

Slanchie

(Updated: 1/2008)

OWNERS:

Leroy Grannis, late Al Holland (1917-1997), late Adie Bayer (1912-2002), late Hoppy Swartz (1916-1988), Hal Landes & Hal Pierson

FACTORY: Various Palos Verdes Surf Club member garages..... started 1939. closed 1942

Note: For more regional history, see Surfers Journal V10#4P84

HULLS: Hollow, 10' to 11'..... 1939. 1942

1x4 redwood or fir ribs on 12" centers set with #8 x 1-1/2" flat head slotted brass screws (shipwright slot alignment not used). Each rib had several 3/4" V slots on the top and bottom to allow for drainage. Longitudinal stringers were not used. The decks and bottoms were skinned with 1/4" plywood. Marine grade plywood was used when available. Deck and bottom fasteners were either #8 x 3/4" flat head slotted brass screws, or galvanized roofing nails.

DRAIN PLUG: Cork, normally 3/4" on deck at nose. 1939. 1942

SHAPES:

Visit the Oceanside Surf Museum for more detailed drawings.

Up shoot (rocker) in nose to 1/3 the length of the board and 2' from tail. 1939. 1942

NOSE: Round or pinched. 1939. 1942

Redwood with the grain inline with the length of the board.

RAILS: square 1x4 redwood or fir, with cut up shoot (rocker). 1939. 1942

Rail/plywood joining: flush sandwich or routed and any bending was done dry without steam.

NOTE: The deck on "real" Slanchies was slightly wider than the bottom, creating an outward slant, thus the name "Slanchie". Many of the later boards had square rails due to the relative ease of construction.

TAILS: 2 x 4 (when available) Redwood, square with grain across the board..... 1939. 1942

LOGOS: Photos by LeRoy Grannis

"Palos Verdes Surf Club": **Figure 1**, the official Slanchie logo. s 1939. x 1942

"P.V.S.C.": **Figure 2**, Some boards also had this logo. s 1939. x 1942



Figure 1



Figure 2



Figure 3

GLASSING: None

FINS: **Figure 3**, 10 to 12 inches long, leading edge 2", trailing edge 3". 1939. 1942

The template was cut from 1x4 pine, grain inline with the length of the board, foiled and set on with brass screws.

FINISH:

Inside: Water proofed with a tar base paint. 1939. 1942

Outside: Oil base paint (normally white) or spar varnish. 1939. 1942

We would like to express our thanks to Leroy Grannis and Dale Velzy for their contributions to this profile.