropos as in this edition of the newsletter is an article on *ACBS Boat Show Judging* and an article by Alan — *Don't Judge Me, Please!!!*. Everyone there was in agreement with Alan on this subject—no one wanted their boats (cars, engines or chuck wagons) judged—they just wanted to have a good time at the shows.

Denny Cole also stepped up. He had brought a small display of his model outboards and gave a brief presentation on this topic.

So while the guys were getting an education, the gals gathered in the air conditioned saloon and had fun with an ice-breaker: Life

Experience Bingo. We shared stories on some of the experiences. We'll long remember Bob's loud-speaker directions to Molly while launching a boat with an RV. Molly won the prize for the most boxes checked, but we would have given her the prize anyway just for her story! After the game, Patsy took the gals on a tour of the property. We had lots of fun with the items in the old Sinclair service station.

The guys and gals gathered for a nice lunch: DIY sandwiches, fruit salad, chips and wedding cake! Yes, it really was a wedding cake. Robert and Patsy's son had gotten married on the property over the past weekend and they were desperate to off-load the cake—so we all obliged!

At lunch the guys had a drawing for an Uncle John's Bathroom Reader which was won by Neal Keeter. Happy reading!

After lunch, Robert took the guys on a tour of the homestead and the gals played another game: a photo scavenger hunt. They had to identify and photograph items on the property such as: hit & miss engine, hand tobacco setter, Zulu LuLu Drink Stirrers, cheese hoops, syrup kettle, whisky still, a butter mold and lots more (70 items on the list). They had half an hour. Patsy got the most—44, followed by Denise and then Molly. The prizes were fun things from the Dollar Store (now the \$1.25 Store! LOL).

So we wrapped up the day and all agreed what a wonderful time we had had. The weather was perfect. Robert and Patsy were the consummate hosts! We learned a few things about each other and about old stuff. Doesn't get much better than that!



Pictures from Blanchard Homestead Chapter Outing



Joe & Neal



Denny



Denny, Robert, Alan, Jared



Denny, Robert, Alan



## More Pictures



Denny, Robert, Alan, Jared, Bob





More Pictures



Patsy



Denise



Molly





More Pictures

Robert & the wedding cake





## Pictures Worth Noting: Beverly Peacos



Many of you know Bev. She can be seen with her husband Joe at almost every boating and Chapter event that he attends, but Bev was conspicuously absent on Saturday June 25th. Joe attended the workshop at the Blanchard Homestead, but Bev attended a contest at her church, the Koinonia Christian Center in Greenville. This 1950s bobby-soxers' outfit won "Miss Fashionista" (our pet name for Bev) a co-award for "Best Outfit." We would note that Bev either made or modified the pieces of her outfit.

Now you might wonder why are we running this picture. First, Bev is one of the best dressed ladies in the chapter and while Joe competes with his boats, she competes with her outfits. And second, Joe put his boat painting skills to work to create Bev's iconic footwear—saddle shoes. He took Bev's white sneakers and painted on the black saddle. So, kudos, to the talented team of Bev and Joe Peacos! (Photo by Joe)

## Pictures Worth Noting: Jared Smith

Jared was able to attend our workshop on Saturday June 25th at the Blanchard Homestead. He was wearing a Life is Good® t-shirt of note. It displayed the message: "I'm Not Old, I'm Classic" and it had a drawing of a wooden runabout.

Now, Jared isn't quite up to the age of many guys in the chapter. We're sure one of his family members gave that to him as a joke, but we do love the message!





## Invariably \_\_It Happens



"But Honey, it just followed me home!" A likely story if I ever heard one.

Alan saw this hydroplane sitting in one of the many sheds on Robert Blanchard's property and immediately his mind started spinning and his heart started fluttering. He was thinking, *"Just what I need—another project boat! It's small and it will fit in my shop. I can get Dave Mahoney to go in with me on it. He has just the engine it needs. I can do the wood and he can do the mechanical. This will work—now if I can only sell Judy on the idea that we won't lose money on this deal."*

Everything begins with a thought and that was Alan's on Saturday June 25th. The next day he scooted over to Dave's first thing in the morning to talk it over, then he headed home to convince me that it was in my best interest for him to be working on another boat. I think he was trying to convince himself more than me that he and Dave were going to make money on it once they got her standing tall and sold her. The conversation was short. My response: "Sure babe! What's one more boat?"

Thus begins another saga in the life of an antique and classic boat "widow."



## Pimping (or “Vintagizing”) a Mercury 500 Outboard by Alan Hills

Most all of you who have attended a nearby boat show or chapter on- water event have seen the Mercury outboard on my Barbour boat. And although the boat itself is by no means a show boat, it's fairly nice. Amazingly, the feature that gets the most comments is the outboard motor. Everyone wants to know what year and horsepower it is. My response to them is that it's the motor that never was. Let me explain...

Judy and I purchased the boat, a 1959 Barbour Silver Clipper Deluxe with a 1977 Mercury 500 50 horsepower outboard, from Ed Arrington out of Charleston, SC in July of 2017. When we picked the boat up, I asked Ed why he hadn't fitted a vintage motor on the boat and he stated quite frankly that “it just runs too good.” We used the boat for the rest of the year and into the next and found that Ed was absolutely correct about the reliability of the motor.

Fast forward to January of 2019. The time had come to address some pressing issues that were bothering about the boat. Those details are a whole other story so I'll just stick to the motor for this one. I decided I wanted a an outboard of the same vintage as the boat to give it more of an air of originality. I contacted the “motorheads” of the chapter and Richard Charles had an old 70 horsepower Mercury basket case motor that was complete as far as all the parts were concerned that he would sell me for a very, very reasonable price. That sounded good to me so we did the deal and Richard dropped it off to me.

I commenced to look the motor over and evaluate what I had bought. I got it to where I could spin it over with the electric starter to test the compression. While doing

this, I realized something wasn't quite right. Now, I know enough about Mercury outboards to get myself in trouble and found that I needed more sage advice to figure out what the problem was. Enter chapter member Dave Mahoney. Without getting into the gory details, Dave determined that the crankshaft was broken. For those of you unfamiliar with engines, this is a very big deal. Luckily, I had not paid much at all for the motor so it was no

great monetary loss. Right about the same time as all this was going down, there was a story featured on Woodyboater about how the Aristocraft folks were fitting vintage cowlings onto new outboards and that got the gears grinding in my head. Maybe there was a way I could retrofit something on my good old Merc 500.

The 70 horse that I had gotten from Richard was a taller 6-cylinder job and my 50 is a 4 cylinder so I couldn't

just swap cowls. There was, however, some real pretty chrome banding and a cool looking handle type thing that sat on top of it. I unbolted these parts and laid them up on the 50 and found that I could work with them with a little modification. After thinking about it a while, I developed a picture in my head of what the possibilities might be. I decided that the shroud and front cover should be chrome or some other shiny looking metal instead of the current black, so I got busy with paint remover and found out that the substrate would never polish up to the sheen I was looking for. I called Dave Mahoney and explained what I was trying to do and he said he had a bunch of old Mercury parts that I could pick through and see if there was anything had that would be suitable. I picked out a polished stainless steel shroud



(Continued on next page)

## Pimping (or “Vintagizing”) a Mercury 500 Outboard (continued)

and chrome front cover that I thought might be usable.

When I got home and test-fitted the new pieces, I was pleasantly surprised to discover the shroud was the exact same height as the original. Unfortunately, it was slightly smaller lengthwise and the closing latches could not be adjusted far enough to hook into the place where they were supposed to attach. None of the parts I had amassed would help out here so it was time to get creative.

The adjusting mechanism was really nothing more than a glorified turnbuckle that needed to be lengthened. I finally solved this issue by cutting the adjusters in half and made up some spacers that were made from small lengths of copper tubing that was tapped on the inside to match the threads of the adjusters. They didn't come out real pretty, but these are out of sight when assembled and they worked just fine.

Once that part of the puzzle was taken care of, I discovered that the chrome front cover I wanted to use was too small and left a ½ inch gap on either side of it. After experimenting with some cardboard patterns, I found a possible solution. I had a hunk of scrap stainless steel sheet metal left over from when we remodeled our kitchen that might be cut and bent like the cardboard pattern to fill in the gaps. I made the one-mile trip to Bengel Sheet Metal and I was out of there in 10 minutes with the 2 pieces cut and bent to precision. A few minutes spent on the buffing wheel had them shining like a mirror. All that was left to do now was to figure out how to attach them without any visible fastenings. After a lot of trial and error, double stick mounting tape backed up with super glue did the trick.

At this point, I was very pleased with the transformation, but all I really had in reality was a

black motor with a bunch of shiny stuff on it. I thought it would be cool to paint it to the factory colors of 1959, the year model of the boat. I conferred with resident expert Dave Mahoney for advice and he said that Mercury had 3 custom color schemes for 1959 and that he had models depicting all of them and maybe I should come and have a look-see. The colors offered were the stock Cloud White, custom Bimini Blue, Holiday Red, and Canyon Cop-

per. After seeing the models, it was a no-brainer; Canyon Copper it would be! Before I left Dave's place, we did a little bartering. I traded a 1961 10 horse Johnson for the paint job and correct year decals.

The result exceeded my expectations. I now had an outboard that looked like it belonged and was well suited to the boat. It was also trustworthy with

electronic ignition and easier to drive with the modern steering system. When I am at shows, guys who know outboards pick up on the charade right away, but are also quick to add that it was pulled off pretty well. For those less knowledgeable, it just appears to be a perfect match. Bottom line here is: unless you are being judged, something like this is a viable alternative to a true vintage motor. If you've hung with me to read this whole thing, thank you and do try to make it to Dave Mahoney's seminar on model outboard motors and how he builds them on July 16<sup>th</sup>. See sign-up icon in the newsletter!





## ACBS Judging

On June 13, 2022 ACBS held a Zoom Round Table meeting to discuss judging of boats. The discussion was led by Brian Robinson and Terry Fiest, two of our most experienced judges. Most of the time was devoted to judging standards and line items on the “new” judging form which can be found in the myacbs Handbook page entitled “2018 Scoring Sheet.”

Where there seems to be some misunderstanding is that, “The basic standard of the ACBS judging System is to judge a boat in its present condition against what it was like when it was originally delivered by the manufacturer or builder (except Contemporary boats).” Add-ons by the dealer on delivery are NOT considered “original.”

“Properly preserved and maintained originality is encouraged and will be rewarded. Points will not be deducted for high quality repairs to original wood. Restorations requiring major wood replacement are encouraged only when the original material is beyond repair.

“Evaluated by this standard, three factors may be considered:

- **Authenticity:** Components which came on the original craft as well as exact reproduction hardware and engine parts along with well maintained original wood is the highest standard.
- **Workmanship:** A quality level that is equal to original.
- **Maintenance:** A completely original vessel may score 100% for authenticity and workmanship; however, there will be points deducted for poor maintenance

as described in the judging sheets.”

A question was asked about owner restored vs professional restoration. The answer is that for both the “original as delivered by the manufacturer” is the standard. Owners doing their own restoration are expected to do their homework. Even professionals can mess up on this standard and “over-restore.”

There is a page on the ACBS website about classification and judging ([click here](#)).

About 25 interested members attended. The meeting was recorded and will eventually be posted. Below is a snapshot of a section of the long form..

The Antique & Classic Boat Society, Inc. Official Boat Show Score Sheet									
CLASS:		Boat Name:		Owr:		Deductions:			
Year:	Length:	Hfg:				0	125	25	5
<b>1 Operational Test</b>									
2	Dark light, low light, stem light, spotlight, horn, etc.					.25 PT PER ITEM - NOT TO EXCEED 1 PT			
3	8 PT DEDUCTION FOR NON-OPERATIONAL								
4	Forward and reverse gear					1 PT DEDUCTION FOR NON-OPERATIONAL			
<b>Points</b>						<b>Less deductions:</b>			
<b>9 Exterior Construction</b>						<b>Total:</b>			
6	Modifications from original construction								
7	Appropriate wood fasteners, nails, construction throughout								
8	Planks and planking fast, smooth on finish, edge between planks								
9	Appropriate plank length and pattern								
10	Fastener pattern, plug or putty								
11	Wood repair or replacement, filler, color, finish, etc.								
12	Glass system - deck					N PT DEDUCTION			
13	Glass system - sides					N PT DEDUCTION			
14	Glass system - bottom					N PT DEDUCTION			
15	Fiberglass over original bottom					1 PT DEDUCTION			
16	Lower bottom plywood construction, internal structure, frame in lieu of original, diagonal planks of internal structure								
<b>17 Hatch or Motor</b>									
18	Finish								
19	Sanding, marking, repair, etc.								
20	Clay or blotchy stain								
21	Varnish								
22	Painted Hells								
23	Automatic fluid or other material					1 PT DEDUCTION			
24	Deck Seams								
25	Waterlines								
26	Bottom Paint								
27	Hull "Graphics"								
28	Comments					Subtotal:			
<b>Points</b>						<b>Less deductions:</b>			
<b>Hull Hardware</b>						<b>Total:</b>			
	Cutter - material, fit, condition, fastener type and size								
	Bouze (if appropriate), size, type								
	Hull waterline, number and placement								
	Hull and plating material, construction, shape and finish								
	Transom board - length, width, finish and fastener								
	Exhaust pipe (exterior) clean, straight and free								
	Exhaust trim ring - condition and fastener								
	Transom trim - finish and fastener								
	Gun tank cover - condition of finish, location, size and placement								
	Bilge hardware - material, size, type, condition of finish								
<b>Comments</b>						Subtotal:			
<b>Points</b>						<b>Less deductions:</b>			
<b>Deck Hardware</b>						<b>Total:</b>			
	Number and style of seats, material, size and type of fastener								
	Lifts, ladders and trim, material and fastener								
	Number and placement of cleats and chocks, material, size and type of fastener								
	Step plate - frame, condition, material, size, shape and finish								
	Bouze and stern plate - material, condition, fastener								
	Bouze and stern plate - size, shape, location, and finish								
	Bouze and stern plate - finish (used or metal), size, location and finish								
	Other light and lens, glass or plastic, shape, color, size								
	Hatch binding					1 PT DEDUCTION each			
<b>Comments</b>						Subtotal:			
<b>Points</b>						<b>Less deductions:</b>			
<b>Total:</b>									

## Don't Judge Me, Please!!! by Alan Hills

I sat in on the ACBS roundtable Zoom discussion regarding judging at ACBS shows. I quickly figured out that I had no business being there and departed after 15 minutes or so.

The bottom line that I got out of it was that the ACBS judging criteria is geared to the hardcore fans of presenting a boat as close as possible to "as delivered from the manufacturer" condition. It was also brought up that those who present their boats for judging really want to win an award and feel less than happy when that is not the result.

A couple of times I have brought boats to shows where judging takes place and selected the "do not judge" option on the registration form. For me, it is a personal choice that mirrors my reasons for being a part of the hobby. Let me share with y'all why I feel this way. When I go to a show, I mostly enjoy talking with the visitors and other exhibitors. I find that most every boat has a story and I really enjoy it when folks share their experiences with their boat. I also like speaking to the visitors, answering their questions and listening to what they have to say.

I have made changes on most every boat I've owned, ranging from safety concerns, to convenience and ease of maintenance. I USE my boats, so I like them to be reliable and easy to use and FUN to ride in. As many of you who do get out on your boats know, you're going to pick up a nick or scratch here or there. If I was always worrying about something causing a blemish or whatever, I don't think I'd have a lot of fun using the boat. I honestly feel that a boat wants to be her natural element and bring joy to people through being used.

As for having someone tell me what is "wrong" with my boat, like most of you, I know what my boat is and don't need someone giving me a grade on it. My reward is simply having someone come up and just say "Nice boat ya got there" and offering rides to folks so they can experience fun of going out on an old wooden boat. I don't think I'm the only one of us that feels this way. So, that's my story and I'm sticking to it!





## 30th Annual SML ACBS Show



Open to the public from 10:00 AM - 4:00 PM on  
Sat, Sep 17, 2022

Open to boat show participants on both Fri,  
Sep 16 and Sat, Sep 17, 2022

[Crazy Horse Marina](#)  
Crazy Horse Marina  
400 Crazy Horse Dr.  
Moneta, Va. 24121

Our 30th Annual Antique and Classic Boat Show at beautiful Smith Mountain Lake, promises to be a fun-filled opportunity to cruise the lake, display your boat, and chat with other antique boat enthusiasts.

[2022 Boat Registration Form](#)

[2022 Vendor Registration Form](#)

Future SML Boat Shows

2023 September 15 - 16

[Click Here](#) to go to a page where you can view pictures from the 2019 and 2018 Boat Shows.

## July Outing in New Bern

On July 16, 2022 we will be having a dual gathering in New Bern. The guys will meet at [Shop Class](#) 406 Guion St where owner Mo Howland or one of his instructors will review tool sharpening and other woodworking tips. Chapter member Dave Mahoney will show you how he designs and builds miniature working outboard engines. Lunch will be included for a donation of \$10. It will be brought in. Due to space limitations, first come, first served—so sign up early. Time: 10:30 AM to 2:00 PM. [Click here](#) for Shop Class website. [Click here](#) to sign up to attend. NOTE: THE LADIES WILL HAVE A SEPARATE SIGN UP (see below).

While the guys are at Shop Class, the ladies will have our own outing. We'll meet at Shop Class and start at the New Bern Farmers' Market, then see the Bank of the Arts Exhibit,—Artist Lee Tripi. Lunch will be nearby at the Chelsea Restaurant. From there we'll visit downtown shops. We'll plan to meet back up with the guys at 2:30 PM at the Bruin Craft Beer & Wine—224 Middle St. To debrief the day and share stories. LADIES [CLICK HERE](#) TO SIGN UP.



Members who joined or renewed recently included:

New: None

Renewed: Bill Conley, Frank Highley, Joe Peacos, Jared Smith, Van Wilder, Ed Chewing, Jim Dean, Thomas Hamilton, & Thomas Tilley.

*Welcome!*

**NC Coastal & Piedmont  
Chapter of the ACBS**

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The Raleigh-Durham-Chapel Hill Triangle Chapter of the Antique and Classic Boat Society, Inc. was officially formed on January 15, 2005 to provide a means through which individuals sharing a common interest in antique and classic boats can meet, share experiences and information, exchange ideas, and generate enthusiasm for all aspects of these unique boats. On March 21, 2019, the chapter officially changed its name to NC Coastal & Piedmont Chapter.

We promote and sponsor classic boating events, as well as educate our membership and the general public about these great craft. We partner with other clubs and organizations to promote awareness and appreciation for the history, research, repair, and restoration of these grand old boats to preserve them for future generations.

## Calendar of Events & Meetings

Please note that with the exception of the business meeting dates, the places, dates and times listed for events are tentative. Watch your email for updates. Chapter-sponsored or chapter-hosted events are in bold. We encourage you to support/attend these events! [Click here for full calendar](#)

7/16 Demo at Shop Class in New Bern for the guys. Lunch to be provided—limited space. **Guys** [Click here](#) to sign up. Ladies outing and lunch in New Bern. **Ladies** [Click here](#) to sign up. Both: 10:30 AM to 2 PM with meet-up at 2:30 PM at Bruin Craft & Beer.

7/27 Chapter Business Meeting via Zoom—every member is invited to tune in!

Aug Possible weekday outing at Jordan Lake—a ride and a picnic later in the day. Date TBA

9/5 to 9/10 [ACBS International Show at Lake Champlain](#)

9/16-17 [Smith Mountain Lake ACBS Chapter Boat show](#) in Monteta, VA at Crazy Horse Marina

9/24 [Wings, Wheels and Keels](#) show in Topping, VA

### What are the ACBS Definitions of Antique or Classic Boat?

**Historic:** A boat built up to and including 1918

**Antique:** A boat built between 1919 and 1942, inclusive

**Classic:** A boat built between 1943 and 1975, (any material)

**Late Classic:** A boat built 1976 to 25 years prior to the current year.

**Contemporary:** Any wooden boat built within the last 25 years.

Boats classified as Historic up through Late Classic will be judged separately as Preserved or Restored boats. For more information [click here](#).