



at the Waterline



GLACIER LAKES CHAPTER The Antique and Classic Boat Society, Inc.

Named 2015 CHAPTER NEWSLETTER OF THE YEAR by The Antique and Classic Boat Society, Inc.*

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SEE US FOR THE LATEST “Glacier Lakes Chapter ACBS” Glacier Lakes website: www.glacbs.org





Hello All,

This has been an interesting year to say the least. The virus did a great job in disrupting everything around us and I am in hopes that you and your loved ones are staying safe and healthy.

To start out, the Three Lakes Event at Pine Isle was a great success if not a bit weather challenged. Many thanks to John Baumann and his crew for facilitating the event. See pictures and short story starting on page 13. Although I did not attend but those that I did talk to had a great time and are looking forward to next year.

The board has had some challenges thrown at it this year to say the least. Most of our events were cancelled as well as those at other ACBS chapters. We had our last virtual board meeting on September 12th and I would like to note some things that came out of the meeting although you will be getting a more formal synopsis in your emails in the following weeks.

1) The board has decided that the Pewaukee Boat Show in its present format will be discontinued. We had a 15-year run and it was a profitable event for the club. Due to some physical changes in downtown Pewaukee the logistics became an issue as well as the top management of the show stepping down with no replacements stepping forward. The board, and the Events Committee, are looking at other alternatives to replace the show and allow more usage of our boats on the water.

2) In conjunction with the demise of the formal show, we are looking at the disposition of the piers we utilize. We have contacted a couple interested parties and will keep you abreast of the outcome of those discussions.

3) Since this year really didn't happen, the board decided to keep the present board intact. The existing terms will go on as if they never happened. We felt this was best for the chapter as we will be addressing going forward and keeping continuity in the board would be advantageous for the club.

4) There will be no formal Fall Banquet.

Thanks to all our volunteers for the events that we were able to have and looking forward to a great 2021 boating season.

Commodore Bob

GLACIER LAKES CHAPTER OF THE ACBS
is an incorporated non-profit entity
registered with the IRS as a 501(c)3 educational institution.
Contributions may be tax deductible.

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GLACIER LAKES CHAPTER OF THE ACBS OUR MISSION:

To promote the preservation and enjoyment of antique, classic and special interest watercraft of all types, both powered and non powered by:

- To bring people together with a common interest in historic, antique and classic boats, sharing fellowship, information and experience.
- To protect the heritage of boating by promoting preservation and secondly, the restoration of historic antique and classic boats.
- To promote, further and encourage a love and enjoyment of all aspects of historic, antique and classic boating.
- To serve as a communication channel for membership, the public, and other entities regarding information relating to historic, antique and classic boating.
- To serve as a clearing house and referral service for all information relating to historic antique and classic boating.
- To serve as the governing body and parent organization for such chapters as shall be formed and created under our auspices; including providing support for and communicating with these chapters.
- To inspire and support quality boat shows and related events among our chapters.
- To establish and maintain standards for classifying boats and conducting boat shows.
- To educate our membership and the general public concerning safety and protocol as it relates to historic, antique and classic boating.

Welcome New Glacier Lakes Members
Curtis and Gizell Larson
Neenah, WI



1954 Chris Craft Holiday 24ft 6cyl 158HP “Acushla”



Curtis' wife Gizell is a retired neurologist (U of Chicago, Medical College of Pennsylvania).

Curtis is a retired Presbyterian minister (Oberlin, Princeton). Their son Austin is 3rd horn with Baltimore Symphony (Cincinnati Conservatory, Curtis Institute).

"Acushla" is a family nickname for his 98 1/2 year old mother-in-law (she acted not amused).

According to Curtis, the boat acquisition was sort of a serendipitous bucket list job. He became acquainted with Paul Jansen in Oshkosh and bought it from him.



NEW DATE—NEW DATE

OKAUCHEE, WI
Antique & Classic Boat & Motor
Swap Meet and Show
Saturday October 17, 2020



Masks Recommended, Especially in the Pavilion

BRAND NEW WEATHER PROTECTED PAVILION

Okauchee Lions Park
N48 W34350 East Wisconsin Ave Okauchee, WI 53069

Bring boats & motors to show,
sell & trade

Open 8am to 2pm

"NEW" Large Pavilion

Restrooms on site

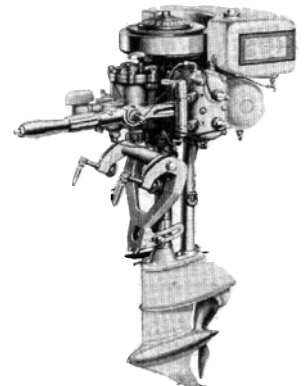
Brats, hotdogs, chips, soda,
water available

For more information, call or email
Dan Johnson at 262-607-0900
or lauderdale900@gmail.com
www.aomcimidwest.com



HOSTED BY

MIDWEST
CHAPTER
Established in 1969





**John & Amy Zea
hosted a Barn Party
Saturday June 27, 2020**



**Ron Johns and Jack Schneiberg
1938 Thunderbolt**



**INTERIOR
1938 Thunderbolt**



**David and Sherri Perrigo
NEW FAMILY MEMBER-JUST ARRIVED
1937 Chris-Craft Custom Runabout Triple**



**David and Jidapa Buckley
1935 GarWood Speedster**

Zea Barn Party



**John and Amy Zea
1932 Ford Coupe**



**Amy Zea
In her 1954 Chevrolet**



Dan and Patty Napgezek



**Jacob Zea, Pete Feichtmeier,
Jeff and Linda Alen**



**Cliff Muehlenberg, Rob & Gayle Ritter
Judy Kearns**



**John Zea, John Baumann
David Perrigo**

Zea Barn Party



**Rick and Jan Buckley,
David and Jidapa Buckley**



Lisa Evenson, Marc Daniloff



Joey Feichtmeyer and friend



Tom Sellhausen & Marie Jones



Craig Parker, Bob Stoltz, Judy Kearns



Gary Rechcygl, Jennifer Zea, Sue Rechcygl

Zea Barn Party



Rich & Roberta Hegy



Jack Schneiberg, Brian Irwin, Mary Willis



Wil and Mary Vidal



Sue Schroeder, Gayle Ritter





**David and Sherri Perrigo-Welcome New Glacier Lake Members
NEW FAMILY MEMBER-JUST ARRIVED "MADELINE"
1937 Chris-Craft Custom Runabout Triple**

**Chris-Craft Custom Runabout Triple
Built 1937, Hull # 25058, Model #722
Length 25' Weight 4,000 lbs
Engine 1984 Mercury Bluewater
340hp, 7.4L, 454 cubic inch**

Original engine: (I think) Chrysler Imperial 6 cylinder 152 hp 309 cubic inch. Speed of 37 mph. (Original engine may also have been a Chrysler Straight Eight.)

May 17, 1937 the boat was purchased by its original owner, Bud Booth of Pewaukee Lake. "Stormy Weather" was in frequent use and well known throughout the lake community.

In 1963, the Booth Family installed a Chrysler 260 hp 383 cubic inch engine.

In the late 70's, Stormy Weather was seriously damaged in a boating accident.

From 1979 through 1982 she was unused and stored in her boathouse on Pewaukee Lake.

In 1983, the Booth Family sold Stormy Weather to Carl Froemming of Whitefish Bay. She was renamed "Vintage." Carl and his family used the boat often, sailing primarily on Green Bay out of Ephraim and Fish Creek in Door County.

In 1984, her engine was replaced with a 1984 340 hp 454 cubic inch Mercury Bluewater. That's the engine she still has today.

In 1987, the Nimphius Boat Company in Neshkoro, Wisconsin replaced the existing chine with white oak.

The Froemming Family sailed Vintage from 1983 right up to the time of Carl's death on May 15, 1996. She went into storage following Carl's passing.

Although she wasn't in use, in 2005 the boat was refinished by Karson Forming Specialties in Amery, Wisconsin. She was completely refinished in preparation for her eventual sale.

So, from 1996 through 2020 Vintage was in storage, mostly at The Boat House in Racine. She lived in storage for the past 24 years.

On June 4, 2020 Vintage was purchased by David Perrigo, Sr. of Pewaukee. She will be renamed "Madeline" at a christening ceremony to take place next year. Currently, her mechanic is in the process of replacing safety equipment, fuel lines, impellers, etc. In January 2021, she will be taken to S&R Marine in Pewaukee for refinishing. Her home will be on the west end of Pewaukee Lake.

"Madeline" is similar to her sister-ship "Curly". William R. Perrigo, Sr. purchased a 1935 25' Custom Runabout Triple that is 20 hulls older than Madeline. She is under the care and custody of Robert Perrigo on Pewaukee Lake. She is in fine shape and used frequently.

The Perrigo Family is very excited to have these two magnificent boats touring the shores of Pewaukee together again.

To Buy or Not to Buy

By Brian Irwin



Dear Ann Landers,

It has come to my attention recently that some members who belong to a certain organization believe

I may have a problem. Word seems to have gotten out I am collecting boats and cars. Now, some of these are projects, and I'm not averse to reaching out for professional help. Professional help, that is, with restorations! It all began years ago with my childhood hobby of building balsa wood model airplanes. And while I don't spend much – if any – time building models, I've collected enough model kits to stock several small hobby shops! Is this a problem? Or, am I being asked to write an article simply for the sake of husbands to point to my folly, and say to their spouse, "See!!? I'm not half as bad as THIS guy!" Honestly, tell me what you think. Sincerely,

To Buy or Not to Buy

"Buying frenzy? What buying frenzy?"



"Shake my hand" I said, with all the authority I could muster. Shoulders square, arm extended toward my father I sensed a moment of – what? Hesitation? Surprise? No matter, the car was now mine. Not just any car, but 'THE CAR'. The car which carried my sister and I as toddlers. Me in the back seat, snuggled in a warm blanket on a cold rainy night, thankful the drips of rain were not reaching me through the old British convertible top. My sister in front, wrapped in my mother's young arms. This sister would pass away only a couple of short years later from a congenital birth defect, unknown to my parents at that time. Ah, the memories contained in what is now my vehicle!

This British car is a 1953 Austin A40 Somerset drophead coupe. Rare, but not particularly valuable in anything other emotional gold. Powered, or underpowered in this case, it is a two-door convertible belonging to the group known as a 'County Car' in the Austin manufacturing family. It is a County Car because it is named after a county in England. Others include the Devon and Hereford. The Somerset model is also considered by some to be the last, true Austin before the company was absorbed into BMC.

Now mine, I had moved the car into my dad's tumbledown barn over thirty-five years ago. Towing it from my now-divorced parent's home in the mid 80's the rearview mirror provided an oddly remarkable 'Jaguar' appearance I thought,

at least from the beltline up. The car is too tall to ever be mistaken for anything other than slightly stodgy, if not cute vehicle from the era when cars were soft and round. It was now about to be extricated from said barn, complete with the accoutrements of the dark, dusty life associated with a country barn. Dry straw? Check! Coon poop? Oh yes, we've coon poop. Not to be forgotten, I will weave a boat or two into this tale also. More about coon poop, trust me. And boats of course!

The internet is amazing. Thank you to all the kind folks around the world connected in Facebook groups. Without them, the car would not be on the way back to her former glory. Through the British Heritage Museum, I have obtained – yes – the data sheet for my car! Essentially the 'build sheet', it contains every bit of info when the old girl left the factory. Some have said they have never seen a Certificate so complete. Owners from as far away as Japan and Australia keep tabs on the restoration, currently underway at the Obermeyer 41 Auto Restoration shop in Allenton, WI. Not that other owners are abundant. There are believed to be fewer than 100 of this A40 drophead coupe model left in the world! In North America the number is something like two dozen, give or take. No, you won't see another on the road.

My car is not the oldest one in existence. That title belongs to an even earlier car, currently in Oz, or Australia.

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“Buying frenzy? What buying frenzy?” FROM PAGE 10

The Somerset line was produced from 1952 to 1954. My vehicle was manufactured in December of 1952 and registered in 1953. In England, it is the date of registration which determines the official year of the car. My friend Brent's car in Australia was on display at the British Motor Show in 1952, so no trophy for me! It is one of the oldest out there, though. Over many years I would ask, “Dad, who did you buy the Austin from?” Typically, his answer was a short mumbled, “I don't remember. Somewhere on the hilltop” he'd say. Oddly, when the car was being dragged, winched and otherwise coerced from the corner of a barn straight out of American Pickers, my other sister asked him, “Who did you buy it from?” I nearly fell over when he replied, “Oh, I bought it from Paul Richey who I used to work with.” Yeah, Dad is an interesting guy when it comes to memory and his recollections.

It was my father who had anything and everything to do with my passion and hobby. We did the usual family thing growing up, towing a popup camper to the Northwoods of Wisconsin where my dad was raised from my birthplace in Southern Indiana. Canoeing, fishing, it was all to be had. I don't know which we anticipated more, the trips into the woods ‘roughing it’ or the airshow in Oshkosh! No matter, not long after buying a used open bow I/O from a neighbor in 2005 (I thought it would help me through my divorce. I was right. In spades!), my father suggested I “...take a look” at a wooden boat project he knew of through his outboard posse. Up to this point, I had ardently refused emotional involvement with outboard motors. He, on the other hand, fancied his increasing trove of mechanical, sputtering marvels to be utterly fascinating. A neighbor once tried to count his stockpile but stopped at 120. His children's inheritance! But I digress. Viewing the 1958 Yellowjacket, I thought “I can do this!” After all, it was not so much an outboard motor, but everything north of the transom which I found meaningful. That boat was towed to my home in the blissful hills of Brown County, Indiana in January of 2007 with a winter bliz-

zard nipping at our heels. In my time, I have made bad decisions and I've made good decisions, but this was definitely one of my best! The Yellowjacket took five years, fumbling and stumbling my way through wood refinishing every summer away from the classroom. The work culminated in a memorable launch the summer of 2012. My friend and source of refinishing knowledge, Bruce Cassal was there to witness and ride that first time out. There is nothing quite like that feeling!

In 2017, I moved to Pewaukee for many reasons, not the least was to be in ‘the mecca of wooden boatdom’! Did you know Pewaukee Lake held the first organized outboard motor race? I didn't either, but it's true. Growing up a short bike ride from the Ohio River, I knew limited and unlimited hydroplane racing from grasshopper knee height, to steamboats plying their way up and down the Mighty Ohio. And there are those darned outboards again, wafting two-cycle oil smoke across the water. I'll bet you forgot about coon poop too, didn't you? Well, I haven't.

You may know about this internet tool called Craigslist. Although not as popular today with the advent of other, more updated search engines, it enables the user to narrow searches using specific key phrases. Such phrases may include ‘boat project’, ‘wooden boat’ and ‘Century boat’. I mentioned Craigslist being not so popular today. Well, it can be even less popular with ones' significant other, especially if the object of your key phrases is one mile away as the crow flies, across Pewaukee Lake! Remember the mention earlier of bad, good and fantastic decisions? The drive around Pewaukee Lake in August of 2017 was none of the latter, at least not right away. At best, I justified this as an excuse to rule out the notion of purchasing a project boat. I should have narrowed that to ‘basket cast’, as well! But here I was in ‘wooden boatdom’ surrounded by so many of you enjoying magnificent, classic inboards. I wanted in! The 1953 18' Century Resorter held all the appeal of it's iconic brethren.

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“Buying frenzy? What buying frenzy?” FROM PAGE 11

In my mind that is, if I visually removed the layers of rubber and canvas tarps. The previous owner Bill was helpful enough, and all too willing when he sensed a fish on the hook. Prior to trailering away, I cautioned him if any raccoon family members were still inhabiting the vessel, at least one would be named ‘Little Bill’ in his honor! Let’s agree there will be no further mention of coon poop. You know who you are. I’ve only two dealbreakers when it comes to boats or cars and one of them involves the presence of that which will no longer be spoken! Oh, almost forgot to tell you. That earlier seemingly bad decision to purchase this Century didn’t turn out to be so painful after all. It is documented as the #1 production boat for that year and is currently undergoing restoration slash preservation courtesy of the dedicated hand of Jack Schneiberg!

Which brings me back to my first dealbreaker. I abhor laying on the ground under an automobile, with grit, oil and debris falling into my face and eyes. Won’t do it. But – if I have to, it must be under a vehicle with adequate ground clearance and that brings me to another adventure.

When Craigslist lost its luster (Craigslist?), I turned to Facebook Marketplace. In the cold winter months of pre-COVID 2020, whilst browsing through the Manitowoc area, I discovered a 1927 Model T two-door coupe. Just a few miles north in Denmark was a 1927 Old Town canoe. Hmmm...my mind began working. Could I put the two together? A phone call and late evening visit to see the old Ford was all it took. This car had ground clearance! Best of all, it was an older restoration, stored in what was literally the previous owner’s family room. It had a story of being loved and cherished and

I am now the fourth owner of a car 93 years old and a blast to drive. Jeff and Wendy in Denmark were awesome, too! They and I talked for an afternoon, sharing stories and our passion for old things in general, but specifically boats. Jeff has his grandfather’s Tomahawk boat stored and covered in the rafters of his barn. The Tomahawk was the prize in a contest, which his grandfather won! Not long after bringing the canoe home, I ventured to Central Illinois where collector of all things automobilia, John sold me a nice single axle Model T trailer to tow the canoe behind my Lizzie. If that fails to stir you, I don’t know what will.

In the early summer months of 2020, I was stirred to respond to another FB Marketplace ad. You thought I was done, did you? A 1948 Chris-Craft 17’ Deluxe Runabout for sale in Random Lake was looking for a new home. Bob and Cynthia are delightful people, and she learned to waterski behind this boat as a teen. Her father, now passed, owned the boat more than forty years. A retired teacher and Navy sailor who fought in WWII, I am honored to carry on for him and one day refurbish her to the former glory she deserves.

Fast forward to August 2020. My lady friend and I are enjoying an evening campfire with her coworkers. Howard, Shawn, Tim and Donna were previously unknown to me, although they had foreknowledge of me as ‘that boat guy’. Howard, being a car enthusiast, briefly touched on the topic of our respective pursuits. As the sun set and the smoke wafted and curled upward, he reflected “It’s all about the hunt, isn’t it?” I nodded in agreement but couldn’t help thinking to myself – it’s the people you meet along the way and the story they tell that make it all worthwhile.



Vintage Boat Rendezvous

Saturday August 29, 2020

Pike's Pine Isle Lodge

1261 Pine Isle Rd. Three Lakes, WI 54562

Cool, Cloudy and COVID By Mary Willis

With awareness of COVID procedures, 28 boats and their crew gathered for a day of boating, socializing and eating at Pike's Pine Isle Resort on Medicine Lake. Their pizza is very good!

The grassy front yard at Pikes' is large enough to set-up chairs, let the dogs stretch out, children play and watch the boats...and enjoy a Bloody Mary or two! Another thing Pike's do very well.

The classic boats on display were of all types: fiberglass, wood, runabouts, utilities, and canoes. Manufactured by: Chris Craft, Century, Higgins, Dunphy, and Hackercraft.

People came by land and water to share in the experience of classic boats and meet up with friends. Many of them already

own one or twelve, looking for their next purchase or perhaps thinking about starting in this hobby.

There are no awards at this event. "Just a gathering for good times" quote by Mr. Staib.

The day wraps-up with a boat parade on Medicine Lake and a salute to Pikes' for their efforts and willingness to put on this event. Now it's time for the boats to have their fun on the beautiful waters of the Three Lakes Chain of Lakes.

A special thank you to Josh Pike and Alice Kreuger of Pike's Pine Isle Lodge for welcoming and hosting this rendezvous during this challenging time. Also thanks to John Baumann for coordinating the gathering.



Bruce Renquist doing weed inspections



Josh Pike gets in the "cold" water to help tie up boats for display



Rob & Gayle Ritter and Kevin & Patti Maltby



Jim Staib



Jeff Davey, Jim Ruwaldt and Karl Koenig



Bob and Ann Kuntzsch



Pike's Pine Isle Lodge Boating Participants



Mark Walters, Jane Adams
Jim Staib
Jeff and Renee Davey
Pat and Ceci Kiefer
Pat and Ceci Kiefer
John Friesch
Greg Uhen
Pete Brainard
Mary and Mark Willis
Wil and Mary Vidal
Robert and Rich Hegy
John Baumann

1948 Chris Craft Deluxe 17ft
1950 Old Town War Canoe 25ft
1949 Higgins Convertible 23ft
1940 Chris Craft Custom Runabout 16ft
1928 Chris Craft Cadet 22ft
1952 Chris craft Holiday 23ft
1938 Hackercraft Utility 19ft
1954 Dunphy X55 18ft
1969 Century Arabian 20ft
1940 Chris Craft Sportsman 22ft
2015 Glen L Torpedo 20ft
1953 Chris Craft Riviera 18ft

Todd Schultz
Mark and Claire Asbury
Jared Bartnik
Rob and Gayle Ritter
Bob and Ann Kuntsch
Andy and Cyndi McCormick
Jim and Janet Ruwaldt
Karl Koenig
Steve Bunda
Mike Apple
Rich and Beth Lepping
Bruce and Judy Renquist

1975 Starcraft 18ft
1948 Correct Craft Deluxe Utility 18ft
1948 Chris Craft Deluxe Runabout 17ft
1947 Century Seamaid 17ft
1954 Lyman Leader 13ft
1948 Chris Craft Deluxe Runabout 17ft
1958 Higgins Magnum 23ft
1947 Higgins Sport Speedster 17ft
1937 Chris Craft Triple Cockpit 25ft
2003 Steamboat (Home made) 21ft
1955 Century Palomino 15ft 50HP Johnson
1917 Racine Boat Mfg., Canoe, 17ft



Karl Koenig



Rob & Gayle Ritter's 1947 Century



Jim & Janet Ruwaldt 1958 Higgins



John & Pam Baas, Ron Reinert, Christine Murr



Rich and Beth Lepping



Bob Bergl holding Pepsi



John Baumann



Katherine & Jake Zea



Janet Ruwaldt, Jane Adams



Todd Schultz and John Zea



Mark Willis(back), Amy Zea,
Katherine Zea, Dan Napgezek



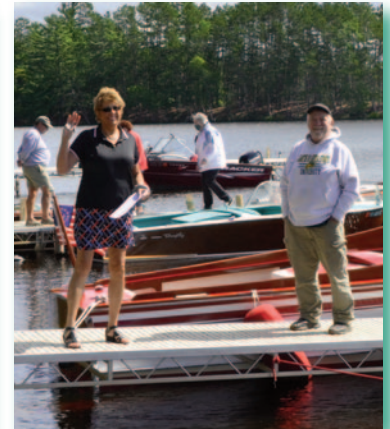
Steve Bunda and friend



Mark and Mary Willis, Rich and Beth Lepping and Mark Walters



Alice Kreuger registers
Roberta and Rich Hegy





BOATSHOP:
621 S. 12th Street, Milwaukee, WI 53204

VOLUNTEER OPPORTUNITIES



There are many volunteer opportunities with All Hands Boatworks. AHB has a growing corps of individuals who give their time, talents, and hands in support of our youth mission:

R.A.F.T. Mentor -- Help supervise and mentor teens in the R.A.F.T. evening program as they learn new skills and gain valuable work experience.

Apprentice For a Day -- Volunteer for a day in the shop, working and mentoring alongside a Pre-Apprentice trainee.

Assistant Instructor -- Working in pairs, our instructors lead after-school woodworking projects for middle schoolers.

River Clean-up -- Held spring and fall at AHB's boatyard on the Menomonee River.



Founded in 2013, All Hands Boatworks improves the lives of Milwaukee's youth through boatbuilding, work readiness and skills training, and outdoor activities. For further information: allhandsboatworks.org, or email krista@allhandsboatworks.org
621 S. 12th Street, Milw, WI 53204

MEMBER PRO-

This story appeared on The ACBS Website "Weekly Web

Weekly Web Watch!



1956 Chris-Craft Holiday by Gary & Darlene Millpointer-Glacier Lakes Chapter Oconomowoc, WI

Purchased in 2013 from Delavan Lake Boat Shed as a project boat. It was a 1st for me in a boat restoration, as cars were my past experience.

Project work started with a fully sandblasted trailer and all bung supports replaced with new steel & rewelded, bow winch support, new treated bung boards/carpeting, and customizing of trailer. Next on the list was encasing the boat in 2 – 8 ft. plywood wheels so the boat could be inverted. After rotation it was placed on a full size skid outside on rollers as the snowflakes came down. Bottom tear down, 10 lower bottom ribs were dry rotted & cracked. Replaced with white oak, fasteners upgraded to silicon bronze bolts & screws.

New Okoume marine plywood installed on the bottom with Philippine half inch mahogany laid in 30+ tubes of 3M silicone caulk. Planks needed bending and were heated using a turkey fryer as the steam source. A galvanized funnel attached & inverted to funnel the steam through a radiator tube to an 8' insulated wood box. Each plank steamed took 2 hours for the box to meet proper internal temps, then another 2+ hours for pretreated 24 hour soaked planks to accept steam and bending.

Side planking was replaced below the water line in 3/8 inch mahogany. Transom, 2 side upper bow & 2 deck planks

also. Balance of sides are original. Finish was done in 2 coats of sealer, 16 coats of varnish. The MCL motor cylinder wall stitch welded, & welding of exhaust manifold. Block was then rebuilt by a local machine shop. Stainless steel hardware used in various areas of block, & flywheel guarding. Updraft carbs, 6 volt generator & starter rebuilt. A new engine cover was fabricated with mahogany rail and graphics added.

The stock 1/3 length dash, replaced with a full width dash & center glove box. All instrumentation was rebuilt with new switches & wiring. Changes made were external graphics, black deck expansion deck joints, black waterline & steering wheel. Numerous vintage parts were added. Brightwork was polished or rechromed. Interior seats upholstered in a tan marine vinyl. Contractor work performed on interior and motor timing setup thru Custom Boat Service.

This was a 6 year project that was worked on during the winter months. Completion was done last year with its 1st launching on Okauchee Lake. My wife Darlene named the boat "Once Again" because after 63 years, once again it was back in the water. Lake Geneva is our favorite boat show to attend.

MEMBER PROFILE

This story appeared on The ACBS Website “Weekly Web Watch” July 25, 2020
By Paul Mason 1939 18ft Century sedan.



I found this boat on Mother's Day 2005 while taking my wife out to breakfast. The boat was sitting on a dilapidated trailer next to the restaurant. My wife went to the restaurant to hold a table and I knocked on the door of the house where the boat sat with a FOR SALE sign on her! The gentleman that answered told me he was selling her from his father-in-law's estate who was the original owner. She had been in storage for years and was bare wood and her planking was warped and separated but seemed to be intact and had her hardware and motor and qualified as a "pattern boat" I already owned an 18' 1955 Chris Craft Sea Skiff so I had some knowledge and experience with antique boats. The gentleman proceeded to grab his garden hose and start spraying her telling me what "great" shape she was in! The minute that water hit the planking they started springing off the frame! It was obvious that she had not been in water for many years! I asked him to shut off the water and offered him \$1500 as is than I told my wife what she got for Mother's Day!

I had no idea what I just purchased except I had never seen this designed antique boat before. The only thing I knew was it was manufactured by Century Boat Co. I went back home and got my boat trailer from the Sea Skiff and with a lot of help got her on and moved her to a storage building. Starting the investigative process of finding out about this boat I contacted the people at the Century Boat Club in Manistee, MI. I almost fell over when I received their response! They could not believe what I had found! They said it is a very rare 18' 1939 Deluxe Utility Sedan in fact so rare it is the only one they knew left in existence of that length/model/year! Records show Century Boat Co only built this model in 1938 and 1939 and stopped making them when they switch to war production in 1940 never to produce another one after that and the total number of this model manufactured was sixteen!

When I realized what we had my son Tim and I decided she had to be restored and not only that but true and correct to her original factory specifications so we proceeded with Tim doing the restoration and I did the research and purchasing of all materials. Tim had never restored or built a wooden boat before but

has a strong background in custom wood working and we had the complete boat to use for patterns so we proceeded to setup a shop to do the restoration and purchased a copy of Don Danenberg's book "How to Restore Your Wooden Runabout" We were on our way!

The research proved to be a daunting task! It was like detective work finding the experts who knew this information! One example, because the only pictures available were from Century sales catalog's and in 1938/39 all photos were black and white. This model has a canvas cloth cover on the top of the cabin which looked like it was white in the pictures! After many phone calls to people who referred me to other people I was given the name of an individual whose grand father did the installation of these tops at the factory and was informed by him that they were khaki tan not white!

After working with a lot of "experts" we were assured we had all the correct spec's including the bottom and bilge paint colors the correct stains, hardware and we even authenticated; by the serial number ;we had the original motor installed at the factory in this boat, a Gray Marine 4-cylinder, 75 hp. It was a 95% restoration with all new wood, Philippine Mahogany planking, white oak framing even the original fire extinguisher! All the hardware was re-chromed. The only thing not original but approved acceptable for show judging by the ACBS was a 5200 bottom. The only original thing we were able to save was the cabin enclosure everything else is new

With Tim, working a year and one half six days a week, she was completed! Now she needed an appropriate name and being the Grand Old Lady she is the name RELIC fit perfectly! We had a custom trailer and travel cover made had her christened and Relic was ready for her first Boat Show! On to Seabrook, TX May 2011 to the Antique Keels & Wheels Concours d' Elegance! Relic won Best of Class-Best Century-Best Restoration and The Peoples Choice Award! She went on to win First Place- Restored Utility at the 2011 ACBS International Show at Lake Geneva and every show that RELIC attends she wins either Best of Show or Best Century!!!

MEMBER PROFILE

This story appeared on The ACBS Website "Weekly Web Watch" July 11, 2020
By Brian and Lisa Kramer 1948 Century Sea Maid.



I noticed the Sea Maid stored in an outdoor boatyard in 1990. In the Spring of 1991 the boat was still sitting in the field. When I approached the owner of the boat he said his family lost interest in the wood boat and they use a fiber-glass boat.

My 1948 Century Sea Maid is Nineteen-foot six inch Century Sea Maid with a Nordberg 6 cylinder 339 ci / 155hp flathead engine. 1 of 65 made with 6 known to exist.

I noticed the Sea Maid stored in an outdoor boatyard in 1990. In the Spring of 1991 the boat was still sitting in the field. When I approached the owner of the boat he said his family lost interest in the wood boat and they use a fiber-glass boat. When it came time to ask if he would sell the boat and for how much, the owner said if he would pay the engine mechanics bill he could have the boat. I talked with the mechanic and he was thrilled he could get the boat out of his field

and get paid for the work he performed.

That was 1990. In 1993 the boat was completely restored. In 2011 the engine was rebuilt by Todd Schultz with the help of NVR Engine builders in Butler, WI. The Nordberg engine was known as a special order from the Century factory and meant for owners who wanted a Hercules block engine and not have a Chris-Craft engine in their Century boat. The Nordberg engine was made in Milwaukee, WI and Century boat origins are in Milwaukee as well. Other updates over the years include a new original style interior installed in 2014 as well as a new original style dash made by the Miklos brothers in Pennsylvania.

The boat is mainly used for cruising on Pewaukee Lake, 30 miles west of Milwaukee, WI.

Pewaukee Boat Show at The PYC WHERE IT ALL STARTED August 20, 2005 Fifteen Years 2005-2019



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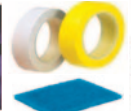
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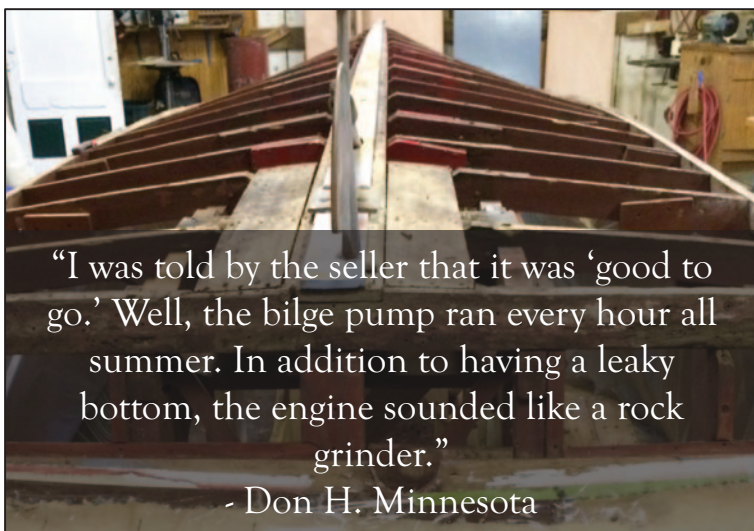
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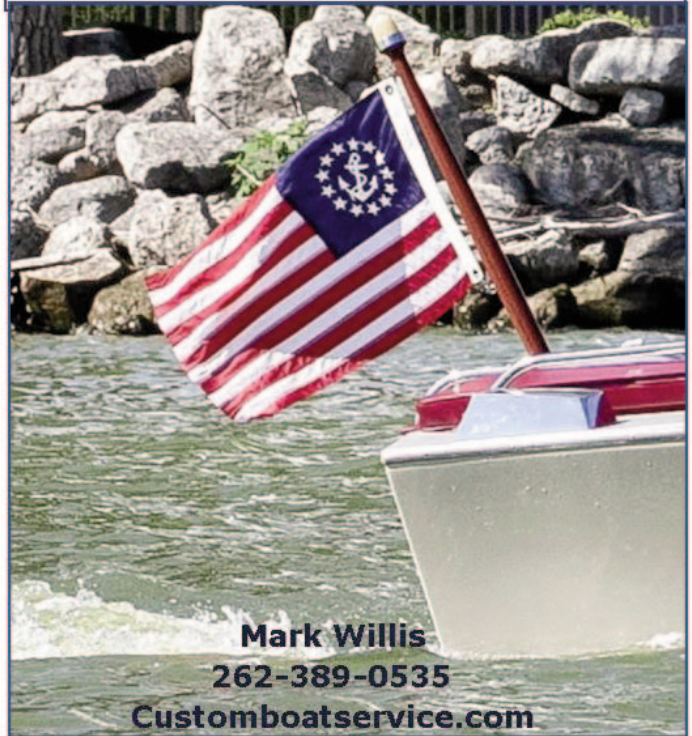


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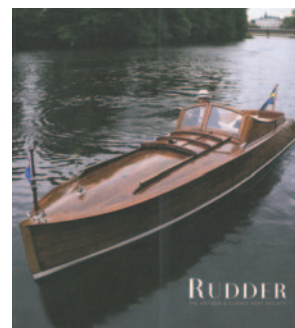
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REASON #3

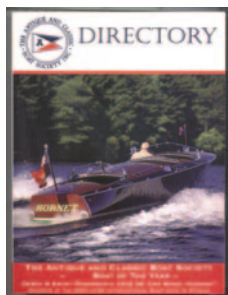
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