

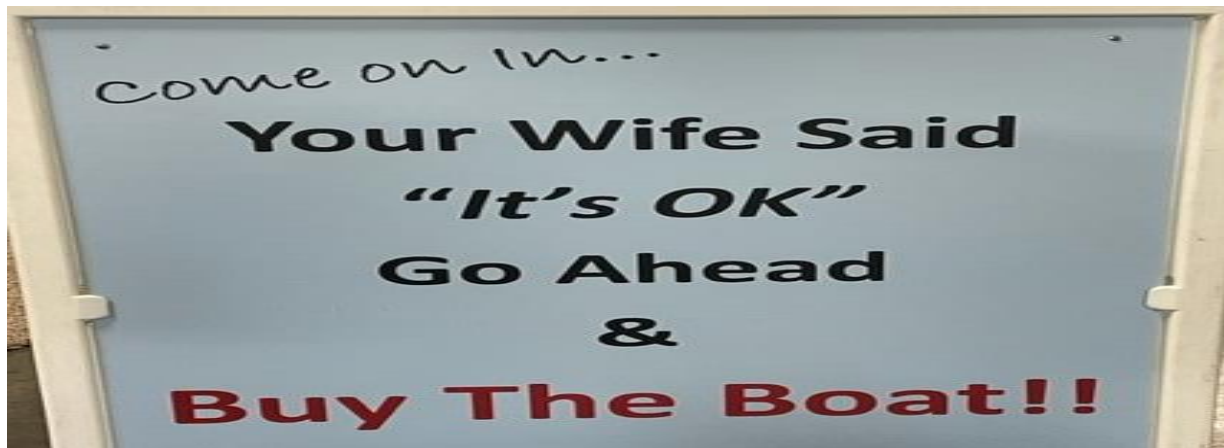


North Coast Ohio Chapter “BEACON”

April 2024

Notice: Our April Meeting will be Monday April 15 at the Liberty Museum with information below. This is advantageous not only for the spectacular venue but moves our meeting away from the solar eclipse that will be passing through Ohio on April 8.

(Read below for required menu selections and RSVP).



There is the age old saying that “it is better to beg forgiveness than ask permission” when buying a “boat”. Having personally bought boats and cars without thorough discussion, so I have “begged forgiveness”, but in my defense she was aware that I was attending an auction.

Every household has their own financial basis for purchasing things, especially high value items. Some couples have a mutually agreed limit where both partners are consulted, other couples have a revolving door mindset that there is a set amount devoted to “the hobby” and when buying.... selling is also in the equation.

I am in no way a financial wizard with all the answers or some self-proclaimed marriage counselor, but it is a known fact that financial issues lead to many disagreements.

A few questions:

- Will the purchase replace the current boat that no longer meets your needs?
- Will the purchase get you and your partner on the water more through the size, design, and accessibility?
- Will the purchase be to restore or improve to sell for a net profit?
- Will the purchase be added to your current collection, especially after a long hard search?
- Will the purchase be to live aboard and possibly fulfill a quest to travel or even complete the LOOP?
- Will this purchase give you and your spouse many hours of personal time while you are out in the garage or shop?
- Will the purchase be a whole lot more fun to enjoy with many likeminded folks through the ACBS/NCO?

It may be my age, or the amount of time Annie and I spend together discussing everything that crosses my mind or her innate ability to read my thoughts, but I believe prior communication and discussion of your desires are key, to towing home your next purchase. Or you may come home sometime to a very large “rescued puppy” that is now part of your family for the next decade or so....

- Dave Rosenberger – President

CHRIS CRAFT’S NOTICE TO DEALERS

NOTICE TO DEALER

THIS BOAT HAS NOT BEEN WATER TESTED. BEFORE DELIVERING IT TO THE CUSTOMER IT IS NECESSARY YOU MAKE THE FOLLOWING INSPECTION AND ADJUSTMENTS:

- 1. See that the hull drain plugs are in place before launching the boat.**
- 2. Close engine drain plugs.**
- 3. Check all wiring for loose connections. Check for shorts by turning all switches “off” then touch battery terminal to battery post and watch for sparks.**
- 4. Check all gasoline line fittings and connections. Fill gasoline tank. Open shutoff valve. Recheck for leaks after putting in gasoline. (Important). Check overflow vent.**
- 5. Check engine oil level.**
- 6. Start engine, check oil pressure and for leaks at gauge and engine. Check engine water circulation by noting water coming out of exhaust pipe. Check ammeter for charging. Let the engine run for 10 or 15 minutes at 1000 R.P.M., with gear in forward position.**
- 7. Water test boat. Drive at top speed for not more than 3 to 5 minutes and note maximum R.P.M. then readjust carburetor and spark for increased R.P.M.**
- 8. Check shaft alignment and stuffing box. (Recheck again in 2 or 3 days.) Allow 48 hours for hull to soak up before leaving in water unattended.**
- 9. Advise customer not to drive boat faster than three-quarter throttle for first 10 hours.**

Form No. 325

CHRIS-CRAFT CORPORATION

The attached dealer notice was included with each new boat shipped from the Chris Craft factories. There are some interesting

observations. First, dealers were expected to be located very close if not on a waterfront, and they were supposed to run the boats before transferring to a customer. Number 6 is particularly interesting since the boat was supposed to be tied down tight or even nudged into a seawall while it was put in gear and run at 1000 rpms for 10 to 15 minutes. Running the boat that long on a shipping cradle with coolant water pumped from a bucket would have damaged strut's dry bronze cutlass bearing. (What goes unsaid is that it is not recommended to run the boat at idle very long in neutral because it wears the disengaged transmission plates). According to number 7 the dealer was expected to drive the boat for a few minutes to make possible adjustments to the carburetor and spark – meaning distributor timing. That was a lot to do while at top speed on open water in 3 to 5 minutes, but it sure must have been fun for the guys working at the dealership. (NCO's past president Bob Ashley had that enviable job as a kid on the Portage Lakes). In number 8 the shaft and stuffing box was to be checked for alignment and then again after the boat's hull was allowed to swell after 2 to 3 days. Most dealerships had lifts that extended over the water so the boats could be hung but were still left in the water as they soaked up. The boats were not to be left "unattended". (Most of the boats did not have a factory installed bilge pump but they all came with a siphon tube which was supposed to suction out the bilge. Those only worked when the boat was running at speed). The need to check the shaft alignment a couple times means that Chris Craft expected the boat's hull to change and the engine to settle after being in the water. Certainly, with today's rebuilt epoxied plywood or re-planked 5200 caulked bottoms our boats' bottoms are far stronger and drier than the originals. In fact, Chris Craft dealers were told that with regular use the outer planks of the bottoms

would have to be taken off in 7 years to replace the linseed oil-soaked canvas inner liner and then reattach the outer planks. It's doubtful if many customers went to that expense. Who would have thought that we would still be using many of these boats so many years after they were first delivered to a dealer.

Gil Maringer Vice President

Liberty Aviation Museum with a PT Boat Restoration

MUST RECEIVE RSVP BY APRIL 5, 2024!

Price: \$28.00 per person. This includes: Museum access with a guide, your choice of lunch (see menu), gratuity, and 6.75% tax.

- *\$12.00 per person for museum access only.*

Menu:

- Hot Lunch meals, includes Fries & choice of non-alcoholic beverage.
 - Single Engine - Quarter pound Angus all beef burger on a butter toasted bun with lettuce, tomato, cheese, and pickles.
 - Rosie the Riveter - Black bean veggie burger with lettuce, tomato, and onion.
 - Fifi Ella - Grilled chicken breast on a toasted bun with lettuce & tomato.
- Cold Lunch meals, including choice of non-alcoholic beverage.

- Angela Chicken Salad Croissant - House made cranberry chicken salad piled high on a flaky croissant w/ lettuce & tomato.
- Grilled Chicken Salad - Mixed greens, grilled chicken breast, bacon, egg, tomato, with Swiss and Cheddar cheese.
- Included beverage choices: Coke, Diet Choke, Mountain Dew, Root Beer, Vernors, Dr Pepper, Pink Lemonade, Iced Tea, & Coffee.

Menu selections must be made 10 days before the event.

Menu selections can be TEXTED to Chairperson Tom Wood. We will also have a signup sheet at the March meeting.

Chairperson: Tom Wood

Contact 330-310-9223

Detour directions to Liberty Aviation Museum

***Please follow this detour if the Rt. 53 exit to Catawba is still closed.**

1. Travel West on Rt. 2
 2. Cross the Edison Bridge over Sandusky Bay
 3. Exit 125A-B
 4. Then keep left and exit 125A North 269
 5. At the first traffic light, turn left (West) onto Port Clinton Eastern Rd.
 6. Continue West to stop sign, then turn right onto State Road.
 7. Go straight through the roundabout crossing Rt. 53 and arrive at the Museum on your right at 3515 East State Rd.
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Early Summer Rendezvous

We will be having a rendezvous at Tappan Lake on June 1, 2024. The plan is to tour around the lake and have lunch at the newly remodeled marina. More details to follow.

