

The M.B.O.A. LOG

MATTHEWS BOAT OWNERS ASSOCIATION

*

FOUNDED 1977

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SPRING 1997

ONLY THE MEMORIES REMAIN

When the Port Clinton Fire Department responded to the 2:22 p.m. 911 call Sunday, March 8, they found flames from The MATTHEWS Company leaping as

high as 100 feet through the roofs of the old buildings and seen as far away as Sandusky. In spite of heroic efforts of five fire departments, the historic buildings could not be

saved. Fortunately, a southwest wind swept the flames out over the river.

In 1975, Knute Morelli of Canton, Ohio, and Miami Beach, Florida,



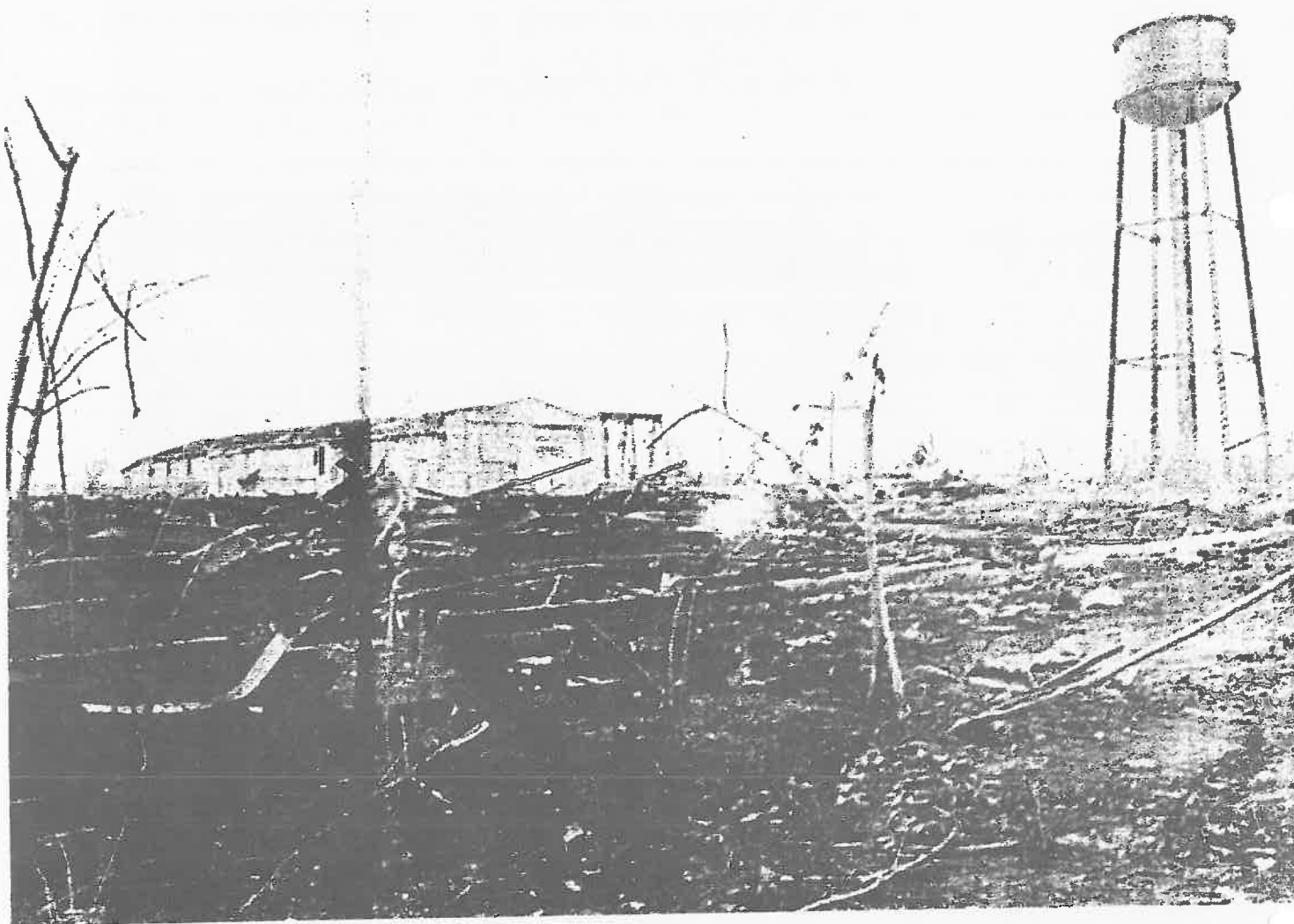
BATTLING THE BLAZE (Courtesy Sandusky Register - Terry Reimer)

purchased the buildings and 8 acres of property at a federal bankruptcy auction. Since that time the property has been vacant. For several years, Morelli hired round-the-clock security guards, later reduced the hours of coverage, and not long after the auction of contents, cancelled all security. Prior to 1990 the property was listed for sale and bids were requested at the 1990 auction. However, none was forthcoming. The plant continued to be an eyesore to the community and in August, 1996, Port Clinton's Mayor, Tom Brown,

visited Morelli to discuss a sale of the property to a developer or transfer to the city. Morelli was to get back to Mayor Brown but never did. According to tax records, the property had a value of \$90,980, but the Ottawa County Auditor's Office has the assessment listed as \$58,100, "a value that is significantly under assessed" per a real estate appraiser of Vogel Valuation Appraisal Services.

The MATTHEWS Company buildings were included in an historical tour of Port Clinton by Bay Area

Tours. The original company, founded by Scott J. MATTHEWS in Bascom, Ohio, in 1890, moved to Port Clinton in 1906 at the request of a group of Port Clinton businessmen. The original land on the Portage River was donated to MATTHEWS as an enticement to move from Bascom. MATTHEWS built two major buildings in that year, followed by a third in 1917. The latter contained four bays for building 110-foot submarine chasers in WW I and originally was open. By mid-



THE AFTERMATH - SUNDAY, MARCH 8 (Courtesy of News-Herald/Daryn Slover)

winter, however, MATTHEWS enclosed the building to provide more comfortable conditions for the employees. It was in this building the arsonists started the fire, removing a landmark that had existed for over 90 years in Port Clinton and ending an historic era of the building of a yacht once known as "the Cadillac of the industry".

At the time The MATTHEWS Company went bankrupt in December, 1974, the 56-foot mold, the largest rotating mold in the world, contained a partially completed hull. This was lost in the fire, along with the bridge for a 56. Most fortunately, all the paperwork was sold at the 1990 auction although there were still thousands of various original brochures left in the plant. Arsonists have removed history from the enjoyment of many but thankfully, the irreplaceable archives remain intact and in the possession of The MATTHEWS Boat Owners Association.

AFTER THE FIRE

(Thanks to Anna Bovia, daughter of long-time employee)



The water tower was a major landmark in Port Clinton and had "The MATTHEWS Company" printed on it in huge letters. Carl Matthews, son of Scott J. Matthews, and aircraft enthusiast, used the tower as a point for photographing the plant.

Although the tower remained after the fire, it was considered to be a danger so was razed with the rest of the ruins beginning Sunday, March 8.



A 91-YEAR LANDMARK DESTROYED BY JUVENILE ARSONISTS

(Photos courtesy of Anna Bovia)



Photos all taken through chain-link fence on east side of property. Note crane in top photo ready to begin job of tearing down remaining structures and cleaning up debris. Clean-up was begun later in the day of the fire according to Port Clinton Fire

Chief Chuck O'Neal. The site was considered unsafe and it was feared anyone trespassing on the grounds could be hurt.

The only building not destroyed by fire can be seen in the background

behind the water tower. This is located next to the hauling well in the northern part of the property and at one time housed the upholstery department, among other things. It is the newest of the The MATTHEWS Company buildings.



Photo at left courtesy of Pete Wilson

SPRING COMMISSIONING BEFORE LAUNCH

For those of us who live in the North and must decommission a boat over the winter, each spring brings the reverse process. The first good weather in March or April finds the yards filled with hopeful boaters, each waiting to again commission his vessel for an all too short season.

First, the cover must be removed. If you have not marked the canvas, do so before removing it. With magic marker, mark the center as the canvas lays on the ridge pole. Indicate fore and aft on the canvas and put arrows on the center line to show the direction. If you use more than one canvas, mark each with a system that will be clearly understood the next time you use the canvas. Then, when you place the cover over the frame next winter, you can easily see the position of each canvas, which side is toward the bow, and the center line. When you remove the canvas in the spring, make certain it is thoroughly dry. Spread it out on the ground and fold it compactly, leaving the markings on the outside. We fold ours from each side in so that when we go to roll it out next winter, we can place the center line on the ridge pole and merely flip half the canvas forward, the other half aft. It is lighter and easier to work with if you can flip only one half rather than the whole canvas.

Next remove the framing. If that has not been marked, do so with a magic marker. Choose your own system of marking so next year there will be

no question where each piece belongs. We leave the carpet padding nailed to each piece and bundle similar pieces, tying them together securely. The bundling prevents hunting through all the pieces for the right one when we re-install the frame next winter.

One of the first things we like to do is hook up the batteries and domestic water. It's nice to have 12-volt lights and water to rinse your hands after completing a dirty job. Clean the battery terminals, check the water level, and be sure the batteries are charged before connecting them.

We change all Jabsco-type impellers yearly. We used to change them only when they failed, but our experiences with changing impellers under way were uncomfortable enough to make us take heed when a yard suggested routinely changing them each year before launching. Since then, we've never had a failure.

Fill the water tank and disconnect the by-pass jumpers on the hot-water heater. Once we are in the water, we run two to three tanks of water through our system to clean out all traces of Winterguard before using the water for drinking or cooking.

Many repairs and maintenance tasks cannot be done once the boat is in the water, so a thorough check before launching is an extremely important phase of commissioning, particularly with a wooden boat. Start with a thorough survey of the varnish and paint; lifting, crazing, and darkening are all tell-tale signs of potential problems that may be caused by moisture and/or rot. If a soft spot or rot is located, remove and repair or replace. Be sure to check hatches

and windows for leaks. Go over the entire vessel, putting the wood into proper condition before painting and varnishing.

Make necessary repairs to the hull; caulk and smooth seams with seaming compound.

You know the painting/varnishing routine. The finished job will be only as good as the preparation and a general rule of thumb is spend one-third the time preparing the surface, one third cleaning it, and one-third laying on the finish. There are times when each of us wants to hurry, but when we do, we usually regret it. It reminds me of 12-foot section of teak handrail that needed stripping this past fall before our trip to the Bahamas. We removed the old finish with a heat gun, then sanded with 150 grit followed by 220. The surface was smooth and beautiful. After a thorough vacuuming, wash down with water, wipe down with denatured alcohol, and tacking, I laid on the first coat of varnish, diluted 50 per cent to better penetrate the wood. I had read of people laying on two, even three, coats of varnish in one day, so decided that with our time short, I would try it. The first coat, diluted, dried quickly, so I brushed on a second. That looked quite elegant and that, too, dried quickly on a warm day. That afternoon, the second coat dry to the touch, I put on a third coat. Before I completed the rail, the first section began to alligator. I figured three days were lost before I was back where I had started - one to strip originally, one to clean and varnish, and a third to strip a second time. I knew there were no short cuts to painting or varnishing, yet I tried to find one; my experience renewed my original knowledge - there are no

short cuts to painting or varnishing! Do the job properly or don't waste the time, money, or effort to do it at all.

If your engine is gas, change the spark plugs, points, and condenser. Be sure all engines turn freely.

Check the vessel's wiring, paying special attention to where wiring goes through bulkheads and wiring harnesses around the engine. These are the places where wiring is most vulnerable to chafing. Make any repairs necessary.

Check the shaft log, making sure the hose clamps are tight and the hoses are in good condition. Check the rudder stuffing box for leakage and tighten. This is an area on MATTHEWS that frequently requires attention. Do NOT tighten the shaft stuffing boxes until the vessel is in the water.

Ground plates should be checked to make certain the wires on the through-hulls are in good condition and that they are grounded. Check the sea cocks to make sure they turn easily.

Shafts should be checked for alignment. Replace all zincs. Thoroughly check the bottom for loose planks and fasteners. Spend extra time checking the turn of the bilge for cracked frames. MATTHEWS is known for a weakness in frames and frequently requires sister framing.

We assume the filters were changed in the fall and water strainers cleaned. If these were overlooked, do it now.

Undoubtedly each vessel will have its unique items that require atten-

tion. Be thorough in your job of checking and fixing before launch. Double check to be sure "land only" jobs and those easier to do on land are done before launching. Once you are satisfied all tasks are completed, scrape, sand, caulk, and paint the bottom. Be sure to remove all strainers so you can paint inside them. Tape the boot top for a clean edge. Using a 3 1/2- or 4" brush and a roller on a long pole, paint away.

How pretty your vessel looks for launching tomorrow when you can begin all the in-water commissioning tasks!

GAR WOOD SOCIETY PRAISES MBOA

Good Morning:

I always enjoy reading the MBOA LOG which is the best of all marque club newsletters. Your article in the Fall 1996 issue, title "Fortune is Ours", is particularly meaningful to me. The Gar Wood Society has devoted nearly 20 years searching for factory records so that owners of Gar Wood boats can be more certain of the origin of their boat. It seems that when a boat manufacturer is forced to close down, the last thing on their mind is preserving production records, blue prints, and sales journals. All the items that marque club members cherish are often the first to be destroyed.

Our search has been continuous, and each year we add a few items from individual collectors, but we have

never found the records and are almost certain that they no longer exist. However, we recently received the Gar Wood Sales Journal from the grandson of Gar Wood's General Manager. It was our greatest individual find so far and lists every Gar Wood sold during their entire operation.

Your Association is most fortunate to have such great records and the members will be able to learn so much from your newsletters that provide factual information on MATTHEWS' history.

Best Regards,
(signed)
Anthony Mollica, President
The Gar Wood Society

PACIFIC NORTHWEST NEWS

The sixth annual Rendezvous for Pacific Northwest owners and enthusiasts was held at the home of Randy and Theresa Mueller on Gig Harbor Bay, Gig Harbor, Washington, over the August 31 - September 1 Labor Day weekend. Saturday morning dawned with a light mist falling, but soon cleared away providing us with sunshine, blue skies and warm temperatures for the remainder of the long weekend.

Twenty MATTHEWS owners and enthusiasts along with four boats were in attendance, ranging in size from 40 to 52 feet. Everyone enjoyed a full day of boat tours, visiting with old friends and making new acquaintances.

VIEW FROM THE BRIDGE . . .

It is that time of the year when we in the northern states are preparing for another grand boating season. With this in mind, I would like to remind all of you to be concerned about boater safety.

Accidents can occur any time, in any number of circumstances. In addition, with the increasing number of boats on the water, it becomes more important that boaters know their responsibilities while under way.

All our tips concerning safe boating can be summarized in this way: *be informed and be prepared.*

Being informed means knowing the waterway you are traveling. Knowing the weather forecast for the duration of your time on the water is important. Is there even an outside chance of a thunderstorm or high seas?

This is where being prepared comes into play. If or when that thunderstorm arrives, what will

you do? What's the first course of action?

Being prepared means having enough life jackets for all persons on board and that all people know where they are and how they are used.

Having your course plotted and knowing your relative position at all times are important if it becomes necessary to radio for assistance.

Beyond being informed and prepared there are numbers of smaller details to be aware of. Many people forget that a boat is a serious piece of machinery, capable of inflicting extreme bodily harm on its passengers should they become careless.

Remember, all boat owners are legally responsible for the wake their boats create and its effect on other craft. Be aware of other boats on the water, especially those that are small and, when in doubt, be cautious and be conservative with your speed.

In general, if you are not sure, don't

go out. If you do go, let someone who is staying behind know where you are going and when you will return. File a float plan with the marina. Think before you act. Most accidents can be avoided with a little foresight and planning.

This will be my last "View From the Bridge" as your Commodore. I would like to take this opportunity to thank my fellow Board members for their cooperation and assistance during my two-year term.

To you, the members, my heartfelt thank you for your support and continued efforts in making MBOA the premiere marque boaters' organization.

I look forward to seeing all of you this summer at our annual MBOA rendezvous to be held at Essex Island Marina July 15, 16, and 17.

God bless and happy boating!

Don Connor, Commodore

tances. And to round out a full day of entertainment, the gourmet potluck dinner with tasty desserts again ran late into the evening Saturday.

A short and informal meeting discussed the basis of our local group plus background and benefits to belonging to MBOA.

Everyone was impressed with the quality of the MBOA LOG and the content of the archival package of-

fered by MBOA, with several people expressing an interest in joining and picking up applications. All boats stayed overnight, visiting with each other again on Sunday morning before continuing on with their long weekend cruising plans.

Boats in attendance were:

1963, 52' DCCB **NEWPORT BELLE**, Bill and Eileen Pratt with guests Jess and Jeanne Schrock

1967, 45' DCCB **TAOS**, Lawrence and Vicky Smith and family

1956, 42' Martinique, **STARLIGHT EXPRESS**, the hosts' boat

1948, 40' Sedan, **LOUISE II**, Chuck and Janyce Williams

MATTHEWS-on-Wheels included:

Steve and Anita Franson, 1961, 41' Sedan, **PONCEE**

Carl and Dorothy Pearson, 1971, 46' DCCB, **SASSY**

Ron and Kelly Nolan, who just sold their 1951, 40' Sedan

Dave Zylstra and Bonnie, looking to purchase a MATTHEWS to moor at his dock on Lake Washington.

Everyone left with promises to return again next year! The 1997 Rendezvous, again at our house in Gig Harbor, promises to be something special. Ted and Eddie Johnson, very special friends from Connecticut that have been a real driving force behind MBOA, will be visiting us sometime in July. They have an incredible amount of knowledge of MATTHEWS boats and the company's history, and the "Mecca" for all MATTHEWS enthusiasts is right in their backyard! I am of course referring to the famous "shed" with the entire remaining collection of MATTHEWS factory records, drawings, and brochures. They are looking forward to meeting our enthusiastic group and talking MATTHEWS - and by the way, they own two MATTHEWS. The date in July will be established sometime in the spring.

Randy Mueller
Commodore
Pacific Northwest Group

LAST ANCHORAGE

It is sadly reported by the Pacific Northwest Group that Norm Runions passed away September 14, 1996. Norm, along with Jack and Ralph Chambers, had the MATTHEWS dealership in Seattle in the very early sixties. Norm and his wife, Rita, attended two of our Rendezvous, the last being 1995, and always enjoyed talking MATTHEWS and being around the boats. His two sons, Craig and Mark (MBOA members), purchased and restored a 1958, 42' Sedan several years ago on which the family has cruised, obviously bringing back memories from those early days. Our sincerest sympathies are extended to the family, and our thanks for Norm Runions' love and dedication to the MATTHEWS line.

By Randy Mueller

worth millions and our MATTHEWS gets all the "oooh's" and "aaah's". This, however, was always the case.

We purchased our MATTHEWS in the spring of 1990. Procured through a broker, little was known about her background other than what little information could be picked up from local folks who thought they knew the boat. She had been stored in a pole barn for several years in Port Clinton, Ohio, and appeared to be structurally sound (I say that with tongue in cheek!) although years of idleness and neglect had taken their toll. The survey revealed numerous areas of deterioration, faulty wiring, and extreme dryness, not to mention mildew, dirt, and a bird's nest here and there. All things considered, with a little patching, she would float (six days in the hoist soaking up) and preparation would begin for her 800 nautical mile trip to her new home on Lake Michigan in the port of White Lake.

Keep in mind that although I had been around boats all my life, this was my first cruiser (most of my experience was a rag bagger) and also my first experience with twin engines. The learning curve was high and reality hit hard the first time I pulled up to the gas pump! I was also getting a crash course in wooden boat maintenance costs trying to jury rig instruments and other systems on board which were either broken or non-functioning due to lack of use in her years of storage. One month later she was standing tall and proud and ready to go.

THE MAIDEN VOYAGE OF MAHOGANY ROSE

By Rich Roberts, Grand Haven, MI

We have owned our MATTHEWS 1950 sedan for the past six and a half years and I must admit that we de-

rive more pleasure from her than any other vessel. I rather enjoy being in port docked next to a huge Hatteras

Our departure day was overcast and rainy but the forecast called for clearing skies and partial sunshine. With

crew ready and with enough provisions to feed a small army, we were on our way. It was a good thing that the newly installed LORAN was working perfectly because the compass was not even close to accurate on any heading! The other thing that quickly came to our attention is that the deck and cabin leaked . . . a lot!!! Positive attitude prevailing, we were heading across Lake Erie and for the Detroit River. With the sun finally shining, we traveled uneventfully up the river past the skyline of Detroit, across Lake St. Clair, up the St. Clair River dodging lake freighters and other commercial vessels, and finally stopping for the night in Port Huron. What a delightful trip! In spite of all the needed repairs and improvements, I was hooked. I loved this boat!!!

Day two started early (6 a.m.) and it was shortly after that our first equipment failure occurred. The horn died!!! Vocally opening several bridges on the river leading from the marina, which is one long "hey" followed by two short "hey hey's" would be most embarrassing. We decided that waiting for another boat and staying close behind would be less humiliating. Out into an incredible current at the mouth of the St. Clair River and onward into Lake Huron. The shoreline of southern Lake Huron left us somewhat bored

and we decided that this would be a good time to start interior repairs like fixing stripped screws in the helm'sman seat and seeing what chrome plating was salvageable by trying a little chrome polish here and there. We spent the night in a delightful marina in Au Sable.

Charlevoix, approximately 100 miles away, was the goal. The Straits of Mackinac were choppy and somewhat foggy but passable. I had heard many a horror story about this stretch of water and in spite of enjoying the sights of the Mackinac Bridge and the Islands, I was anxious to put this

MAHOGANY ROSE - 1950, 40' SEDAN



Day three found the weather deteriorating with a front moving in and seas starting to build. Our goal of Rogers City was not looking good. Knowing that several planks contained rot, I didn't want to push our luck in rough water. Our luck held and with hard weather on our heels, we pulled into Rogers City. A change of crew awaited, including my 7-year old daughter; however, the inclement weather would not let us leave for the next five days. Time had now become a factor and my daughter was getting down right demanding to go for a "boat ride". She had no idea she was in for the ride of her life!

We were now on day eight and

area behind us. It was not to be! While making our way through an area called Gray's Reef, we encountered a large mass of tangled gill net and poly line at about ten knots. Being slightly submerged, it wrapped around both props and after coming to a rather abrupt halt, we found not only both screws fouled, but also somehow this mass of twisted mess was snagged on the bottom. We couldn't move even if we wanted to. A call to the Coast Guard and a tow was on its way. After being cut free from the bottom, we were towed back to Mackinaw City (back under the bridge we'd seen once already and twenty miles in the wrong direction) to await repairs the next day. A diver

hired through the marina freed the tangled mess from our props and checked for damage. Luck was with us and there was none. Day 10 upon us and still farther behind, my affection for this whole idea was starting to dwindle!!

With everything in working order and full fuel tanks, my daughter said, "We're 'outta' here!" Under the

Big Mac bridge for the third time and going as far as we can get. Turning into Gray's Reef, the haze was thick and we slowed to get a visual fix on our position. The port engine stalled and would not start. She felt sluggish. A glance below and the carpet in the forward cabin was wet! We lifted the engine hatch and water was coming in and we couldn't see from where. I pulled the switch to turn on the bilge pumps - nothing! By this time, the water was over the floor boards below deck and it suddenly occurred to me that this boat was going down! I am no longer in love!!

It occurred to me that Murphy's Law was in full effect. We were faced with a life-threatening disaster and "MAYDAY" was definitely in order. After my first transmission, the Coast guard responded and informed me that the signal was weak and broken. The VHF was failing now on top of everything else! Another cruiser



MAHOGANY ROSE

monitoring our "MAYDAY" was en route to our location and was able to act as a relay to the Coast Guard. The starboard engine was still running and I hoped that I could at least beach her but the weight of the water on board kept her from responding to the helm and she would only go in a circle. My crew was using anything they could get their hands on to bail. The old saying of "There is nothing more motivated than a sailor in a sinking boat" could not have been more true. A sailboat handed off a small manual pump but there was just too much water for it to make any difference.

The sum of the situation was this: a whole lot of water coming in, no electrical pumps, one engine that was pushing us in circles, a crew bailing water with anything they could get their hands on, and my daughter saying, "I want to get off!" Not only am I not in love, I want a divorce!

The Coast Guard arrived first by helicopter and the rotors made the irrefutable fly around like a leaf in a hurricane. They lowered a crewman with a motorized pump and fired it up. Next he asked, "Who's the Captain?" My crew in unison pointed to me and said, "He is!" Moments later they were being taken off the boat via rescue basket one at a time. Next to arrive was a Coast Guard cruiser, the same crew who had towed us in the day before, and shortly after that, a second Coast Guard cruiser was on scene. The helo was circling above putting this whole saga on video. With one of the crewmen on his belly feeling for a hole, but to no avail, the leak source could not be found. Fortunately, the big pump was starting to gain on the incoming water. With the water level going down, I was able with the help of a can of WD 40 to fire up the port engine. While under way back to Mackinaw City, the Coast Guardsman said with his

hand on my shoulder, "Skipper, this just hasn't been your week." The boat was hauled immediately and the source of the leak became obvious. A large area of caulking had come out under the port engine and the planks were still not completely tight. Some seams you could see daylight through!! Reunited with my crew, we got a hotel room for the night and planned the necessary repairs. By the way, my daughter thought flying in the helicopter was great fun but could have passed on the rescue basket!

Shepler's Marina in Mackinaw City was very accommodating in providing us with a place to make repairs and buy supplies. New pumps were wired directly to batteries; new VHF, numerous tubes of caulking and a rather large hand pump were just a few of the items purchased and installed. We relaunched and bid goodbye to my daughter (she no longer wanted to go for a boat ride!) and another crew member who had run out of time. It was just my brother and me with 300 miles to go and four days to do it in. Piece of cake. WRONG!! The next four days were plagued with fog, a starter that burned up which I had to travel to Grand Rapids to have rebuilt, and rough seas which made me grit my teeth hoping nothing else would let go. We made it back on the last day at 6 o'clock in the evening.

We named her **MAHOGANY ROSE** and after four years of restoration and over 4,000 hours of labor, she once again brings a proud smile to my face. She placed second in the Hessel (Michigan) Antique and Classic Boat Show last year. The biggest trophy I own, however, is the memory of a couple standing and applauding from the stern of their

Grand Banks 45-foot trawler as we entered port. They said, "Absolutely beautiful. What is she?" and I proudly responded, "Thank you. She's a MATTHEWS."

MAIL SERVICE A BIT SLOW

Several members expressed concerns about outstanding checks, lack of MBOA response to questions, and receipt of 1997 membership cards. We want to apologize for any inconvenience the delays created and want members to know what happens to cause such delays.

We have commented frequently about the mail service in the Bahamas where we winter and from which we carry on MBOA business. **All** mail should be sent to the Higginum address; the U. S. Postal Service then forwards it to us in Florida (we are there one month in the fall, one in the spring), or to Man-O'-War where we make our winter home. Upon receipt of mail, we immediately respond to all member requests. However, what constitutes "immediate" depends upon receipt of mail. On March 18 we received a large packet of mail postmarked in the United States December 3 and responded that day. To us this is "immediate", but we are sure the sender doesn't think so, especially when he does not know we just received it.

There is no way of controlling incoming mail, but we do make every effort to control outgoing mail by sending it with Americans flying to the United States. If you receive mail

postmarked California or Arizona or Georgia or Texas, no, we have not moved our office. These locations are merely the destinations or stopovers of folks kind enough to carry our huge quantities of mail.

DUES NOTICE QUESTIONS

Many members noticed "Hull No. 2" on their dues notices and wrote to ask its meaning. Some members own two MATTHEWS so the "Hull No. 2" refers to the second one!

The one and only deviation from this is **ANTIQUE LADY** belonging to the Charbonnets of Louisiana. In 1935, the original owner passed away when the vessel was only partially completed. Construction then halted and it was not until 1936 that the estate was settled. Hence, the hull number was changed to reflect the date of the later year. To our knowledge, it is the only time a hull was ever assigned two hull numbers!

A second question has arisen re: hull numbers. In the early 1970's, the government initiated a requirement whereby each vessel manufacturer had to place a hull number on each new hull. The manufacturer, year, and individual identification number had to be included. Hence, MATTHEWS was identified by "MAT" and the year abbreviated to the last two numbers. Included in this extended number was the company's identification number. Hence, a hull number to meet federal government requirements might be "MAT73137" but is not the manufacturer's number.

NOTES FROM OUR MEMBERS

As of September 21, 1996, my wife, Kate, and I have a new addition to the crew of **LOST TIME** - Daniel Francis Green. We would like to thank you for all of your hard work. (Congratulations! - Ed.)

Peter Green
Aboard **LOST TIME**
City Island, NY

I promise to send more stuff for the **LOG**. Your efforts are much appreciated.

Craig Runions
Aboard **R 'n' R**
Seattle, WA

Thanks again. Have a good year.

Lee Patin
Aboard **OPTIMIST**
Miami Shore, FL

VOYAGEUR, my former 1928, MATTHEWS 38 is gone - cut up. Too much in bad condition.

Keep up the great news letter. Thanks.

Jay R. Kingery
Former Owner **VOYAGEUR**
Old Greenwich, CT

Thanks for a job well done. We hope to be able to take time off to attend the 1997 Essex Rendezvous with

INTERLUDE. She took Best Classic Cruiser Award in the August, 1996, Hudson River Chapter Antique & Classic Boat Society Show.

(Congratulations, Barbara & Tom - Ed.)

Tom Lota
Aboard **INTERLUDE**
Hawthorne, NJ

This was a year of major repair to **NIGHTHAWK**. A complete new transom inside and out, also replacement of planks and no boating. A few more things in the spring and then into Lake Superior again. Always look forward to the **LOG**, etc.

Bruce & Betty Nimmo
Aboard **NIGHTHAWK**
Duluth, MN

Where do the years go? Our large boats are all sold - the 38' MATTHEWS, 1935, **ORCA**. The 38' Egg Harbor Sportfish, **ORCA II**. The 42' Bristol trawler, **ORCA III**. We now have an 18' Robalo which we use on occasional offshore fishing. And she is called **ORCA IV**. (Ed & Ruthe are charter members of MBOA - Ed.)

Ed Anderson
Former Owner **ORCA**
Satellite Beach, FL

Fall issue of the **LOG** and **QUIPS** were masterpieces. Our Editor - "What-A-Gal".

Stu Sherk
Aboard **PANACHE**
Wayne, PA

Now living on boat at Merritt Island, FL. Reconditioning boat left in poor condition; much dry rot, engines not run for over 2 years; ditto genset. Have rebuilt one engine (it runs great); other in works. Still love the **NORBIL** and would have no other!

Bill Deems
Aboard **NORBIL**
Merritt Island, FL

Everyone out here appreciates everything MBOA is doing for the MATTHEWS boats. Looking forward to Ted and Eddie visiting us next summer!

Randy Mueller
Aboard **STARLIGHT EXPRESS**
Gig Harbor, WA

We wish all the members a happy season and a healthy, happy new year. Safe boating to all and maybe we will meet on the water during the summer of 1997.

Bob and Jill Wagner
Aboard **RIPTIDE**
Uniondale, NY

Whoever is responsible for sending us the brochure on the 1964 43' Flying Bridge Double Cabin - thank you so much! (Me! - Ed.)

Walt Suslak
Aboard **HYPERBOLE**
Jacksonville, FL

Keep up the good work! I want to express my great appreciation for the hard work of all the fine people who

do such a great job for all the members.

Randy Rice
Aboard **EMPRESS**
Seattle, WA

* * *

Thanks for all you have done for us.

John Wood
Aboard **MARQUISE**
Annandale, VA

* * *

All is well with the Bunsicks. Hope to see you all soon. Regards to all.

Gordon & Sue Bunsick
Aboard **SEA WITCH**
Bath, Ontario, Canada

* * *

Thank you so very much for the MATTHEWS sales brochure that was sent with the LOG. And also for the single advertising sheet we received in the last LOG. Our yacht broker had been a MATTHEWS dealer and gave us an original brochure when we bought our MATTHEWS. These are all such precious items to us.

As a West Coast boater, we really enjoy hearing about all the East Coast cruising and other areas. The LOG is Wonderful!

Happy cruising.

Ed & Connie Clark
Aboard **LADY CONSTANCE**
Long Beach, CA

* * *

I've been wanting to write you for a long time - since the regatta in July to thank you for all the work you did

to make it such a wonderful event. We felt disappointed that we had to leave so early the next day and miss the meeting and breakfast. We had a lovely evening and enjoyed meeting so many old and new friends.

The boat was still in Easthampton (in late fall). We had to put off bringing it to Weehawken (Port Imperial Marina, across from West 38th Street, NYC) for 2 weekends because the weather was so terrible. I wish you were on our way so we could stop and visit!

Thank you again for the marvelous regatta (and regattas!) and we will work together to keep the MBOA afloat!

John & Eilene Hulme
Aboard **AU MON PARIS**
New York, NY

* * *

Thank you for all the work you do, for the very interesting articles, the "how-to-do-it" information, and the good recipes. We love MBOA

Connie & Ed Clark
Aboard **LADY CONSTANCE**
Long Beach, CA.

* * *

Thank you to all for the effort it takes to keep MBOA shipshape. A fine name lives on.

Hillary & Ramona Farrell
Aboard **FIDELITY**
Swansea, MA

* * *

Thanks for the pictures of **FIREPLACE** at the rendezvous. Judy and I love them! I was very interested in the 60-foot MATTHEWS informa-

tion, also the 50-foot, 1938-42 MATTHEWS was of great interest as we had in Sayville, Long Island, a 50-foot, 1942 MATTHEWS. I have no idea where she went. She was a trunk cabin and Carl Parservange of Sayville was the owner until the 1970's. The boat was called the **LOUISE** at the time.

Bob Lyons
Aboard **FIREPLACE**
Bellport, NY

[We think she may have been the **DINBAR**, a 1937 sport sedan originally owned by a Mr. Baruch, Jr., of Huntington, LI, NY. - Ed.]

* * *

Enjoy hearing about all the MATTHEWS and hope someday before we pack it up to attend a rendezvous again. We have had two boats but still cannot compare to the good times on our MATTHEWS, which is still around here.

Joy & Paul Penny
Aboard **OPAH**
Hampton Bays, NY

(See photo, page 11)

* * *

This MATTHEWS boat is going to be beautiful!! It was wonderful before - now beautiful!!

Jane & Paul Mullin
Aboard 1959 FB Conv. Sedan
Franklin, MI

* * *

We appreciate your effort in keeping these great old boats alive!

Wendell & Anne Haynie
Aboard **SEABOARD**
Reedville, VA

WINDFALL and I have resurfaced after a job transfer to Stockton, California, on the Delta. Amazingly, I am docked with Dan and Rose Buller who live across the dock as well as another **MATTHEWS**. Our bows are all within 30 feet of each other! The **SOJOURNER** (Buller) is the most beautifully kept boat I have ever seen. Dan is my hero and mentor (unknowingly). He is amazing; completely modest and talented to the max.

After 4 1/2 years, **WINDFALL** is finally happy, reliable, and very shiny. Her re-power from gas to diesel (single Detroit 453 turbo) moves her faster than expected on less fuel imagined possible. After I thought I was "done" with major projects, I learned the stem had electrolysis - so I had to replace two-thirds of it. I used this "opportunity" to wood the hull, epoxy, replace stem and planks under the rubstrakes, groove, and apply a million coats of expensive two-part Sterling paint. I was helped by professional friends who worked off time or one-half price. I work/travel a lot now, so it's



WINDFALL - 1936 MATTHEWS "38"



SOJOURNER - 1965, 43 FOOTER

fortunate I got through in time. Enough is enough.

I use the two-speed self-tailing winch for stern anchor, towing dinghy/skiboat, or on-the-fly tow line adjustment (for boats and surfers).

I'm cruising about 11 knots at 1850 rpm's, 13 at 2200 rpm's top. I had to change props twice, pitch, and reduction gears before everything clicked.

Stockton has really hot summers (40 - 100° days this year) and 30° nights in winter, which makes heat and air conditioning necessary. I also put in a small charcoal pellet stove/heater. I actually am surprised at how much room this boat has for living.

Sign me back up.

Jim Gossman
Aboard **WINDFALL**
Stockton, CA

Picture on lower right is of **OPAH**, Paul & Joy Penny's original **MATTHEWS**. Unfortunately, the boat, on land for several years, unattended, and abandoned by the owner, can no longer be salvaged and the yard owner informs us he plans to cut her up.



WINDFALL - A "SKI" BOAT



FORMER OPAH - NOW READY FOR THE CHAIN SAW

WHY A RENDEZVOUS?

A few key people in an organization spend hours and hours working to make arrangements for a yearly gathering, then more hours and hours to insure that things run smoothly so all members can have a trouble-free, fun, and rewarding time. Of course the purpose is to provide a meeting place where members can gather, become acquainted with one another, and share information about the product of the association. With us, obviously it is MATTHEWS.

marina and meal facilities? Are there suitable motels nearby for those on wheels? The list goes on for **four** pages.

The few who are responsible for the rendezvous take on this huge task so members can enjoy it and certainly don't need the hassle of the work. Even if you don't care for some of the arrangements, don't you hassle them. Instead, give them a pat on the back and express your appreciation for what they are doing for you.

Since a rendezvous is for you, the members, please make an effort to attend. Any rendezvous we have

tected Connecticut River. The docks and power are excellent, the MATTHEWS are kept together; the Griswold Inn where Wednesday's banquet dinner is held is a charming colonial inn with a first-class reputation; the facilities for our opening night pot-luck supper, the slide show, Thursday's breakfast, and annual meeting are ideal. Add to these wonderful ingredients the ambience of the pre-Revolutionary sea-captain's town of Essex, named "Best Small Town in the United States"; a cruising area that cannot be surpassed; and proximity to all sorts of attractions from steam trains and beaches to factory discount malls - and you have

No meeting will please everyone; with MBOA, a criteria sheet is closely followed, with various considerations taken seriously. Our boats are old. Is the rendezvous site one that requires an open-water passage or is it protected for the majority of boats expected? Is there a satisfactory location for the dinner and breakfast? Is seating capacity adequate? Is expensive, often unsatisfactory, transportation required? Does a marina have space for all the vessels? Are the boats

together? Is the power satisfactory? So many boat owners cannot commit until the last minute so is the reservation cut-off time reasonable? Do we have a good rain location for the opening night picnic, slide show, and breakfast? What are the marina and food costs? Are there any hidden costs? What is the quality of the

ever attended has been great and each has been different even though many have been at the same location.

NATIONAL RENDEZVOUS

The 1997 Rendezvous will again be held at Essex Island Marina, Essex, CT, a delightful location on the pro-

the location of Rendezvous 1997. Dates are July 15, 16, and 17. For boat reservations, call Essex Island Marina at 860-767-1267; for hotel accommodations, call the Griswold Inn at 860-767-1776 (the year the "Gris" was established!). Send in your reservation to Connie Connor, 16 Sunset Terrace, Essex, CT 06426.



MBOA RENDEZVOUS AT TROY, NY

GREAT LAKES CHAPTER

MBOA's Great Lakes Chapter holds a yearly rendezvous the first Tuesday, Wednesday, and Thursday in August. The rendezvous this year will be August 5, 6, and 7 at Cove Marina, Lighthouse Point, North Tilbury, Ontario, Canada. All members of MBOA are encouraged to attend.

Fleet Captain of the GLC is Bob Galeota, Jr., who can be reached at 313-821-5579.

PACIFIC NORTHWEST GROUP

Randy Mueller, Director of the Pacific Northwest Group, and his wife, Theresa, traditionally sponsor a Pacific Northwest MATTHEWS Rendezvous at their home in Gig Harbour, WA. An active group of MATTHEWS owners attends the weekend rendezvous, the boats anchoring in front of Randy and Theresa's home. A popular activity is the potluck supper on the porch overlooking the harbor.

This year's date has not been set because Ted and Eddie Johnson, MBOA National, plan to be in the Pacific Northwest but at this time do not have a definite schedule. Randy and Theresa are graciously trying to work the Pacific Northwest

Group Rendezvous around their visit and as soon as a date can be set, Randy will send notices to his group members.

Please support your rendezvous. Go by car or boat; you will have a won-

derful time no matter how you get there and you cannot beat good MATTHEWS talk, seeing many MATTHEWS boats, meeting other members or renewing acquaintances from past years, and being an active part of your association.



MATTHEWS GATHERED AT GIG HARBOR



GREAT LAKES CHAPTER RENDEZVOUS AT PORT CLINTON

FROM THE GALLEY OF TOGETHERNESS

By Connie Connor

What's a MATTHEWS Rendezvous? This is a question so many of my friends and cohorts in Essex ask me each year as spring rolls into summer and my daily "chatter" is about the impending event. My reply is: wonderful boats; wonderful friends; wonderful food; and we do it annually, and it's in Essex, named by Norman Crampton as "The Best Small Town in America". What else is there? Plan to attend our 20th Annual MATTHEWS Boat Owners Rendezvous July 15, 16, and 17, at Essex Island Marina and you'll see for yourself.

Beautiful specimens of wooden and fiberglass MATTHEWS begin arriving about noon on Tuesday and the next few hours are spent greeting old and new friends, dressing ship for the occasion, and planning and fixing a great array of food for the pot luck supper held right at Essex Island on the covered deck.

In all the years that we have been attending (about 15, but who's counting?) there always appear to be the most interesting combinations of dishes and works out to be just the right amount of appetizers to tease the appetite, plenty of salads, baked beans, and hot and cold dishes as well as grilled hot dogs. And let's not forget the dessert table!!!

Some of us have been known to have a little "taste" of each and still walk

the short distance to the recreation meeting room to view a slide show on various boats in various stages of construction at the MATTHEWS factory in Port Clinton, Ohio, where all these fine vessels began their voyages.

Wednesday is spent "boat hopping", exchanging ideas for various projects that each of has encountered while owning a MATTHEWS, or at the



pool relaxing or shopping in the village, a half block from the marina. Wednesday evening we all gather for a wonderful meal at the Griswold Inn, which is the oldest continuously operated inn in America (and where those on wheels are staying while enjoying the rendezvous festivities). The grand finale of the special gathering of captains, mates, friends, and family is a breakfast on the covered deck at the marina, followed by the annual MBOA meeting, change of officers, and special auction of a coveted MBOA rug.

We encourage everyone to attend.

The following recipes have been gathered from boaters at these special times, so I will share them with you.

DEEP RIVER VEGGIE PIZZA

2 Pkgs. Crescent rolls, found in the dairy section

- 2 pkg. 8-oz. cream cheese, softened
- 1 pkg. Hidden Valley Dry Ranch Dressing
- 1 cup Mayonnaise

Chopped red onion, black olives, raw broccoli florets, fresh Italian tomatoes sliced & cut into pieces, celery diced, green onions, fresh mushrooms, or whatever you have

on board or prefer. Red sweet peppers or yellow peppers make a nice contrast with the broccoli.

Stretch raw dough pieces on cookie sheet. Pinch edges together to make a solid crust. Bake at 350° for 10-12 minutes.

Meanwhile, soften the cream cheese & mix w. dry package of dressing & mayonnaise. Spread on hot baked crust. Top w. raw vegetables; cover w. plastic wrap. Add tomatoes just before serving, or they will become

watery. This can be made the night before or early in the day of the picnic. A wonderful appetizer, it serves a crowd when cut into small squares. Always a hit whenever we take it to a picnic or to a cocktail party on a back deck.

GEORGE'S MEATBALLS

(George's meatballs are fantastic! Get there early as they don't last.)

1	Cup	Cornflakes, crushed
2	#	Hamburger
2	Tbsp.	Onion flakes
2	Tbsp.	Soy sauce
1/4	Tsp.	Black pepper
1/2	Tsp.	Garlic powder
2		Eggs
1/2	Cup	Ketchup

Mix together lightly and gently roll into firm, small balls (1 1/2") & set aside.

Sauce:

12	Oz.	Chili sauce
16	Oz.	Can Cranberry sauce
2	Tbsp.	Sugar
2	Tbsp.	Lemon juice

Place meatballs and sauce in baking dish. Bake 35-40 minutes at 400°. Serve w. toothpicks

BROCCOLI & ZITI

I remember the great taste of this delicious casserole one rendezvous at Mystic Seaport.

Mince 3-4 large pieces of fresh garlic & 1/2 sweet onion. Saute in 3 tbsp. olive oil until tender. Meanwhile, cook 1 box ziti. Steam 1 large head of broccoli florets about 10 min-

utes. Drain each separately. Toss together w. cooked garlic & onion & season w. plenty of fresh black pepper. Salt to taste & serve w. a good grated cheese.

This dish is good served at room temperature.

CONNIE'S CHILI DOG SAUCE

2	#	Lean ground beef, browned
1		Can Tomato paste (small)
1		Can Water
1		Onion (large), finely chopped
1	Tsp.	Cinnamon
3/4	Tsp.	Nutmeg
3/4	Tsp.	Cloves
3/4	Tsp.	Allspice
1	Tsp.	Mustard
1	Tsp.	Chili powder
1	Tbs.	Celery seed
		Salt & pepper to taste

Brown meat in skillet, breaking up chunks w. fork. Add onion & cook until tender. Add tomato paste & water; bring to a simmer. Stir in spices & simmer covered for 15-20 minutes. Serve w. grilled hot dogs & sliced fresh onion. For the rendezvous I do this early in the afternoon & keep it warm in a small crock pot on low until ready for the picnic. Never a spoonful is left in the pot. Amazing!

POTATO SALAD

Always a hit at picnics.

Boil 10# potatoes in large pot. Yukon Golds make the best taste, but use whatever you have on board. The

secret of the taste in this dish is assembling the ingredients while the potatoes are still warm (not hot).

4		Hard-boiled eggs, mashed w. fork
6-8	Stalks	Celery, minced
1/2		Vidalia onion, thinly chopped
1	Cup	Mayonnaise
1 1/2	Tbsp.	Prepared mustard (French's or Vidalia Onion Mustard)
1	Tsp.	Sugar
1 1/2	Tbsp.	Celery seed
		Salt & pepper to taste

Mash eggs in bottom of serving dish. Add cubed potatoes, chopped celery, & onion. Mix mayonnaise w. mustard, sugar, celery seed, & salt & pepper. Fold dressing mixture over potatoes & eggs until thoroughly mixed. Refrigerate until ready for the picnic. This is where a large cooler on the back deck comes in handy rather than taking up too much space in the refrigerator. This dish is always a success and always comes back to the galley sink empty. You figure it out.

WHITE CHOCOLATE RASPBERRY TRUFFLE CHEESECAKE

1 1/2	Cups	Graham cracker crumbs
2	Tbsp.	Melted margarine or butter
4	8-oz.	Lo-fat cream cheese
1	Cup	Sugar (fructose for those on diets)
3/4	Cup	Egg beater or egg whites
1	Cup	Non-fat plain yogurt

- | | | |
|-----|-----|--|
| 3/4 | Cup | White chocolate chips |
| 1/3 | Cup | Fruit juice
Sweetened raspberry preserves |

Crust: Combine graham cracker crumbs & margarine, pressing into springform pan, bottom only. Do not bake.

Filling: Combine 3 of the 4 packages of cream cheese, sugar, eggs, & yogurt in large bowl. Beat until very smooth, 2-3 minutes. No lumps or bumps. Pour into crust.

Topping: Combine last package of cream cheese, white chocolate chips, raspberry preserves & mix together in bowl w. hand mixer. Dollop on top of filling. Do not swirl in or cake will be mushy.

Bake at 300° for 2 hours. Chill well; remove from pan & garnish w. fresh berries. 10 gr. fat vs. 38 gr. fat per slice!!!

Bon Vivant!!!

(Pleasure at the table)

A STATISTIC COULD BE YOU

Drinking and driving can kill. Drinking and boating can kill. Cigarette smoking can kill. Running a dinghy without the kill switch attached can kill. But will any of this happen to us? Of course not! We are exempt. So everyone says; yet there are statistics that prove many someones were wrong about their being outside



LOCAL PERFORMERS CREATE JUNKANOO

the statistics. Although all we have said here is true, this that I will tell you is about boating.

This past New Year's Day we attended a delightful Bahamian (and Caribbean) tradition, Junkanoo, a pagaent and parade similar to our Mardi Gras but on a tiny scale on a tiny island called Green Turtle in a yet tinier settlement called New Plymouth. Two ferries were chartered to take boaters and cottagers the 20-plus miles, some in open water, an option preferable to taking our own boats since we would be returning after dark or trying to find anchoring room in small harbors where everyone had the same idea.

The Junkanoo performers, dressed in colorful costumes, circled the settlement, their drums and tin pans banging incessantly as they danced through the streets, the watchers dancing after them as they passed. An exceptional performance was put on at the local ball field where ev-

eryone congregated between the circling of the settlement. Junkanoo, some say with origins in voodoo, is typically a black tradition to welcome the New Year and is normally held at dawn on New Year's Day, the time the Bahamians welcome in the New Year. However, since this ceremony has become entertainment as much for off-islanders as for tradition, most Junkanoos are held at reasonable hours, such as 2:00 p.m.

After a satisfying day of warm sunshine, excellent lunch, first-class Junkanoo, and enjoyable socializing, we all boarded the ferry for the return ride to Man-O'-War and Marsh Harbour. As we waited for departure time, a dinghy with several men and woman aboard came into the dock. As we watched, we realized one man was being assisted ashore, his head and face badly injured. A damp towel, red with blood, had been placed over his head, but the blood still poured freely over his chest and back. After what seemed

an interminable time, the group arrived at the head of the dock where the injured man was laid on the grass.

Our ferry left, all of us wondering what had happened and how the man was faring. What we saw did not look good. The following day over the Cruisers' Net we heard what had happened and later we heard the sequel.

Fortunately a nurse and doctor were on Green Turtle Cay and came to the man's assistance. However, being visitors, neither was equipped to treat the man other than stem the blood and assist in getting further medical attention which is not available on the island. Bahamian Air Sea Rescue (BASRA) was called, but no vessel was in the area. A radio call was made to a volunteer ambulance service in Marsh Harbour but they are not equipped to service an out island. With what appeared to be serious head wounds, the man needed immediate medical attention. The United States Coast Guard in Miami was contacted and responded immediately by sending a helicopter to tiny Green Turtle. Back in the States, the man was treated and held several days for observation. Fortunately, the quick reaction of people at the original scene, a doctor and nurse being nearby, and the US Coast Guard service saved the man's life.

Two weeks later, just before he flew back to Miami to have the staples removed from his head and face, the



JUNKANOO AT GREEN TURTLE CAY

victim told the cruisers via radio what had happened and also what he would do (and not do) in the future.

On New Year's Day, he and his wife were anchored on their sailboat, **CAMPBELL'S SLOOP**, in an exposed anchorage at Green Turtle Cay so they could see Junkanoo. He had climbed into his dinghy and was motoring around the anchored vessels when a wake from an incoming boat caught him. Expecting to lose his balance, he grabbed the outboard motor for stability. The motor, mounted on the stern with the typical turn screws and not through bolted, came loose on one side, the turn screw loosening enough to kick the engine up. The man in the dinghy was thrown overboard and the engine, still running, propelled the boat in circles, soon catching the man in the head with the propeller.

Others in the anchorage saw the accident and raced to the rescue, get-

ting the man's head above water and him into another dinghy for the trip to shore. Somehow they caught the out-of-control dink and stopped the engine. Without this rescue, the man would have drowned. Without the doctor and nurse, the man could have bled to death; without the U. S. Coast Guard, the man could have died from head injuries. He was fortunate in many ways.

As he said two weeks later on VHF radio, had he used the motor kill switch, none of it would have happened. For the sake of ignoring the simple procedure of attaching a kill switch cord to a wrist, the man risked his life, incurred serious injury, spent large dollars in trips to the States, and ruined a winter vacation for himself and his family.

He used to believe as many of us do. Someone else would be the statistic. Don't you be so complacent. It could be you.

TIPS & TRICKS

HEADS:

Weekly pour 1/2 cup white vinegar & 1/4 cup salad oil down each head. The white vinegar cuts down on the formation of crystals and the oil keeps the working parts lubricated. The crystal build-up that many people attribute to salt is, sadly, urine crystals. Every marine head should be flushed to the count of ten. Although you may feel waste in the head has been discharged with about 3 or 4 seconds of flushing, all you are doing is cleaning the bowl. Waste must be pumped through a lengthy series of hoses before it is discharged into the holding tank and unless those hoses are fully cleaned of waste, it will build and close up your heads so they will not flush properly. This winter, an Ocean Yacht trawler owner came to the Bahamas for 3 weeks. He spent at least 6 days working on the heads and finally, when the heads still would not pump properly, he asked the yard to fix them before he came down again. The yard found the intakes badly clogged with crystals, sent a diver down, and finally hauled the vessel so proper cleaning of the intakes could be done. Very frustrating, near ruination of a Bahamian vacation, and extremely costly - all for the sake of flushing properly.

WALLPAPER:

MATTHEWS used a great deal of textured wallpaper in its vessels, especially the later models. Obviously, no wallpaper is going to hold up in-

definitely, but removing it is a major task. Although called "strippable", it's like putting a handle on an elephant and calling it "portable". This "strippable" stuff does not come off easily, destroys the knuckles as they scrape and scratch when you tug at the paper trying to get it off, and if you are successful, you still have a major job of removing the hard glue and preparing the surface for another finish. Solution? After first using a good wallpaper or contact glue to reseal any lifting seams or edges, paint the existing wallpaper. Purchase a good vinyl acrylic paint of your color choice and paint away. Since this is a latex paint, you can put everything back in order the same day. You will have trouble convincing friends the paper is not new! When it becomes dirty (or you wish to change colors), merely go over it again.

BOW "MUSTACHE"

For those of you who travel the ICW or in other "colored" waters, you know what we mean by a "bow mustache". In the ICW, especially through Virginia to Florida, the water contains tanin which turns it brown. Other waters may contain just mud. Regardless, your boat, if exposed long enough, will develop a bow stain the color of the water. This staining is difficult to get off; marine soaps will not touch it.

If you have discoloration from various staining, use a good liquid toi-

let-bowl cleaner, preferably blue. We use one called "Sno Bol" that is excellent. Squirt it on or apply with a saturated sponge or rag. Wipe the stain off and rinse thoroughly.

CLEAR VINYL IN CURTAINS

A well-known canvas expert told us never to wash the clear vinyl windows in canvas curtains with anything other than rubbing alcohol. First rinse the curtain to remove any grit; you do not want any grit ground into the clear vinyl so do not wipe the curtain. Let the curtain dry or dry it with an artificial or real chamois kept **ONLY** for this purpose. When dry, wipe with a soft cloth saturated with regular rubbing alcohol. Dry with another soft cloth. **Never** use this special chamois or cloths on anything else. Label them for use on the clear vinyl and store them securely away. If your curtains are given this treatment periodically, they will look brand new years later.

CANE DOOR COVERING

MATTHEWS used a great deal of cane on locker doors. This provided excellent ventilation and was installed in panel form and finished with a small molding. This wicker, after many years, usually shows wear and dirt but does not require replacement or removal unless it is badly damaged. Clean with a soft brush (a nail brush works wonders) and soap such as Murphy's. Rinse and dry thoroughly. Then paint the cane with a vinyl acrylic paint using a small brush that will get into the crevasses in the cane. If you can spray the cane, do so, but be sure to mask carefully all areas you don't want painted. Keep some paint for touch-ups.

SECURING LAMPS

Every boat owner has a different idea about how to decorate or fit out a boat. One fact, however, is every boat owner needs light. There are few places on a boat that a lamp can be placed so probably any owner of that boat will want a lamp installed in about the same place.

We hate making holes in any woodwork or bulkhead, but since we always secure everything before leaving a dock (or anchorage), we know lamps must be through bolted if they are to stay in a seaway. Extend the rod the light socket affixes to so it is long enough to go through the counter. In the counter, drill a hole the size of the rod. Put the rod through the hole, place a washer and nut on the underside and tighten. You may want to shorten the cord to eliminate the excess.

MBOA OFFERS ITS DEEPEST SYMPATHY TO THE FAMILIES OF

RICHARD FORGHAM
PALM CITY, FL
Deceased September 9, 1996

Former owner of
SIMBIE, 1946 FB SEDAN

HELEN MATTHEWS
PORT CLINTON, OH
Deceased March 9, 1997

Last child of
Scott J. **MATTHEWS**

are not included in the Roster. Therefore, if you wish to maintain an up-to-date roster, either make notes in your roster or cut out the blocks for insertion.

Raffle ticket acknowledgements

Each spring tickets for an MBOA drawing have been mailed either with the regular spring publications or under separate cover. Individual letters of thanks have been sent to each member who purchases tickets. Although we believe wholeheartedly in individual thanks and greatly appreciate the ticket purchases, we are no longer going to send thank-you notes.

WHO'S WHO is a booklet made up for each rendezvous and highly commended by members. The booklet contains a "get-acquainted" paragraph for each person attending the rendezvous, boat information, a "sales catalogue" of MBOA items, welcome letter, and schedule of events. We feel **WHO'S WHO** has been unique to MBOA and a nice additional touch but beginning with Rendezvous 1997, this booklet will no longer be published automatically but rather at the discretion of the Chairman.

MBOA MEMBERS - LOOK FOR CHANGES IN:

LOG format

Note this edition - *View From the Bridge* has been moved to provide a first page with a feature story and pictures. *View* will be found further on in the publication.

Roster addendum.

The *Roster* is sent to all members with the spring publications that are mailed in May of each year. Traditionally, a Roster addendum has been

compiled and mailed with the fall publication. As of this year, the addendum will be omitted. In *Piping Aboard*, we have always included each new member's address so other members may contact them. As of the last several issues, these names and addresses have been included not with the individual paragraph but in a separate block to the side of the page to make reading and locating the addresses easier. From now on, this block also will include names and addresses of past members who

Why all of these changes? With the exception of the **LOG** format which we think will be more eye appealing than the old, the need for all changes is attributable to time. As with most organizations, a few do the work for the enjoyment of many, and with the rapid growth of MBOA, the work has increased tremendously but the workers remain the same in number. Many of the "extra's" - the **WHO'S WHO**, Roster addendum, individual thank-you letters, etc. - have to be

eliminated if the basics of MBOA are to remain. These basics include, but are not limited to, good quarterly publications; a comprehensive Roster; archival packages; continued cataloging of historical data; prompt, complete response to member requests; office work; and signing on new members.

We hope these changes will not detract from the personal aspects MBOA strives to achieve.

TV DISHES ON BOATS? OH, DEAR!

A boating couch potato! What next? We always believed that boating took us away from the bustle of daily life on shore, provided peace and quiet when we dropped a hook in a secluded harbor, and offered the type of quiet when one could commune with nature or just get his own thoughts sorted out. Now, however, we find the growing-in-popularity 18" TV dishes firmly mounted on many vessels, be they large or small. Hardtops and radar arches and forward decks and spotlight brackets all sport the dishes. At the dock we see many mounted on pilings or the dock planking itself. And at night, just look in the windows at the bouncing glare of the TV screen!

A standard 18" dish can be used on board a vessel if the vessel is not on anchor. Since the angle and direction of the dish must be set according to its relationship to the satellite, what the dish is mounted on must be stationary. However, we have seen boats anchored bow and stern so they can receive TV through their dish.

We do not know how satisfactory this is. At the dock with the dish mounted on the boat, TV works perfectly. Other boaters prefer affixing the dish to the dock, but if you do this, first ask permission before drilling bolt holes through the planking or into a piling.

The most commonly purchased 18" dish system consists of the dish itself; the mast, forearm, and foot for mounting; the LNB (Low Noise Block converter); a receiver; and a remote control. An installation kit consisting of wire and fittings must be purchased separately. In late fall of 1996, the total cost was less than \$500 which included a one-year subscription to over 50 TV and many music channels. You can spend considerably more money to buy more sophisticated equipment, such as a dish that automatically rotates; hence, regardless of (1) the boat's motion, you will receive TV, and (2) the boat's location, TV reception will be adjusted automatically. Additionally, you can purchase a second receiver so that two different channels may be watched by two different people! The basic system requires manual adjustment of the dish if you change location and allows viewing of only one channel at one time.

Installation is not difficult. The system comes with several comprehensive manuals, video tape, and a channel of set-up information. Once the dish is mounted and receiver connected, the dish must be pointed toward the satellite and the proper elevation set. The set-up menu on the receiver assists you step-by-step. Two people, however, are needed for this pointing since one person must physically move the dish and another read the settings on the TV screen. Both need good hollering voices!

Your subscription is activated by inserting a card (comes with the system), reading the subscriber numbers, and making a telephone call to the supplier. All of this information comes with the system and is a very simple process. As with cable subscriptions, there are many basic and combination choices one can purchase. The basic for approximately \$30 per month offers the 50+ viewing channels with many music choices. For approximately \$5 per month extra, a subscriber can add the major networks - NBC, ABC, CBS, PBS, etc. Movie and sports channels are other options. You can add a package at any time. Additionally, there is pay-per-view TV, activated by a telephone call to the supplier.

The system itself offers many features. A complete menu and description of programs can be seen by a click of the remote. Another click will sort this menu into specific topics such as sports or movies. If you don't like the viewing format, change it! Limit your spending on pay-per-view by setting maximums; block out programs according to their ratings; or program the system to turn on a specific channel at a pre-set time. The potential for tailoring to your needs and likes is endless and each system offers nearly identical choices.

A boating couch potato? Ugh! What have boaters come to? Disgusting!

Incidentally, our DSS system works beautifully; the History Channel is our favorite! The Classic Movie Channel is wonderful! And the time pre-set function has let us video tape all kinds of good shows to watch later at anchor when our dish won't work! Confirmed couch potatoes" Us? Never!

PIPING ABOARD

TAYLOR, Danis J. of Monterey, California, owns **TAKARA**, a 1955, 42' Deluxe Sedan powered with twin 8-cylinder Chryslers. The vessel will be berthed in Monterey and will cruise between San Francisco and San Diego.

Danis purchased **TAKARA** in 1995 and since that time has completely refinished the bottom and topsides, stripped and varnished all exterior brightwork, has remodeled and updated the galley, bridge, and revamped all interior lighting. His present task is rebuilding both engines which he plans to convert to fresh-water cooling.

Danis is an architect who loves being on the water and has an appreciation of the quality and timeless styling of the **MATTHEWS**.

His girlfriend, Laura Ashton, also loves the boat and comes aboard with extensive sailing experience and love of boating.

TIMINSKY, John and Lisa, of Miami Shores, Florida, do not own a **MATTHEWS** but do, however, admire them immensely and have a friend, Lee Pattin, MBOA mem-

TAKARA - 1955, 42' DELUXE SEDAN



ber, who owns one. Herein came the trouble - John would be visiting Lee when the new MBOA publications arrived and would take them home with him to read them cover to cover. Of course, Lee was not pleased and the battle was on of who read the **LOG** and **QUIPS** first. After much hassle over the right of first reading, John called MBOA, telling us he did own a classic 49-foot, 1965 Trumpy flush-deck motor yacht, **ARIESCOR**, and stated he would like to join MBOA. He not only wanted to keep the peace with friend Lee but also has a genuine interest in fine classic yachts, including **MATTHEWS**.

We welcome John and Lisa aboard and wish them happy cruising in southern Florida - even if they do own an "other".

SMITH, Claude F., of Venice, Florida, purchased **FINAL EDITION** from former MBOA member Fred Lunt. She is a 1965, 43' double cabin with command bridge, powered with twin Detroit 6-cylinder diesels. **FINAL EDITION** will be berthed in Venice and has the entire west coast of Florida and the Florida Keys as her cruising area.

Claude makes the boat his home and writes that she is "as comfortable as any condo whether snug at her home port or anchored out in a quiet bay."

Claude owns a marine maintenance service that specializes in underwater maintenance and repair. He is the Fleet Captain of the Venice Sailing Squadron and owns a 30-foot Columbia sailboat

in addition to **FINAL EDITION**.

He holds an art degree from Temple College (Texas) and free lances as a design consultant and illustrator.

NEAL, James L. & Wilhelmina (Willy), of Atlanta, Georgia, own the 1970, 54-foot flush deck motor yacht with flying bridge, **BREAKAWAY**. She is powered with twin 6-cylinder Caterpillar diesels and is the former **STARFISH**. Her summer home is Chattanooga, Tennessee, and she winters in Florida. Cruising grounds are the Tennessee River, inland lakes, and Florida Gulf waters.

The boat was beautifully maintained throughout her life, which was spent in fresh water in covered boat houses.

Jim retires this summer after spending 31 years as a pilot for Northwest Airlines. Willy does contract work as a documentation writer and currently is with a division of GTE.

What a wonderful name, **BREAKAWAY**, that signifies Jim and Willy's breaking away from the work world for an idyllic world of boating on a **MATTHEWS**. All of us wish them both many happy years of retirement and enjoyment follow-

FINAL EDITION - 1965, 43' DC



ing your dreams.

DELLECHIAIE, Anthony, of Wyckoff, New Jersey, owns **COTTON PUT'ER**, a 1958, 42' double cabin that formerly belonged to the Lockwoods, members of MBOA. Tony keeps his boat at Englewood Boat Basin on the Hudson and cruises the Hudson River, Long Island Sound, and the New Jersey shore.

Tony has finished much restoration on **COTTON PUT'ER** including the interior and exterior, adding air conditioning and heat, a new galley and heads, electrical, and head liner.

He and first mate, Michie, enjoy the boat two to three times weekly and never tire of seeing New York City at night by water.

The Captain, Tony, a road building contractor, his first mate Michie, and additional crew member, Rich, a cabinet maker by trade, keep the vessel in ship shape.

ALLEN, Richard & Melody, of Melrose Park, Illinois, own, according to **MATTHEWS** records, a 1939, 38' double cabin. The Allens have not yet decided upon a name; the vessel was formerly called **PLAYMATE**. Dolton, Illinois, will be home port both winter and summer and cruising area will include the Little Calumet and Chicago Rivers.

The boat was abandoned on land in Dolton when Richard and Melody purchased her. With the interior partially disassembled, they had a major task to restore her.

Rich is co-owner of a spraying company and likes woodworking. Melody is a receptionist and likes to garden and sew. It seems to us that these abilities (well, maybe not the gardening!) will assist in the restoration of this double cabin MATTHEWS.

CALDWELL, Robert J. & Carrole of Warrior, Alabama, recently purchased **NIMROD** from former MBOA members. **NIMROD** is a fiberglass 46 foot double cabin with command bridge that the Caldwell's keep in Guntersville, Alabama. They will cruise the Tennessee River. **NIMROD** is powered with twin 370-horse, 8-cylinder Cummins diesels.

Robert writes that he has boated for 50 years on ten dif-

COTTON PUT'ER - 1958, 42' DOUBLE CABIN



NIMROD - 46', 1970 DCCB



ferent boats and intends to boat for another 50!

MONTGOMERY, Lawrence J. & Carolyn, of Atlanta, Georgia, come aboard MBOA with a 1962, 43' convertible sedan, Plan A, with twin Detroit 6V53 diesels. This vessel was purchased new from The MATTHEWS Company by Lawrence's father in 1962 and it has remained in the family ever since. Larry writes that he is retired and is an antique boat restoration buff, owning 25 boats from a 9-foot Penn Yan to this 42-foot MATTHEWS. He has restored many boats, all wood, in the past, including his present collection.

CAROLYN is the former **LEILA Y** and will be based on Lake Allatoona, Georgia, where she will cruise the lake area spring through fall.

ADDITIONAL MEMBERS

Allen, Richard & Melody
3000 N. Rhodes
Melrose Park, IL 60164
847-455-7391

Caldwell, Robert J. & Carrole
P. O. Box 329
Warrior, AL 35180
205-647-0973 (H)
205-571-0289 (B)

Dellechiaie, Anthony
725 Wyckoff Avenue
Wyckoff, NJ 07481
201-891-0219

**Montgomery, Lawrence J.
& Carolyn**
3970 Beechwood Drive N.W.
Atlanta, GA 30327-3112
404-261-3556

Neal, James L. & Wilhelmina
(Willy)
41 Willow Glen N.E.
Atlanta, GA 30342-2078
404-250-1772

Smith, Claude F.
1485 S. Tamiami Trail
Venice, FL 34285
941-488-3038

Taylor, Danis J.
8 Windsor Rise
Monterey, CA 93940
408-372-5277

Timinsky, John & Lisa
1285 NE 104 Street
Miami Shores, FL 33138
305-751-2385

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