

SUMMER 2025

Sheerline

Sunnyland Chapter of the Antique and Classic Boat Society



**It All Begins
with a Dream...
Treworgy
– Page 11**

**Sunnyland
Antique & Classic
Boat Festival Review
– Page 18**

**Rebuilding the
Chrysler Marine
Hemi Engine
– Page 24**

**Correct Craft's
Storm Boat
Replica
– Page 32**





**Your Key to the
Carefree Boating Lifestyle.**

Fully automatic boat covers remote
controlled from fab or phone app.



Live Life Better with the Touch of a Button.

- Raise and lower your Touchless Boat Cover® in seconds.
- Automatically controlled by remote, phone, or smart device.
- Custom covers up to 70 feet -
Cover boats, PWCs, RVs, golf carts, motorcycles, and cars.
- Protect your investments from sun, weathering, and damage.
- Keep your boat clean and secure.
- 7-year limited warranty.

(877)679-2217 touchlesscover.com

Features

11 It All Begins with a Dream... Treworgy

Toni Treworgy gives us a step-by-step description of husband Mark building a very complex project using layers of wood, epoxy, staples and computer cut frames.

24 Rebuilding the Chrysler Marine Hemi Engine

Bill Hancock's fourth article on rebuilding a marine Chrysler engine. A step-by-step description which includes the "why you do it this way" which is sometimes missing in other similar articles

18 44th Annual Sunnyland Antique and Classic Boat Festival Review

Trudi Miklos gives us the highlights of our 44th annual boat festival copy

32 Correct Craft's Storm Boat Replica

Antique Outboarders take on a project to celebrate Correct Craft's 100th anniversary and help them power a reproduction Storm Boat as used in WW II by the U. S. Army

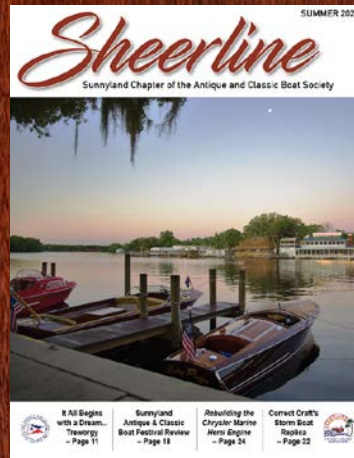


Summer 2025 - Published by the Sunnyland Chapter
of the Antique and Classic Boat Society



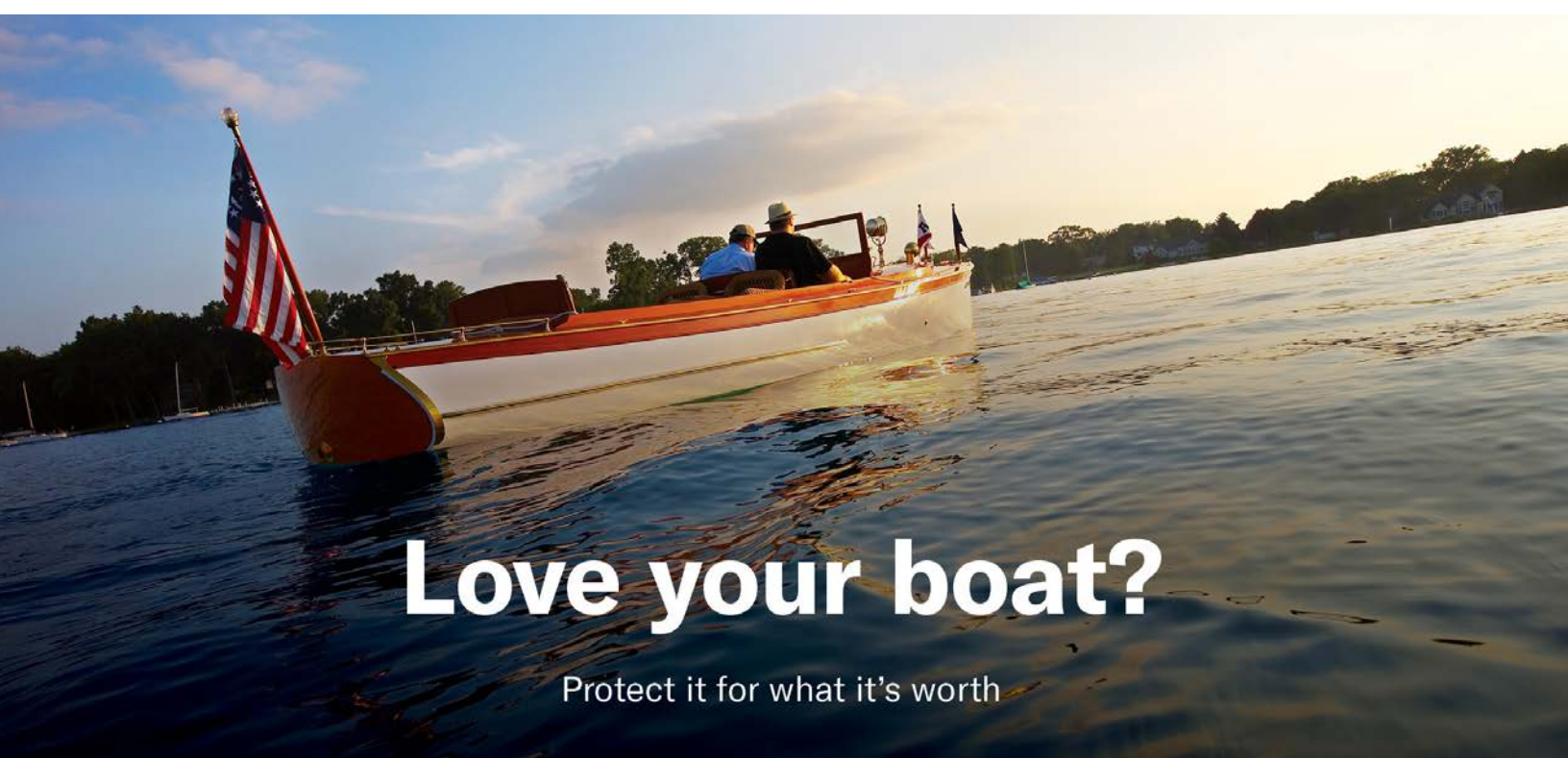
Departments

- 5 From the Editor / Past Presidents
- 6 From the President
- 7 From the Membership Chairman
- 9 Membership Renewal / Application
- 10 The Crew of Sunnyland
- 34 In Memoriam
- 36 Trading Dock
- 38 Calendar / Sunnyland Advertisers/Sponsors



On the Cover

When the cruising day is done, kick back and enjoy seeing the moon over Astor, or perhaps cross the bridge and have a cold brew at Drifters Riverfront. Anita Schumaker gives us another great cover shot taken on the St. John's River cruise, now in its 38th year.



Love your boat?

Protect it for what it's worth

HAGERTY | Let's Cruise Together

800-762-2628 | Local agent | hagerty.com

Policies underwritten by Essentia Insurance Company or Markel American Insurance Company. All third party makes, models, and vehicle names are property of their respective owners. Their use is meant to reflect the authenticity of the vehicle and do not imply sponsorship nor endorsement of Hagerty nor any of these products or services. Hagerty is a trademark of The Hagerty Group LLC, ©2025 The Hagerty Group, LLC. All Rights Reserved. The Hagerty Group, LLC is a subsidiary of Hagerty, Inc.



From the Editor

Bill Robbins

This issue features two articles about 2 very unusual boats that were reproduced by the authors. The first is about Baby Bootlegger, a Gold Cup race boat from the 1920's, recreated by Sunnyland member Mark Treworgy, pictured and described in detail by his wife Toni. The original Baby Bootlegger was found and rebuilt by Sunnyland member Mark Mason in New Hampshire and Massachusetts. Mark used the boat for many years, and it now resides in Lee Anderson's collection in Minnesota.

The second boat article of a historically significant boat is about the reconstruction of a WW II storm boat used by the U.S. Army to cross the Rhine River. 400 of these boats were built by Correct Craft in Orlando in only 15 days! This newly built reproduction was powered by a 50 HP, 4 cylinder outboard just as the original boats were. Mike Hodes and several other Antique Outboard Motor Club

members (AOMCI) found the motor and rebuilt it for the project.

Bill Hancock brings us the fourth article in his Chrysler marine hemi engine series. The fifth, and final article which will be published in the Winter *Sheerline*, will complete the series. This will give you enough time to clear out the garage or boat shop to rebuild your own engine. Bill gives you the detailed descriptions that you would need.

Trudi Miklos not only organizes and operates our online registration for the boat show, but she also gives us a summary article about the boat show.

Hope you enjoy the issue!

Bill

Sheerline Editor Position Now Available

Looking for a way to get more involved in our chapter? Being the *Sheerline* editor is a great way to meet members, hear their stories, and share our hobby with other members. You don't need experience, just a willingness to work with other *Sheerline* contributors.

We are actively looking for someone to step up and be the new editor. If you're interested in this rewarding volunteer position, contact me at billrobb@comcast.net. I pledge my 100% support to help the new person get started.

I want to express my appreciation for the Chapter giving me the opportunity to be your *Sheerline* editor. My first issue was Summer, 2014 and since then I have edited a total of 34 issues. My last issue will be the upcoming Winter issue which will bring the total to 36.





From the President

Tom Drozd

Greetings Sunnyland Members,

The 44th Annual Sunnyland Antique Boat Festival is now in the history books and we hope you enjoyed the show. The weather cooperated, it was great to see old friends and hopefully you made some new friends. Mark your calendars for next year's 45th Annual Antique Boat Festival to be held March 26-29, 2026.

I'd like to personally thank all the Committee Chairs and volunteers for their part in the success of the show. First and foremost, we can't thank Terry Fiest enough for his many years of leadership and expertise. Terry, along with Co-Chairman Howie Wanamaker, worked tirelessly to make sure every detail of this year's show was examined and perfected. Chris Youngblood handles so many of the behind-the-scenes details and goes above and beyond the call of duty. And I must also thank Trudi Miklos for her excellent job handling registration and Lynn McFarland for doing an excellent job in her first year as Membership Chair.

The Scampy program has always been a success thanks to Lou Ronca and his many years of running the program. It has certainly gained momentum with the adult program enjoying a successful season. The first boat the adults completed turned out so well that Lou actually purchased the boat when finished. Jeff Funk, along with his assistants Herb Hall and Frank Miklos, will be working on another

boat next season so if you're interested in learning the craft, please join in on this incredible experience. I'm sure it will be another great learning opportunity for any adult member who wants to participate. Please keep in mind that the Scampy program is always looking for donations, whether it be a boat, wood working tools or even boat literature.

We are always looking for new members to help with the show or any other boating activities. We have the largest chapter in the ACBS, but as many chapters attest, we always need more volunteers to keep the ship on course and to create and run outings for our club.

This year is the 50th anniversary of ACBS and the International Boat Show will be held in Clayton, NY. It is a beautiful area on the St. Lawrence Seaway with stunning scenery, grand castles and big ships. Make your reservations early because motels and resorts fill up quickly. This year's pre-events are being planned by the Antique Boat Museum. It is surely going to be a great show.

As spring approaches and the snowbirds begin to head north, I wish everyone safe travels. Maybe we will meet at one of the many local chapter boat shows. Enjoy the summer months, have fun and safe boating to all.

Tom

Sunnyland Past Presidents

1985-1986.....Gary Scherb
1987 Riley Richardson
1988-1989.....Dale Tassell
1990-1991.....Barney Fielden
1992 Wilson Wright
1993-1994.....Ron Hicks
1995-1996.....Lynne Shinn

1997-1998.....John Ross
1999-2000.....Bob McNerney
2001-2002.....Terry Fiest
2003-2004.....Pete Williams
2005-2006.....Gerald Dake
2007-2008.....Guy Marvin
2009-2010.....Lou Ronca

2011-2012.....Craig Hartwig
2013-2014.....Bill Hancock
2015-2016.....Pete DeVito
2017-2018.....Bruce Kester
2019-2020.....Joe Coleman
2021-2022.....Danny Ross
2023-2024....Howard Wanamaker



From Our Membership Chair

Lynn McFarlin

Welcome to the Sunnyland Chapter of ACBS. It is a great pleasure to have you onboard. The chapter now has over 400 members of Antique and Classic Boat enthusiasts.

This chapter is very active with many events during the year. Our Boat Festival was held from March 21-23 in Tavares, FL and is one of the biggest in the country. The weekend's events were a wonderful opportunity to connect with chapter members and get a glimpse into the workings of the club.

As with any volunteer organization, members are needed to help run the chapter. Please do not hesitate to contact me, any of the leadership team or committee members if you would like to volunteer.

Again, Welcome.

Happy Boating

Lynn McFarlin
Membership Chairman

Welcome New Sunnyland Members

David Burns and Joanne Warrens

Mark and Beth Ann Sleeman

John and Mary White

Charles and Merry Ficgrota

Todd and Ellen Utter

Barry and Jan West

Brian and Yanelis Steel

Michael Sweet

Mike and Sharon Balius

James and Tracey Grenkoski

Barry and Cam Hoppert

Doug and Kim Page

Sheerline Magazine

Every organization needs a way to communicate with its members and Sunnyland is fortunate to have people who can put together a great magazine about antique and classic boats for the benefit of our members.

The *Sheerline Magazine* is written, photographed and edited by members and then professionally laid out and printed. It's supported by our advertisers and membership dues.

ADVERTISE YOUR SHOP OR SERVICE

Would you like to support *Sheerline Magazine* and reach 500+ fellow Sunnyland members with your advertising message – contact Don Taylor at 630-632-9797 or email Don at drtaylor@me.com

The *Sheerline Magazine*, published 4 times a year, is a privilege of Sunnyland membership.

SHARE YOUR STORY

Have a great story you'd like to share about our hobby with members – contact Bill Robbins at 305-213-6440 or email Bill at billrobb@comcast.net

IT'S EASY TO JOIN

Aren't a member of the Sunnyland Chapter of ACBS, it's easy to join. Simply fill out and mail the Membership application form on page 11 of this issue of *Sheerline Magazine*.

SEE YOU ON THE WATER!





ACBS Sunnyland Chapter Members

Will you be renewing your ACBS Membership?

Please take the time to renew your membership today or drop us a short email letting us know you have decided to cancel your membership.

You have 3 options to renew:

1. Online through the Member's Portal, www.myacbs.org. Log-in using the email address you filed with your membership. When your profile opens, review your contact and boat information. Use "Edit My Information" to make any changes, then click SAVE. Once your profile page has been updated, click on the green "Renew" button (top right).
2. Call the ACBS Headquarters at 315-686-2628 during business hours, M-F, 8:30am-4pm
3. Mail the Membership Applications to:
Lynn McFarlin, Sunnyland Chapter Membership Chair
14174 Fort Worth Circle, Port Charlotte, FL 33981

When renewing your membership, please review your membership profile. If you have a seasonal address change, check that the mailing dates are correct. You may edit, delete, or add a boat(s) to your membership profile and you may add a picture and a short history of each boat. You can also add secondary Chapters to your membership.

As an organization, ACBS appreciates your membership.

Sharing your interest with others not only strengthens our organization as a whole, but also creates friendships that last a lifetime. Check out the ACBS Calendar to see all the local Chapter events scheduled in your area!!

Sunnyland

Membership Application



Name _____

Mate's Name _____

Address _____

City _____ State _____ Zip _____

Home Phone _____ Mobile _____

Email _____

Yearly Dues

To join the Sunnyland Chapter you must also join ACBS.
If you are already a member of ACBS enter your number _____ and pay Sunnyland dues only.

☐ New ☐ Renewal

☐ ACBS dues \$75 US

☐ Sunnyland dues \$25 US

☐ ACBS Membership Directory (printed) \$20 US

Total – Make check payable to ACBS \$ _____

Boat Information

List additional boats on separate sheet

Year _____ Builder _____ Model _____

Boat Name _____

Length Overall _____ Hull No _____ HP _____

Engine Make _____ #Cyl's _____

Year _____ Builder _____ Model _____

Boat Name _____

Length Overall _____ Hull No _____ HP _____

Engine Make _____ #Cyl's _____



Membership dues include membership to The Sunnyland Chapter and Antique and Classic Boat Society (ACBS), plus you'll receive one-year (4 issues) of *Sheeline* and *The Rudder* magazines.

Mail Completed Form with Check to:

Lynn McFarlin, Membership Chair
ACBS/Sunnyland Chapter
14174 Fort Worth Circle
Port Charlotte, FL 33981



Sunnyland Crew

OFFICERS

Tom Drozd, President

312-907-5779
tomdrozd@hotmail.com

Open, 1st Vice President

Frank Miklos, 2nd Vice President

754-775-4849
tmiklos4@yahoo.com

Neil Avery, Secretary

904-955-9055
neilavery@watsonrealtycorp.com

John Hough, Treasurer

561-723-5511
jhoughlaw@comcast.net

Howard Wanamaker, Past President

757-339-0120
howard.wanamaker@gmail.com

Bill Robbins, Director

305-213-6440
billrobb@comcast.net

Mike Yobe, Director

352-455-6271
yobeslanding@gmail.com

George Emmanuel, Director

352-378-5172
gemmanuel@bellsouth.net

Debi Weinert, Director

731-441-9158
boatsbykarl@gmail.com

Ed Nugent, Director

941-927-5787
enugent4@comcast.net

Terry Fiest, Director at Large

407-351-3424
tfiest@att.net

Jerry Hardwich, Director at Large

352-217-6816
jerryhardwich@aol.com

Lou Ronca, Director at Large

407-493-855
lgronca@gmail.com

Standing Committees

Lynn McFarlin, Membership

860-966-7189
lynn.mcfarlin2@gmail.com

Tom Drozd, Events & Activities Committee

312-907-5779
tomdrozd@hotmail.com

Gerald Dake, Philanthropy

904-221-6698
odyssey1947@bellsouth.net

Jack Wanamaker, Website Chair

757-401-7746
j.w.wanamaker@gmail.com

BOAT SHOW

Terry Fiest, Boat Show Co-Chairman

tfiest@att.net

Howard Wanamaker, Boat Show Co-Chairman

757-339-0120
howard.wanamaker@gmail.com

Chris Youngblood, Logistics

Chris125@cfl.rr.com

SCAMPY

Jeff Funk, SCAMPY Leader

260-414-0016
funkfamjj@gmail.com

SCAMPY Mentors:

*Mike Yobe, Scott Robinson, Vaughn McIntire,
Jim Reinking and Bill Robbins*

Mike Yobe, SCAMPY Operations Leader

352-455-2271
yobeslanding@gmail.com

Lou Ronca, SCAMPY Donation Leader

407-493-8553
lgronca@gmail.com

Frank Miklos, Marketing & Sales Leader

412-974-1589
miklos4@yahoo.com

Jim Card, Marketing & Sales Leader

954-655-6366
jamescard@bellsouth.net

Scott Robinson, Student & Family Recruiting

562-619-4016
woodboatfan@gmail.com

Lynn Wisniewski, Communications

Co-Leader

407-463-3277
lynnwisniewski@gmail.com

Trudi Miklos, Communications Co-Leader

754-775-4849
tmiklos4@yahoo.com

ST. JOHNS RIVER CRUISES

Christie & Kelly Daniel, South Co-Chair

770-490-5989
kellyandchristie@gmail.com

Laurie & Guy Marvin, III, South Co-Chair

904-334-3885
gmarviniii@gmail.com

John Heiderich, North Co-Chair

864-231-9614
just2more@aol.com

Gerald Dake, North Co-Chairs

904-221-6698
odyssey1947@bellsouth.net

SHEERLINE STAFF

Bill Robbins, Editor

305-213-6440
billrobb@comcast.net

Bill Hancock, Assistant Editor, Engines & Mechanics

904-683-4898
bizweh@gmail.com

Ann Matheson, Assistant Editor

352-978-1595
mathesonlucie@aol.com

Donald R. Taylor, Director of Advertising & Trading Dock

630-632-9797
drtaylor@me.com

34048 Linda Lane
Leesburg, FL 34788

Published quarterly:

February, May, August, November

Deadline to submit stories:

January 15, April 15, July 15, October 15

Annual Advertising Rates:

Full page color	\$1,500
Half page color	\$900
Quarter Page	\$500
Business Card	\$250

Full payment must be received by the deadline date.

It All Begins with a Dream ...



Story and Photos
by Toni Treworgy

Toni Treworgy gives us a step-by-step description of husband Mark building a very complex project using layers of wood, epoxy, staples and computer cut frames.

The year was 2004. Mark Treworgy was at home catching up on his boat-related reading material when he stumbled across an article in *Epoxyworks* magazine. It was written by Bruce Hutchinson, builder of *Babyface Nelson*, a replica of two-time, gold-cup winner, *Baby Bootlegger*, circa 1924 / 1925. The cover photograph captured his imagination,

convincing him he would one day have to build this magnificent vessel.

However, having just begun construction of a 44-foot, all-aluminum yacht modeled after the *Lake Union Dreamboats* of the same era, his infatuation with this sleek mahogany craft became a dream “on hold”.

As the end was in sight regarding his 44-foot aluminum project, Mark’s attention shifted back to his obsession with *Baby Bootlegger*.

Above: AI and photoshop rendering of Miss B Haven by Shlkov / Treworgy. Boat Builder Mark Treworgy at the helm.



Mark overlooking his initial frames as his puppy Tinkerbelle supervised the process.



Frames and stringers completed.

He attempted to purchase the original *Baby Bootlegger* plans which he learned were in the hands of Mystic Seaport, but they were unable to release them per strict instructions when the plans

had been donated. Disappointed, yet unwilling to give up his dream, he sought out the contact information for replica builder Bruce Hutchinson. Bruce was eager to assist and by March 2023,

Mark had copies of the original set of plans.

Eager to move forward so he could complete the vessel in time for her 100-year anniversary at the Sunnyland Boat Festival in Tavares, Florida, Mark immediately put his materials list together.

He first called Boulter Inc. of Massachusetts where he ordered the Okoume plywood used for the frames and the 1st lamination. He then reached out to J. Gibson McIlvain Wood Co. in White Marsh, Md. for the mahogany veneer. Locally he purchased a load of yellow pine 2 x 10's and 2 x 4's for the construction of his jig and future staging. Lastly he contacted "America's Best Wood" out of Augusta, Maine, for his 1/8-inch cedar planks. However, they advised him they had no way to get the material to us. Graciously, Mark's two brothers, Gary and Dean from Levant, Maine, volunteered to rent a U-Haul, pick up the lumber and drive it to us in Georgia.

Once Mark had his material, he proceeded to cut and erect the vessel's framing which he attached to the jig that was bolted to the floor.

Next, he added the boat's stringers allowing the boat to receive her first lamination.

The bottom laminations include 1/4 inch Okoume plywood, pre-coated with epoxy on the inboard side and fastened to the frames with stainless steel staples. This

layer was then sanded and rolled with a coat of epoxy.

The second layer consisted of 1/8-inch cedar planks, each pre-coated with epoxy on the inboard side. The first plank was temporarily laid in the middle of the boat on a 45° angle with pencil lines drawn on each side to identify its location. The plank was then removed, thickened epoxy was applied within the pencil lines, and the plank was bedded into the wet epoxy and fastened with Raptor brand composite staples. Each subsequent plank was meticulously scribed and laid in the same manner, working fore and aft. Once completed, the entire boat was faired with a 36-inch long, 40 grit longboard to sand off the plastic staples and flatten any high areas. Thickened epoxy was then applied to the low areas before the entire vessel was sanded once again and rolled with a coat of epoxy.

The third layer was applied in the exact same manner except the 45° angle was now in the opposite direction. Again, the entire boat was faired and coated in epoxy.

The fourth layer was of pre-coated 1/8" African Mahogany laid fore and aft in the same manner except, for this lamination, stainless steel staples were used and later pulled once the epoxy had set. Plastic staples are not ideal for this final layer because once they are sanded, the legs of each staple show up as undesirable white spots. The entire bottom was faired once



1st and 2nd laminations.



4th lamination laid fore and aft

again, and an even coat of epoxy was applied and immediately covered with a layer of 10-ounce glass cloth. Finally, the entire surface was coated with bottom paint.

The boat was now ready to be rolled over,... a delicate process

using come-alongs and straps attached to hooks in the ceiling. This slow and arduous process went surprisingly well, although akin to watching grass grow.

Once upright, Mark proceeded to temporarily install a 5.3-liter, GM marinized, aluminum block V8 -



Completion of all laminations

355 hp engine with enhanced fuel injection and electronic control, supplied by Marine Power of Louisiana.

Now that he knew it would fit, he removed the unit and began planking the topsides. This process was done exactly like her

bottom laminations except her 1st layer was of 1/8-inch instead of 1/4-inch Okoume plywood and her final (5th) layer was of 1/8-inch mahogany instead of fiberglass cloth and bottom paint.

As he waited for each epoxy coat to dry, he worked on a number of

other items which included;

- Creating a hand-carved steering wheel
- Making and shipping out patterns to Quality Marine Electronics in Zeeland, Michigan for the bow and stern cutwaters
- Patterning the bronze rudder castings
- Designing and having the 1 1/2-inch dia. stainless steel rudder shaft and 1 1/4-inch propeller shaft machined
- Creating and shipping out diagrams for the custom designed, 52 gallon total capacity port and starboard aluminum fuel tanks
- Ordering the Acme CNC cut, 3-blade propeller, the stainless steel cleats and flag sockets, the American Flag, and the custom, "Treworgy Yachts" burgee.

Next he delivered patterns of the



Vessel in straps. Rollover has begun.



Jig removed – vessel almost upright.



Temporary engine installation – with not an inch to spare!



1st lamination of 1/8 inch Okoume plywood.



Twin Custom built fuel tanks – 26-gallon port tank shown above

vessel's bottom to "Advanced Trailers of Jacksonville" and commissioned them to manufacture a trailer, specifically built for this vessel. On our way to Jacksonville, he stopped off at Dalton Signs in Kingsland, Ga. where he ordered gold-leaf lettering which included the vessel's name "Miss B Haven".

Finally, he hired "Top Stitch Custom Canvas" in Fernandina Beach, Florida to upholster the cockpit seating and create the custom-fit, marine vinyl boat cover.

During this time, he also finished out the interior spaces of the vessel and installed the engine, fuel tanks, prop shaft, propeller and rudder.

Mark was beginning to see the light at the end of the proverbial tunnel when things began to go wrong, ... and, as you know, ... they often happen in threes.

His first encounter with trouble occurred when he realized he was running out of cedar due to a slight miscalculation. Thankfully he found a source for 8-foot long, 4 x 4 posts which he and a friend in Atlanta were able to saw and plane down to 1/8-inch-thick planks.

His second mishap occurred in early January 2025, when he learned the company that was to supply his mahogany colored, non-grain-raising stain was going out of business and was sold out of the product he needed. He had selected this particular



Cedar laminations being planed in Atlanta.



A very relieved and pleased Mark Treworgy after his final coat of varnish was successfully applied.

stain to even out the color and grain on the vessel's finish layer. In light of this disappointment, Mark was now faced with a third issue; without a way to blend the mahogany panels, he needed additional material so he could carefully select panels with similar color and grain. This meant ordering a new shipment of mahogany, but time was running out with just 11 weeks to go before the boat festival! So, with hat in hand, Mark contacted his mahogany supplier and pleaded with them to manufacture and expedite another shipment to

him. Sympathetic to his dilemma, they were kind enough to deliver a new truckload within two weeks.

The heat was on and Mark was now faced with cramming several months of work into six rapidly disappearing weeks!

Thankfully, as soon as the mahogany arrived, he carefully selected the best ones for their color and grain so they would blend gracefully from one board to the other. He then coated the inboard sides of each allowing them to dry before positioning them fore and aft, bedding them in thickened epoxy and fastening

them with stainless-steel staples. The staples were pulled the next day, and the boat was faired for the final time with a total of 72,000 staples used throughout construction.

With just four weeks to go before "showtime", Mark barely allowed himself to sleep a wink with every waking moment spent sweating in his workshop.

One after another, he applied five coats of West Epoxy, a combination of resin and special clear hardener. *A total of 37 gallons of this product was used during construction and finishing.* Again, he sanded the entire boat between each coat with 220 grit paper. This was followed by four applications of Epifanes polyurethane clear gloss varnish, sanded with 320 grit paper between each coat, ... the last one applied on March 18, 2 days before his anticipated departure for the Sunnyland show.

The following day, Miss B Haven's stainless steel yacht jewelry, gauges, Kobelt hydraulic steering, Edson engine control, exhaust system trim, and custom steering wheel were installed. Lastly, her lettering was applied, and the boat was then lovingly wheeled out from her workshop, with a mere ½ inch of leeway between her trailer's sides and the 8-foot opening.

On the morning of March 20, she and her trailer were both cleaned, her trailer received its lettering and her cover was secured moments before heading



Mark's award for best race boat

to Taveres.

While at the show, Mark was fortunate to meet Mark Mason, the talented person who restored the original *Baby Bootlegger*. He and Mark chatted quite a bit with Mr. Mason congratulating Mark for such a fine replica. He was kind enough to make a few suggestions as to the shape of the rudder, the trunnion bearing and shaft, stating these modifications would improve the vessel's overall

performance. Thankful for the advice, Mark planned to make the changes as soon as he returned home.

Overall, the show was a huge success, and Mark was thrilled to have been a part of it. *Miss B Haven* showed beautifully receiving a barrage of praise with countless guests taking photos and even videos of her. One of the best of many complements he received during the Festival was

from a wooden boat enthusiast who stated, "If a boat can be considered 'sexy', *Miss B Haven* is definitely the sexiest!"

We have to agree, ... she has curves in all the right places!

For Mark Treworgy, he is just thrilled to have completed *Miss B Haven* in time for her special anniversary of *Baby Bootlegger's* gold cup winnings, ... thus turning his ambitious dream into a spectacular reality! ✦

Engines and Accessories Rebuilt



Don Wilson
Keeping Legends Alive

33212 Manatee Rd, Tavares, FL 32778
250 Alsace Ave, Venice, FL 34293
201-835-2616 bluskydw@gmail.com

Gary Scherb

Ingrid Scherb

Doug Scherb



Shop: (352) 742-0475
Cell: (352) 267-5771

28206 CR 561
Tavares, FL 32778

44th Annual Sunnyland Antique and Classic Boat Festival

Review
By Trudi Miklos

Lions and tigers and bears...oh my! Or in our case, waterskiing elephants greeted visitors to the 44th Annual Boat Festival. The fun and informative show entrance put to rest all of the crazy rumors about waterskiing elephants in Central Florida in the 50s and 60s. But it turns out that they weren't just crazy rumors, and Queenie was an actual waterskiing elephant! Hopefully, you had a chance to "read all about it" at Don and Teresa Kehr's entrance display.

Thursday, as always, was registration and setup day. With more than 130 boats in the water, on land, and in our always-popular Field of Dreams, show organizers and participants worked dawn to dusk to get each and every



Main entrance to the show.



At the entrance we had "Bubbles", the water-skiing elephant which was featured in the film "Honky Tonk Freeway"; part of Mount Dora's history.

Where Elephants Water Ski and Other Wonders!



Lancer Craft runabout; platinum sponsor of boat show for the third year.



◆ **Above and below: Baby Bootlegger; reproduction of a gold Cup racer from the 1930's. See article in this issue about the building of this boat.**



boat in its perfect spot. Once the day's work was done, everyone congregated at the Tavares Pavilion on the Lake for a relaxing evening. Platinum Sponsor Lancer Craft again displayed a couple of their beautiful boats on the pier for guests to enjoy.

Friday morning dawned COLD – we're talking mittens and scarves! But once the sun was out and shining, the day warmed up nicely and people began wandering the show. Land display boats included nearly 30 registered boats, plus several show sponsor boats. The Glaspar club, as always, turned out with numerous examples of Glaspar boats. These gorgeous boats lined the walkway between the entrance and the tarmac, where everyone could admire them.

The Antique Outboard Motor Club, Inc., or as they are fondly known, AOMCI, set up another beautiful and educational display of outboard boats and motors. Many of these motors have been lovingly preserved or restored to their original condition by this dedicated and talented club.

This year featured a fun new exhibit by Correct Craft, which celebrates its 100th year in 2025. They displayed a World War II-era Storm Boat, built by Correct Craft for the US Army in 1943. In all, Correct Craft built 406 of these 20' outboards in just 15 days! What an amazing war effort! You can read more about this boat and Correct Craft's history in the accompanying article by Mike Hodes.

Saturday proved to be a nearly perfect day for viewing boats and walking the docks and show grounds. Sunny skies, warm temps, gentle breeze...a made-to-order day! The day kicked off with opening ceremonies at 9 a.m., with a cannon blast and the National Anthem.

At noon, we saw the annual Amphicar Launch, where some 25 Amphicars drive into the lake from the seaplane launch ramp. What an amazing sight! Seeing a car drive into the lake – and keep going! – is not something you see



◆ Above, below & right: Antique outboards on display by members of the Antique Outboard Motor Club of America (AOMCA)



Funk. You can follow this boat's restoration in previous issues of the Sheerline. Jeff and his team led the volunteers through the full restoration process and the end result was this stunning 17' Resorter that looks like it could have just rolled off the production line. Beautiful workmanship by all!

As always, SCAMPY also showcased some youth boats built this past year. Alex Sokolowski and Manny Pena showed off their boats, and we saw a couple of great examples of the "nut shell" pram sail boats. If you're not familiar with the SCAMPY program, you should definitely check it out.

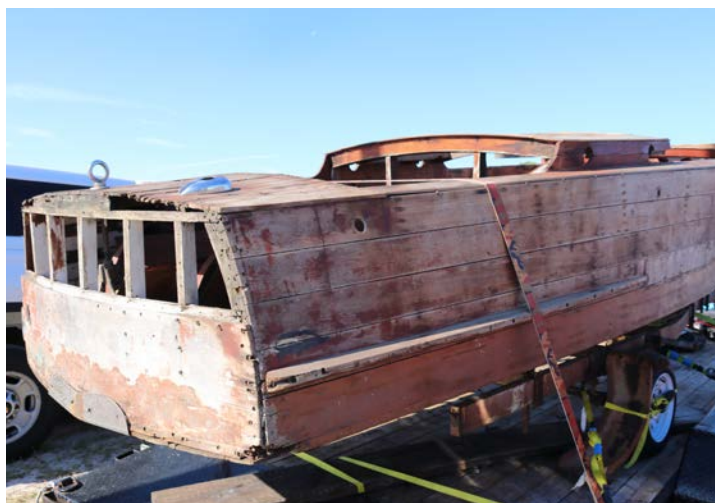
SCAMPY also offers other boats for sale, as you probably saw. All proceeds go directly to the SCAMPY program to keep it going strong for area youth. If you saw something that piqued your interest, please reach out to Frank Miklos or Jim Card.

Let's face it, though. The big draw of the show is the 80 boats in the water at the docks! This year, as in years past, we had an outstanding collection of antique, classic, and classic contemporary boats, from a 1918 Fay & Bowen launch owned by Tom Flood of Tavares, to a 30' 2024 Baby Bootlegger built by Mark Treworgy of Woodbine, Georgia. Pictures accompanying this article show the variety of

every day. Hope you got to watch this fun event.

If you were at the show this year, you may have noticed that the Field of Dreams was relocated closer to the docks. We had about 30 boats in the Field this year, everything from ready to launch to what we fondly term "project boats." Our Field of Dreams, run by Dunc Hawkins and Gary Scherb, attracts hundreds of people at the show and is a great opportunity to showcase your boat for sale.

Our SCAMPY program had a great display this year. The centerpiece of this year's display was the 1962 Century Resorter, fully restored by the adult volunteers, led by Jeff



Boat for sale in the Field of Dreams. Needs some work



**Tom Flood's recently restored Fay and Bowen Launch from the 1920's.
Tom's boat featured on the cover.**





Scampy display featuring boats made by student boat builders (12-18 YOA) and some boats for sale.



17' Century Resorter completely restored to new condition by the Scampy Adult Program under the guiding hand of the Scampy director Jeff Funk.



New launch, ready for cocktail hour.



Newly built reproduction of boats built by Correct Craft in Orlando for the U. S. Army during WW II. See the article about these boats in this issue



Volunteers helping out by selling tickets.

beautiful boats at our show. Truly the big hit of the show was the 1958 26' Riva Tritone, Via, owned by Paul and Karen Harrison of Alberta, Canada. Via is a spectacular example of Riva's craftsmanship, and this particular boat comes with its unequaled provenance, as it was once owned by Prince Rainier and Princess Grace (Kelly) of Monaco. If you were lucky enough to see this boat in action, you'll

agree that her grace and power as she simply slices through the waves is nothing short of regal.

Sunday morning started with an awards presentation. In addition to show sponsor awards, the Sunnyland Chapter and ACBS International present additional awards. Please visit our website for a complete list of the awarded boats.

The Sunnyland Antique Boat Festival is the official kickoff of the ACBS Boat Show season. It draws thousands of visitors and participants from across the country and around the world. Volunteers dedicate thousands of hours of their time and energy to pulling this show together. From our Thursday, Friday, and Saturday evening get-togethers, to the numerous sponsor and vendor booths, the Nautical Flea Market, the Ships Store run by TipTops of America from Eustis, our membership booth manned by Membership Chair Lynn McFarlin, our gate volunteers, and our tireless Boat Show Committee, this show is one of the best shows you will visit.

We encourage you to watch upcoming issues of Sheerline, as well as our website, acbs-sunnyland.org for more

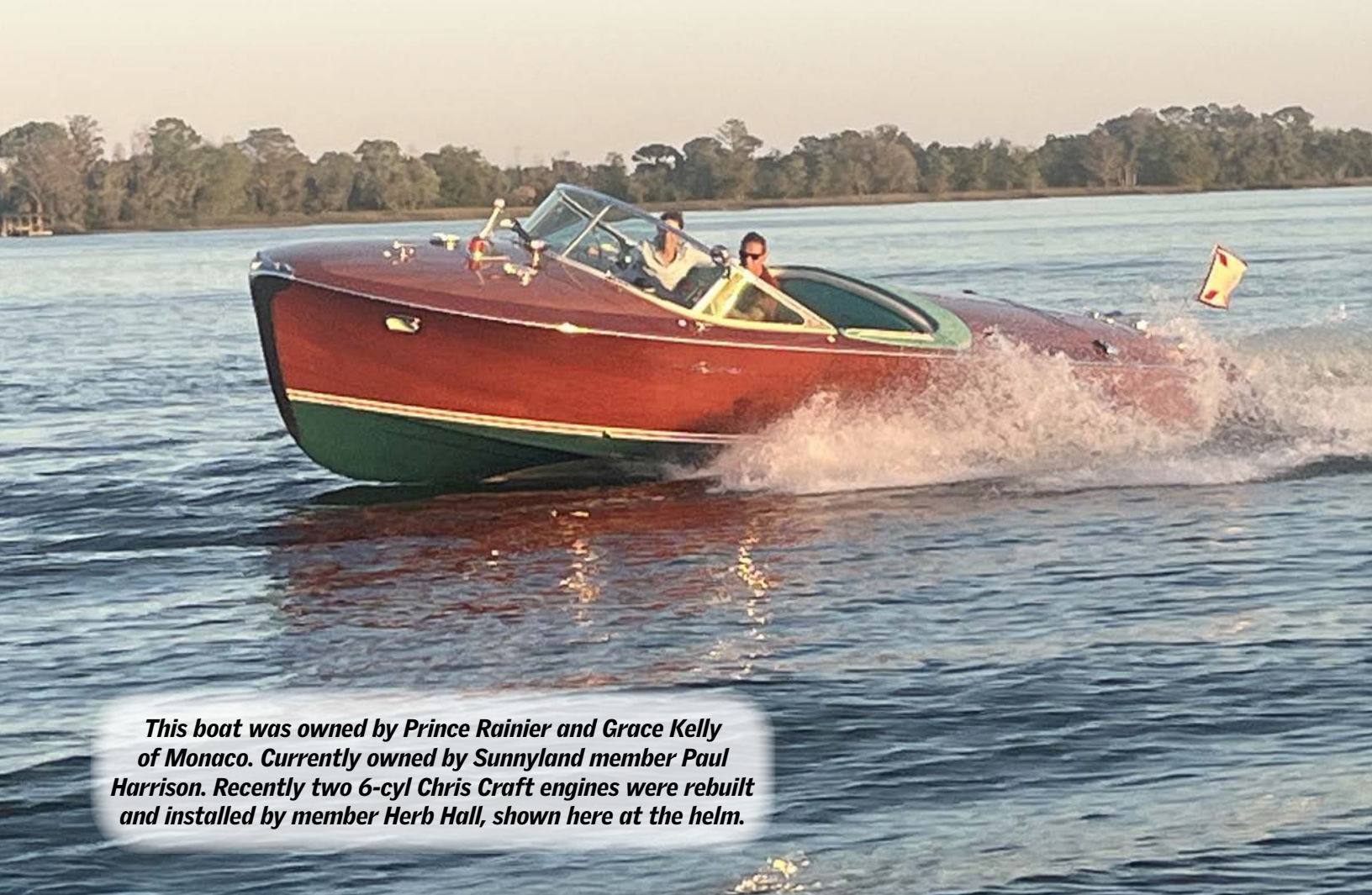


Amphicars cruising back to shore

information on next year's show, which will run from March 26-29, 2026. We're already in the planning stages and are looking at some changes to freshen up the show and keep us more in line with current trends and visitor requests. We're excited at some of the changes we're planning, and we hope you'll love next year's show even more than this one!

As we all head into the 2025 boating season, we wish everyone fair winds and following seas! ✦

Photo contributions by Holly Weber, Beate Marston, John Kadimik, Frank Miklos



This boat was owned by Prince Rainier and Grace Kelly of Monaco. Currently owned by Sunnyland member Paul Harrison. Recently two 6-cyl Chris Craft engines were rebuilt and installed by member Herb Hall, shown here at the helm.



By Bill Hancock
Assistant Editor

Bill Hancock is a retired engineer with extensive experience in auto racing, engine design and problem solving.

In the forth article, we will cover machining and final assembly of the Chrysler Marine Hemi Rebuilt Engine. Notice the great attention to detail. This comes from a lifetime of practice and results in a long-running, strong engine. It's also part of the recipe for success in any endeavor you can choose.

In the third article (Winter 2024) we covered the process for disassembly and careful measurement for wear on the crankshaft and cylinders. Deciding which parts to keep and which should be replaced.

In the second article (Fall 2024) we covered the steps involved in thoroughly disassembling and carefully cleaning and rebuilding three key components: the water pump & cooling system, dual carburetors and distributor.

In the first article (Summer 2024) of this series, we covered the history and initial steps involved in preparing to rebuild an engine.

Rebuilding the Chrysler Marine Hemi Engine part four



Machining and Final Assembly

The machine work consisting of cleaning to remove the baked-on carbon and rust, magnafluxing the parts, boring and honing the bores to fit the .020" oversize pistons and installing new valve guides has been completed. Now it is time to finish a few machining tasks and begin assembly.

Block – All the threaded holes in the block were re-tapped using special bottoming taps to ensure any debris

lodged in the bottom of the bolt holes was loosened and removed as well as reconditioning the threads aimed at ensuring proper clamping loads during assembly.

Cylinder Heads – One of the secrets of performance is sealing the valves. Toward this end, new valves and valve guides from Egge Machine were installed. A good valve job is necessary in order to achieve a good seal. The valve seat must be concentric with axis of the valve guide which, when coupled with proper valve to guide clearance, enhances minimal leakage while the proper

Clamping Load is a term used to describe the amount of axial force generated by tightening a fastener. Thread pitch, lubrication, and physical condition of both the external and internal threads play a huge role in ensuring the desired clamping load is achieved. Fine thread takes far less turning effort to achieve the same clamping load than coarse thread, and dry threads vs lubricated threads make a huge difference. If the threads are damaged, they may bind and produce a false torque. In such an event, the user will assume that since the desired torque has been reached the clamping load is correct, when in fact there may be no axial load at all, simply a jammed thread. Always make sure you have good clean threads properly lubricated and torqued.



Fig. 1 – Hall-Toledo valve seat runout gage used to measure concentricity between the valve guide centerline and the valve seat surface.

seat width ensures adequate contact area to promote good heat transfer. Today most engine machine shops use carbide cutters to re-machine the seats. In our case, because precise concentricity is important, an old-school Hall-Toledo orbital valve seat grinder was used to grind the valve seats. Although time consuming, the accuracy achieved by using an orbital grinder makes it worth the effort. Today Hall-Toledo grinders are typically only found at the OEM level in engine R&D operations where extreme accuracy is needed for a benchmark.

Once the valve seats are ground and the components are cleaned, the guides should be checked for clearance between the guide and the bottom

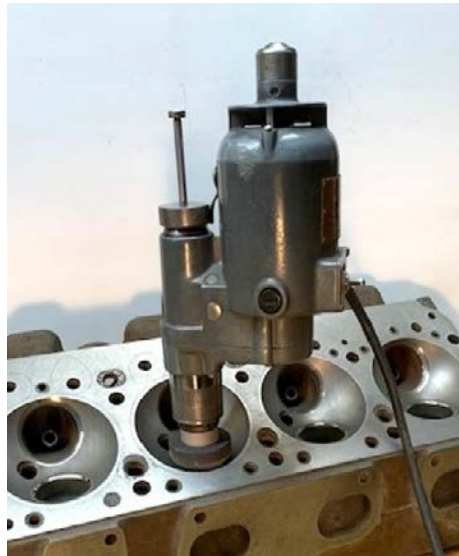


Fig. 2 – The Hall-Toledo orbital seat grinder, renowned for its accuracy, is slow but effective, and if you have the time, the results are worth it. As the stone spins it follows an orbital path producing an extremely concentric seat.

of the spring retainer. This clearance should be .090" with the valve stem seal installed. Next, the individual spring heights are measured and adjusted to deliver the correct seat load. If the valve spring load is not correct you run the chance of either wearing out your cam and lifters due to high load or floating your valves due to low load. Use a special spring scale and a series of steel shims of various thicknesses to adjust the loads at a given height. If you are using aftermarket springs, check for open load and coil bind.

Once the correct spring and shim combinations are established, valve stem seals can be installed, and the heads can be washed and assembled. A

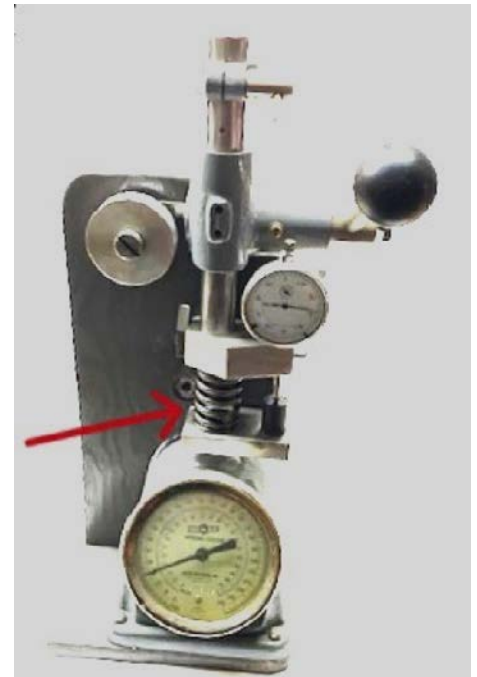


Fig. 3 – A modified Rimac Spring tester which allows valve springs to be load checked at very precise heights. Springs are loaded to their individual installed heights, then shims can then be inserted to achieve the correct load.

special camshaft assembly lube which adheres to the parts and has special modifiers to enhance initial break-in of freshly machined surfaces is used.

Fortunately, the **original crankshaft** for our engine was perfect! The journal sizes, roundness, and straightness were all well within spec. It did not require any work outside of thorough cleaning to ensure all the internal passages were spotless. Prior to assembly the crank is given a very light hand polish using 800 grit wet-dry paper wrapped around the journal and a leather shoelace wrapped over it which, when moved in a circular motion, polishes the journal. This is followed by a careful cleaning with detergent and hot water to remove any last traces of abrasive from the polishing.

Due to wear, the old camshaft bearings were removed and new ones installed. Once the critical alignment of the various oil holes was confirmed, the new bearings were reamed to size using a special stepped reamer.

The connecting rods were carefully cleaned, magnafluxed to inspect for cracks and torqued to spec with



Fig. 4 – It takes an array of specialized brushes and extensions to properly clean all of the various oil passages correctly.

Cleaning & Inspection

Cleaning an engine consists of four distinct phases: **Pre-Cleaning** involves removing the baked-on grime and dirt to facilitate initial inspection. **Deep-Cleaning** is accomplished prior to any machining using strong chemicals and ultrasonics and, in some cases, abrasives. During **Final cleaning**, all threaded holes are bottom tapped and all internal oil passages are wire brushed. Finally, parts are pressure washed to remove all traces of debris after the various machining operations. **Assembly cleaning** is done just prior to final assembly literally using white lint free towels and detergent followed by lacquer thinner and followed by a wipe down with a rust preventative. All the internal oil passages are cleaned using a combination of brass and nylon bore brushes, lacquer thinner, mineral spirits, Tide detergent, WD-40, and finally wiped with white cloths until there were no traces of dirt or debris.

Inspection is a key part of any quality rebuild. During the entire process, a good rebuilder is constantly inspecting the various individual components as well as the machine work and new parts. Proper inspection lights and magnifiers play a huge role in illuminating some challenging locations, be it in a tiny oil passage or a hidden crevice.

To the average engine rebuilder, this process may seem extreme, but more rebuilt engines die an early death due to contaminants than any other cause. Roughly 1/3 of the time spent rebuilding an engine is spent on cleaning the parts. Unfortunately, cleaning done correctly is very labor intensive, and a good portion must be done by hand using a set of special tools, a pair of well-trained eyes, bore scopes, and lint free white cloths.



Fig. 5 – Lighted magnifiers allow inspection of tiny details that can spell the difference between success and failure.

bearing shells installed then measured and matched with crankshaft journals resulting in the optimum bearing clearance. Once the bearings were matched, the numbered rods were arranged in order next to their mating pistons and positioned in proper orientation for assembly. The pistons and rods were assembled using assembly lube and re-checked to ensure the pin retaining clips were properly seated in their respective grooves.

Piston rings were dry fitted to the bores using a special positioning tool designed to place the ring square to the centerline of the bore and measured to ensure they had the specified end gap, then the ends were lightly chamfered to avoid scratching the freshly honed bores during assembly.



Fig. 6 – A special ring positioning tool is used to correctly locate each ring in its assigned bore so its end gap can be properly measured and corrected if necessary.

Mock-Up Prior to assembly the individual rod and main bearing clearances are checked and recorded to ensure proper clearance. Install the rod bearings in the individual rods, assemble, and measure the individual inside diameters, then measure the individual crankshaft journals and subtract the journal size from the bearing diameter to obtain the clearance. If measuring tools are unavailable, use Plastigage, a wax thread which when compressed will reflect the clearance of the bearings.

Magnaflux™ is a non-destructive inspection process utilized to detect cracks in ferrous parts. The parts are thoroughly cleaned and then magnetized. A specially treated dry ferrous powder containing particulate visible only under black light is then lightly dusted onto the part. The magnetized cracks attract the powder and then a black light is used to illuminate the indicated thin yellow lines. MagnaGlo™ is a similar process utilizing fluid with ferrous particles in suspension. MagnaGlo™ tends to find smaller, less obvious cracks. It is primarily used in aircraft and performance engine work. Following both processes, the parts must be carefully demagnetized and cleaned.

Zyglo™ is a similar process using a two-stage chemical spray used to detect cracks on non-ferrous parts.



Fig. 7 – Once the individual ring is properly located in the bore, the end gap is measured using a small feeler gage.



Fig. 8 – A rotary ring filer is used to ensure the ends remain perpendicular and parallel when enlarging the end gap.

For various sub-assemblies such as rods and pistons, cylinder heads, and the water pump, **Pre-Assembly** begins with final cleaning. Just prior to assembly, the parts are cleaned using solvents followed by soap and water. The critical areas are the internal oil passages and crevices. The inside of the engine (anywhere oil touches) must be

Fig. 9 – This 4" nylon bore brush on the end of a variable speed drill combined with some liquid Tide™ laundry detergent helps ensure the tiny abrasive particles are removed from the bores while not hurting the surface finish of the metal. Clean the bores one at a time and rinse the detergent out of the bore, then immediately spray the bore with WD40 to prevent rusting. From there, wipe the bores with lint free white towels and lacquer thinner until the towels are not gray.

thoroughly clean before assembling, especially the freshly honed bores which are loaded with residual tiny abrasive particles. If you don't remove this abrasive, during initial start-up, the hot oil will loosen it and flush it into the oil pan where it will find its way back into the engine.

At this point a sharp reader is saying "Yes, but the oil filter will catch the debris". This is partially true, however not all oil in the pan goes through the oil filter immediately and the filter may not be fine enough to catch all the debris. Some dirty oil remains in the pan and merely gets thrown up against the rotating parts and starts the journey again, until it eventually passes through the filter. Therefore, spend the extra time and clean the bores the right way!



Fig. 10 – A special pair of pliers used to properly expand the piston rings allowing them to be installed on the pistons. Trying this without the tool is difficult and often results in a broken or damaged ring.

Marine cylinder numbering. Convention in the world of engine design dictates that the "Front of an engine" is closest to the forward end of the vehicle/boat/machine. In the marine world, our engine position is often designated as *Flywheel Forward*. Convention further states "*the cylinder which is the farthest forward shall be the #1 cylinder*". Rotation is determined by facing the rear of the engine as mounted in the boat. Viewed from the rear, the rotation of our engine is clockwise, therefore the engine is designated as a right-hand rotation. The firing order for our engine is 1-5-6-3-4-2-7-8.

Rod & piston assemblies

– These require a very concise orientation. Most pistons will have an arrow, notch or other marking indicating the "Front". In our case, since the pistons are automotive, we will point the arrow toward the rear or stern. The orientation of the rods can also be a bit tricky. The rods have a notch on the parting line designed to squirt a shot of oil to lubricate the opposing cylinder wall while the



Fig. 11 – The oiling notch is shown with the arrow. Make sure the bearing and rod cap are clean and carefully slide the bearing into the cap. NEVER Scotchbrite™ the bearing surface to remove the coating. Bearings are covered with a special coating to prevent corrosion and enhance break-in.

engine is running. Therefore, this hole must face the center of the engine when the rod is installed.

Main Assembly - Start by inserting the camshaft in the block. Next, insert the rear main oil seals into the block and rear main cap with the lip facing inward. Don't forget the small rubber inserts on either side of the cap.

Next, install the crankshaft. After the crankshaft is installed and the mains carefully seated and *lightly* snugged up, the #3 thrust or middle main cap must be aligned to ensure full contact with the crankshaft, resulting in proper end play. Utilizing a wooden block to protect the crankshaft, use a few well-placed blows with a large hammer alternating on each end of the crank to forcibly move the crank fore and aft a few times thus squaring up the thrust bearing and establishes the proper end play clearance before final torquing the mains. Once the end play is established and the two fasteners are torqued, position a dial indicator at the end of the crankshaft and using two large screwdrivers, gently shift the crankshaft fore and aft to verify the correct end play of .005"-.007". Next, install the remainder of the main bearings, and after each one, slowly rotate the crankshaft by hand, carefully feeling for any tight spots in the rotation which might signal a bearing problem.



Fig. 12 – Prior to installation, dunk the piston rings and pin assembly in a container of oil and let it rest for a few minutes. This ensures that oil reaches all of the hidden areas and will be in place when the engine fires for the first time. Squirted oil on the rings and pin does not allow the oil to fully travel to the critical areas. Be sure to coat the rod bearing with oil before installation.

Once satisfied with the crank installation, install the rod & piston assemblies. Begin by submerging the piston and small end of the rod into a container filled with clean engine oil for a few minutes. This ensures the rod, pin, and rings are fully lubricated prior to installation. Drain any excess oil from the rod and piston, then use a clean rag soaked in oil to coat the bore with oil and lubricate the rod bearings.



Fig. 13 – Brass rods placed over the rod bolts protect the crankshaft journal from scratches during assembly and disassembly. They are a good investment.

Using a brass rod to protect the rod journal on the crankshaft from damage by an errant rod bolt, insert the brass rod into the block and gently slide the piston partially into the bore being careful to orient the rod to align it with the crank journal.

Using a piston ring compressor, gently compress the rings, carefully align the rod with the rod journal and while firmly holding the ring compressor against the block, hit the top of the piston with a soft blow plastic hammer. The piston should begin to slide into the bore. If you feel any undue resistance, remove the ring compressor and check to see if a ring has slipped out or if the rod has hit something.



Fig. 14 – A ring compressor tool used to compress the piston rings during installation, and brass rod used to align and guide the rod while protecting the crankshaft.

Once the rod is firmly against its journal, confirm matching numbers and install the rod cap. Oil both rod bolts then carefully install the rod nuts with the smooth face against the rod cap. Snug the nuts up and move to the next cylinder. Do not torque up the rod bolts at this point! Continue until all the rod and piston assemblies are installed. Then, using two feeler gages placed between the thrust faces of the rods on either side of the crank journal, final torque the rods. This will help to ensure the faces of the rods are correctly positioned parallel with each other, avoiding offset wear, and helping to ensure proper clearance.

Once all the rod & piston assemblies have been installed, torque the rod bolts starting from the front and move



Fig. 15 – A solid bar appropriately called a hard stop is used to locate the piston at identical distances from TDC during clockwise and counter clockwise rotation. Half the distance between the two points is TDC.

in sequence to the rear so as not to accidentally skip a rod.

At this point, do yourself a favor. Install the flywheel and place a hard stop on the deck of the block.

Gently rotate the crankshaft until the #1 piston contacts the stop. Make a temporary mark on the flywheel lined up with the zero location on your engine's timing indicator. Then reverse the rotation and continue until the piston again contacts the stop and

Head Gaskets

Marine engines typically have unique head gaskets. Head gaskets have many water holes in them which control the waterflow between the cylinder block and the head. These holes are subtly different between the automotive, truck, and marine applications of the same engine. Unfortunately, unless your engine is currently being produced, the correct marine head gaskets are rarely available. The solution is to use your old head gaskets as templates and using a new available gasket, duplicate the holes. Sometimes you will have to open a hole slightly or in other cases you may have to block off a hole. To create or enlarge a hole, use a punch. To close a hole, drill and tap the hole in the deck surface and install a brass plug. This is why you should always save the old gaskets.



Fig. 16 – A special punch designed to punch accurate holes in metal head gaskets.

make another mark. Measure between the marks and divide the distance by 2. This point will be the exact TDC. Make a permanent mark on the flywheel next to your timing indicator. When you set your timing, you will now have an accurate reading for TDC!

Next install the forward half of the timing cover. Then install the timing and accessory gear train. Refer to the service manual to properly align the tiny marks on the cam gear, idler gear, and crankshaft gear to ensure proper camshaft timing. Once installed,



CLASSIC BOAT

C O L L E C T I V E

The Next Generation In Classic Boating

**Your Go-To Source For
Buying And Selling Classic Boats**

**Over 80 Years Combined
Experience!**

315-608-0551

classicboatcollective.com

47625 CR-1 Redwood, NY 13679



VIEW
INVENTORY



BUY | SELL | RESTORE

The worst part and the best part of our job.



When Dave Bortner saw the number on his phone, he assumed it was the customer in South Carolina he had spoken with just a few weeks earlier. So he was surprised when he heard a woman's voice on the line. She shared the unfortunate news of her husband Frank's passing. She confided that Frank had suggested she call Dave to help find a good home for their cherished 1959 Hemi-powered Century Coronado. After two months and treks to South Carolina, Florida, and finally back to Minnesota—the boat was eventually sold to a delighted customer in Texas.

Frank's granddaughter sent us this thoughtful note: "What could have been an albatross was avoided. Selling the boat would have been overwhelming for my grandmother, but because of Dave's kindness this was one less thing she had to worry about while grieving. Our family will forever be thankful that Dave was there in such a difficult time."

Owning a great boat should be all about the enjoyment.
Let us handle everything else.



For people who love great boats.™

Lake Minnetonka, Minnesota
www.FreedomBoatService.com

recheck these timing marks just to verify.

From here, it is just a routine matter of installing the cylinder head assemblies and various components such as oil pump, rear timing cover, water pump fuel pump and intake manifold.

Finish the assembly, being careful to make sure everything remains clean and is properly lubricated prior to assembly. When you finish the assembly, use a fully charged battery and utilize a compression gage to run a compression test. This will help to verify; cam timing, cylinder seal, ring seal (no broken rings) valve lash and valve seal. Keep the battery connected to a charger during the test in order to maintain full charge otherwise the final cylinders will show up as low on compression.

Editor's note: This fourth article should have concluded the series had it not been for the starter. This engine did not come with a starter, and as it turns out, the proper starter for these engines is quite unique and due to its age and relatively low volume, became very difficult to source. As of this writing, a starter has been located and is in the process of being rebuilt. This means that a fifth article covering the starter rebuild and testing of the engine will be covered in an upcoming fifth article. ✦

Enjoy Burgers, Steaks & Seafood
with the best view Lake County has to offer.

Waterfront Dining and Balcony Seating
111 West Ruby Street
Tavares, FL 32778
352-508-5862
Open at 11am Daily
www.puddlejumperslakeside.com

Advertise in the next issue of Sheerline and promote your business or service to fellow antique and classic boat enthusiasts.

Don Taylor at 630-632-9797 or drtaylorsr@me.com

SEA TOW

priority service MATTERS

When you need help on the water, response time is everything. Only Sea Tow® members receive 24/7 priority service.

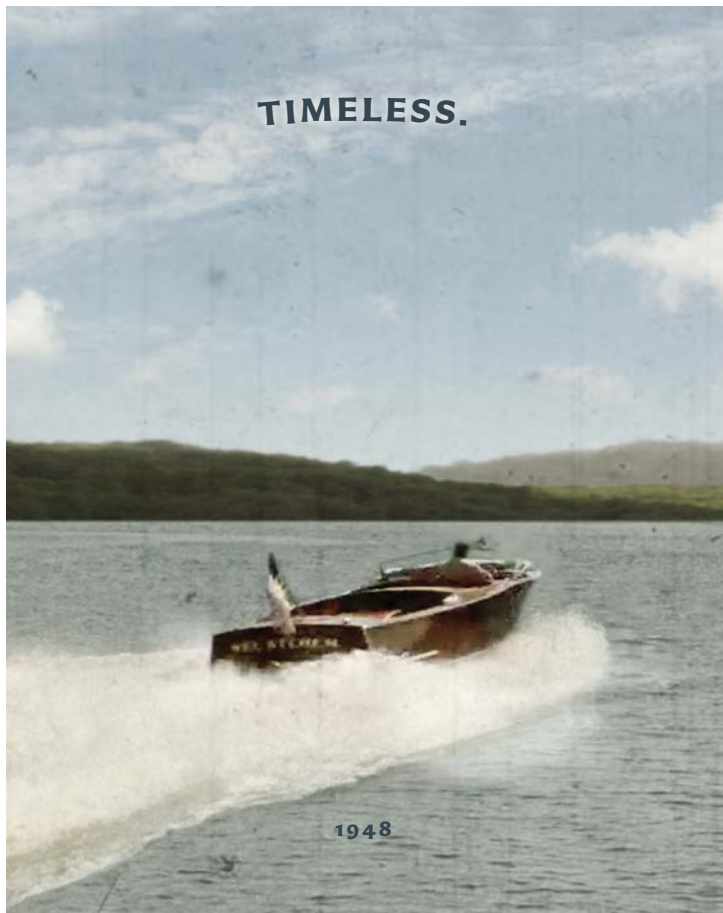
ARE YOU A MEMBER?

SEA TOW CENTRAL FLORIDA LAKES
seatow.com | 800-4-SEATOW



©2025, Sea Tow Services International, Inc. which owns, uses and licenses its trademarks. All rights reserved. No implied licenses granted. C-024-25

TIMELESS.



1948

UPDATED DAILY.

WoodyBoater

Live the Woody Boater Life on WoodyBoater.com



2016



Bringing History Back to Life: Correct Craft's **Storm Boat Replica**

By Mike Hodes

What is a Storm Boat? In 1944, the German Army was in retreat, and they had blown up most of the bridges over the Rhine River which separated France from Germany. Storm Boats were needed to “storm” the troops across the river in one of the final chapters of WW II.

Some of you may have heard that we're helping Correct Craft build a replica of a 1944 Storm Boat. This project has been a long time in the making, with roots stretching back 15 years.

Back then, a group of us set out to build a World War II Storm Boat along with an Evinrude Big Four Storm Boat Motor. Our goal was to showcase it at meets and

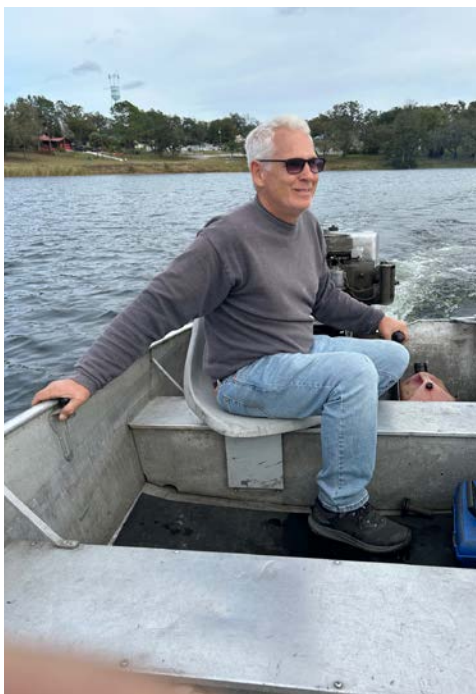
shows to generate interest in the club. However, for various reasons, the project never materialized and was eventually set aside.

That all changed just before Thanksgiving of 2024 when I received an email from Aaron Marohl, Product Engineer and Special Projects Lead at Correct Craft. Aaron explained that Correct Craft was celebrating its 100th anniversary and planned to build a replica of a 1944 Storm Boat but they needed a motor.

For those unfamiliar, Correct Craft played a crucial role in the war effort. In 1944, they built 406 Storm Boats in just 15 days, all while observing their commitment to no work on Sundays. This incredible achievement, dubbed the miracle production by the U.S. government, helped American troops cross the Rhine River into Germany, ultimately contributing to victory in World War II.

Reuniting the Team

Upon hearing about Correct Craft's project, I immediately thought of the original team of RC Hawie, Steve Wood, Snapper Schofield, and Ted Marston. I reached out and shared the story, and to my delight, everyone was eager to help.



Ted testing the Big Four motor

Even better, we still had the original engine parts, including the rare bipod (thanks to RC). We arranged a meeting at Steve's warehouse to assess the condition of the powerhead. Steve and Ted got it running again, mounting it on Steve's Orlando Clipper for testing at the Gator Chapter, Lake Placid meet in December.

After the test run, we compiled a list of missing or needed parts and RC quickly stepped up to provide them.

Bringing in the Experts

Meanwhile, Snapper connected with Bert Mullins, a WWII historian and owner of several restored WWII Jeeps. Bert offered invaluable assistance, researching authentic lettering and paint colors for the boat. He also generously donated a trailer from his friend Pat Ball.

On December 20, Snapper delivered the trailer to Correct Craft, where it is now being modified with period-correct fenders, wheels, and the appropriate paint scheme.

Bert also offered the use of his fully restored WWII Jeep as a tow vehicle for the Sunnyland Lake Dora Show in March.



Rebuilt "Big Four" motor



Tripod mounted on finished boat with rebuilt motor

While all of this was happening, Snapper meticulously reviewed the full set of boat-building plans. He identified potential challenges and provided the Correct Craft team with solutions to ensure an accurate and successful build. The boat is scheduled to be constructed in the coming weeks, and Snapper will be there to assist every step of the way.

Putting the Motor to the Test

On January 30, we delivered the Storm Boat Motor to Correct Craft, transporting it using Steve's old Orlando Clipper. The motor was launched on Correct Craft's private test lake, where we trained Aaron, Auggie, and Cory on how to start and operate it.



Hull completed; ready for action



Almost completed boat ready for OD paint

As they became more comfortable using the tiller, they pushed the Evinrude Big Four to full power with four people in the boat, we reached an impressive 29 mph!

After the test, we headed to the shop to disassemble, clean, and prep the motor for painting.

The Grand Debut

The Storm Boat, Motor, Trailer, and Jeep will make their official debut at the Sunnyland Lake Dora Show on March 21-23 at Wooten Park in Tavares. They will be featured at the opening ceremony on Saturday, March 22, at 9 AM in front of the Prop Shop.

We invite you to join us in celebrating Correct Craft's 100 years of Making Life Better. Don't miss this chance to witness a piece of history brought back to life! ✦

Jon Hoaglin

One of the original members of Sunnyland Antique passed away on April 21, 2025. He was also a longtime member of ACBS and the Chris Craft Antique Boat Club. Jon was a faithful attendee of most of the early boat club



Jon (right) having fun in his Jersey Skiff.

get together: the Mount Dora and Cypress Gardens boat shows. He even attended the first boat shows in Sanford on Lake Monroe. He loved to go fast and did so in his 19' red



and white Chris Craft Racing Runabout and later in his Jersey Skiff "Bad Attitude", the JS-55. He was friendly with everyone and often took pictures of the boats and had them printed and he would send these photos to the owners. He lived on Crooked Lake in Babson Park, Florida. He was a fun guy and loved to have fun!

Submitted by Nick Cioffi

Steven Torrey Thurlow

Steve was born in Bradenton, FL to Don Sr. & Jane Thurlow on June 28, 1951 and passed away on December 12, 2024, in Ft. Myers, FL.

When he was in his early teens, the company his father was working for at that time moved them to Ft. Pierce, FL over on the east coast. Steve then graduated from Dan McCarty High School. Steve had many friends during his high school years. After his graduation, Steve found a calling and moved to Ft. Myers in 1969. Steve lived in that area ever since.

Steve became a Charter Boat Captain and was known to his friends as "Ahab". He enjoyed taking charters out in the Gulf of Mexico. As his love of this area and his continued involvement with boats and various marine equipment, he grew his acquisitions and developed his "fix up" skills, which earned him the nickname "MacGyver". Over the years, Steve built his skills and developed a large assortment of specialized vehicles and tools to enhance his marine construction skills. He began working on antique wooden boat restoration and repair in the early 90's and continued in this endeavor on a part time basis until the time of his death.

As Steve continued his activities in Ft. Myers, he met a wonderful lady, Jean Ihnat in 1991 while she was working on building a wooden sea kayak. Jean was his side-by-side companion.

Steve became a person that anyone around him could call. He would be the first person to help a friend or



neighbor solve their problem. Steve also volunteered with the Florida Forest Service from 2010 through present. He was truly a solid friend of many on the southwest coast of Florida!

For many years Steve, known as "Chugger" to his friends in Sunnyland Chapter, would bring his small tractor to the boat show and would maneuver the land display boats to their assigned places. He will be missed.

O'KEEFE'S

Irish Pub & Restaurant

Located in the
Downtown Tavares Waterfront
Entertainment District
115 S. Rockingham Ave.



Lunch & Dinner Daily
facebook: OKeefesIrishPub
www.okeefesirishpub.net
Andrew O'Keefe

352-343-2157
Tavares Florida

Aluminum Boat Cradles

INCORPORATED

Baby Your Boat....Put it in a Cradle!

www.boatcradles.com



352-669-3355

SPACECOAST PLATING

& Metal Refinishing, Inc.

975 Aurora Road
Melbourne, FL 32935
PH: 321-254-2880 • FAX: 321-254-9115
www.spacecoast-plating.com

David Pratt

Stainless steel and metal polishing.
copper, nickel & chrome plating of marine,
motorcycle & automotive parts



Serving Central Florida for over 20 years.

Your best stop for everything to rent! **352-357-9242**



Please contact us to create your perfect outdoor party, wedding, gatherings and other entertainment functions. Our dedicated professionals will work to fill your needs.

4800 Highway 19 A
Mount Dora, FL 32757
www.grandrent.com



WE'VE GOT YOU COVERED!



Randy Mohr

randy@trucktopsmore.com
352-508-5682 Phone
352-508-5684 Fax

11309 U.S. Highway 441
Tavares, FL 32778
trucktopsmore.com



352.343.8886

VICTORYENGRAVINGFL.COM

WE MAKE CUSTOM:

-SIGNS FOR ELECTRICAL,
CONTROL & INSTRUMENT PANELS
-AWARDS & NAME BADGES -

Trading Dock

A FREE service available to Sunnyland members.

Trading Dock due dates are

January 15 | April 15 | July 15 | October 15

NEW LISTINGS: Include a short description of your item, photo (jpeg), your name, address, email address and telephone number. Let us know when your item is sold so we can remove the listing.

RENEWALS: If you want to renew your listing, email Don Taylor on or before the issue due date to keep your ad in the Trading Dock.

Trading Dock listings must be renewed each issue.

Send your Ad or Renewal Information to: Don Taylor (630) 632-9797 drtaylorsr@me.com



SCAMPY CORNER:

Anyone interested in the bargains that SCAMPY offers should contact Lou Ronca at 407-493-8553 Proceeds support SCAMPY.



1964 GW Invader. Johnson 25hp electric. Recent tune up. Matching trailer. This classic boat has been restored inside and out. Great first boat for your son or daughter. Only \$5800. Call or text Bill Vogel at (321) 299-2452.



1956 ARISTOCRAFT completely restored by Alan Spaeth. Mercury Mark 58. Ready for show or go. \$13,000. Call or text Bill Vogel at (321) 299-2452.



Boat Fuel

Tavares Boat Slips have fuel for our boats. Open 9am to 5pm daily. They do not take American Express.

City of Tavares TAVARES.org



REBUILT 750 HOLLEY CARBURETOR

DON TAYLOR.
Leesburg, Fl. \$200
drtaylorsr@me.com.
630-632-9797

BOATS FOR SALE

LOCATED IN CONNECTICUT:

1937 Chris Craft 17' Deluxe – Needs restoration. Comes with a restored instrument panel. \$3,000.00

1941 Chris Craft 22' U-22 Deluxe – Easy restoration. Complete hardware, all instruments except tachometer. Has a Chevy V-8 installed. \$8,000.00

1942 Chris Craft 17' Special Runabout – Boat is in good condition, but bottom is weak. \$5,000.00

1950 Chris Craft 22' U-22 – Boat needs to be completed. \$6,000.00

1950 Greavette 18' Dispro – Boat and motor restored. Has won several first place awards and a People's Choice Award. \$16,000.00

1950 Penn Yan 14' Aristocrat – Complete outboard boat. \$800.00

1955 Feathercraft 14' Vagabond – Hull was painted, stripping not completed. Comes with a 50 HP Mercury 500. \$2,000.00

1962 Century 15' Palvo – Restoration started, hardware is rechromed, excellent engine and new old-stock Volvo Penta outdrive. Interior has been redone. \$3,000.00

1971 Thompson 18' Outboard Bowrider – Fiberglass Low hour 115 HP Mariner outboard, plastic fuel tanks, mooring cover, good bimini, perfect original interior, on a good trailer, fresh water use only, runs perfectly, all instruments work. There are no surprises. \$4,000.00

LOCATED IN VERMONT:

1939 14' Larson Outboard Runabout – Available: Evinrude Big 4-33 HP. \$2,000.00

1956 Penn Yan 14' Captivator – Easy restoration of very complete boat including hardware. Available: 35 HP Johnson Electric Start. \$3,000.00

Contact Wes at 352-217-0292.

Leave a message or send a text. All boats are on some sort of trailer, but they are probably not roadworthy. All boats are stored under cover inside.



UP FOR SALE IS THIS BEAUTIFUL 1959 BOWMAN with its original 1959 Mercury Mark 58A and 1959 Tidewater trailer. The 1959 14' Bowman is a very rare seafoam green color boat with beautiful rear fins. The boat has been fully restored with a new transom, flooring, upholstery and the original hardware has been rechromed. The boat comes with all new wiring, bilge pump full waterline Sunbrella cover and removable Sunbrella bimini top.

The 1959 Mark 58A, 45hp with its vintage fuel tank have been fully restored to their original specifications by Alan Spaeth and the engine has less than 20 hours on it. This boat and engine are museum quality and a real eye catcher wherever you take them. The Tidewater trailer has been fully restored with all new wiring, LED lighting, winch and a new dolly wheel. The trailer has new bearings, tires and wheels. The price for this rare piece of history is \$12,500. Contact Pete at 863-412-8816 or capri@tampabay.rr.com



1981 SUPRA SKI BOAT Great condition with trailer. 454 engine runs good. 40 MPH plus. Upholstry is in new condition replace 2023. Total proceeds of this sale go to support the Sunnyland youth boat building program (SCAMPY) \$8,000 Contact Lou Ronca at 407-493-8553. Proceeds support SCAMPY.



1948 13' Lyman, storied in a warehouse over 25 yrs, new restoration, with new decks. 1950's refurbished Tee-Nee trailer. Powered by 1957 Evinrude 18hp electric start. Contact Steve 315-649-5369 Virginia \$6900.00 OBO

1928 Chris Craft Cadet 22'

upswept triple cockpit. Very lightly used since it's full restoration in 2004 including a new oak-veneer system bottom, and hull sides, new transom, new aluminum fuel tank, and new vinyl upholstery. It has been repowered with a modern fuel injected MerCruiser 377 cubic inch engine giving it remarkable performance. Also included is a Bimini top, full waterline cover and custom trailer. \$48,500, boat is located in Mt Dora. Call or text Bill Feikert at (352) 406-5885.



1962 18.5' Chris Craft Holiday Mahogany with trailer. Excellent condition water ready! Original 283 engine, All cylinder compression 125psi. Restored with 5200 bottom, all gauges refurbished all original chrome. Fully documented with original sales brochure and price list. Museum quality documentation. One other owner Mr. Andy Rooney from CBS 60 minutes. \$14,900. Phone Herb Nyberg at 860-334-7067. I am in Marathon but Miss Chris would like to live on a lake in Central Florida.

NOVA 24 V-DRIVE 1970

Allan Brown boat. Twin stroker 351w. Stringers/transom/awlgrip/etc. approximately 50 hours. Ready. Probably best out there. Professionally completed in '19. Owned since about 1994. It sat in storage waiting on boathouse until 2021. Located Central Florida. Half of my cost. \$49,900.

Call Craig at 713-446-1555
Email rancherolx@yahoo.com



Calendar



Events as of BOD Meeting May 18, 2025

Nothing is currently planned for summer as most people are away.

September 6, 2025

Touch-A-Truck Event in Clay County, FL

October 17, 18 & 19, 2025

Lake Mirror Classic Show. Contact: Mike Hodes
(407) 466-4543

November 7, 8, & 9, 2025

Sunnyland Annual Dinner and BOD Meeting in the
Mount Dora

November 7, 2025 - (Friday)

Welcome Reception - Annual Meeting
Mount Dora Yacht Club 5 - 8 PM
Contact: Tom Drozd

November 8, 2025 - (Saturday)

Morning Boating Adventure
Annual Dinner Banquet - Mount Dora Yacht
Club - 6-7pm Cocktail Hour / 7pm Dinner
Contact: Tom Drozd

November 9, 2025 - (Sunday)

Annual Membership and Board Meeting -
Lakeside Inn, Mount Dora
9am Continental Breakfast, meeting begins
(note change of location)

March 26-29, 2026

Sunnyland Boat Festival

Frank Miklos, Chairman, Events and Activities Committee

See acbs-sunnyland.org for more information on events. Some forms are required for attendance and are provided on the website.

Thank You

to the Sponsors and
Advertisers who support
our Sunnyland Chapter



Aluminum Boat Cradles.....	35	Party Plus.....	35
Classic Boat Collective	29	Puddle Jumpers	30
Don Wilson Restorations	6	Sea Tow.....	31
Freedom Boat Service.....	30	Spacecoast Plating.....	35
Hagerty.....	4	Touchless Boat Cover.....	Inside Front Cover
Katz's Marina	Inside Back Cover	Truck Tops and More	35
Lancer Craft	Back Cover	Victory Engraving & Awards	35
O'Keefe's Irish Pub and Restaurant	35	Woody Boater.....	31
Old Time Boat Co	6		

RESTORING BOATS, PRESERVING MEMORIES.

As the only antique boat dealer with a one-year warranty on boat sales, we do everything we can to keep the simple way of life afloat. That includes preventive maintenance, refinishing services and repairs, should you need them. We also carry a large assortment of parts and accessories for antique and classic boats. And with over 100 Chris-Craft, Gar Wood, Century and Higgins boats in stock, we're the number one antique boat dealer in the world. Katz's Marina. Proud Sponsors of The Sunnyland Chapter of the ACBS.



AntiqueBoatSales.com
973.663.3214



Photo - Reg Down

The Sheerline

Sunnyland Chapter ACBS

P.O. Box 689

Mount Dora, FL 32756



Lancer Craft

Tradition Meets Innovation

**Lancer Craft debuts Hull No. 1, raising over
\$165,000 for American Cancer Society**

Barnett-Jackson®

NEVADA

THE WORLD'S GREATEST COLLECTOR CAR AUCTIONS®



Lancer Craft

**American
Cancer
Society**

LANCERCRAFT.COM

352-542-7152

The American Cancer Society does not endorse any product or service.