



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.*

Named 2014 CHAPTER OF THE YEAR by The Antique and Classic Boat Society, Inc.

VOLUME VIII ISSUE 4

October-November-December 2020

Merry Christmas & Happy New Year Stay Safe



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





Hello All,

Hope you were all able to enjoy Thanksgiving in your own ways and wishing all of you a Merry Christmas and a Happy New Year.

Saying that 2020 was an interesting year would be stating the obvious. We were able to pull off the Pine Isle event but pretty much nothing else. Safety had to be the primary concern and I feel that our chapter, as well as ACBS in general, made the correct decisions around events.

The Events Committee, headed by **Dan Holdmann**, has already started establishing communications with the cancelled events to make sure we are on top of things going forward. The board met virtually on December 5th and there was much general discussion and ideas tossed around on what 2021 might bring and the types of events we should be looking at doing. If you have any suggestions please let Dan know. As things develop you will be advised of them via the portal.

A few other things came out of the December 5 board meeting. Negotiations for disposal of the pier utilized for the Pewaukee Show are continuing. No firm commitments as of yet. The board also approved donations to: ***"All Hands Boatworks"***, ***"Hands On Deck"***, ***"Door County Museum"***, and the ***"Maritime Museum"***.

Again I wish you and your families a Merry Christmas and a Happy New Year. Stay safe and healthy.

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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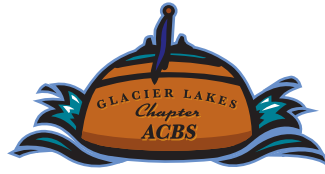
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GLACIER LAKES CHAPTER OF THE ACBS OUR MISSION:

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 2020

MEMBERSHIP COMMITTEE

Gayle Ritter, Linda Allen, Sue Schroeder

Bart and Sharon Gaffney.....	Oconomowoc, WI
Dennis and Patricia Griswold.....	Oconomowoc, WI
Jeff Hanten.....	Mankato, MN
Curtis and Gizell Larson.....	Neenah, WI
James and Kristin Moscicke.....	Pewaukee, WI
Chris and Jen Nackers.....	Fitchburg, WI
Eugene O'Kelley.....	New Berlin, WI
David and Sherri Perrigo.....	Pewaukee, WI
Adam and Alison Ward.....	Elm Grove, WI
James and Janet Zimmer.....	Sheboygan, WI

SPECIAL INVITATION

**To Antique & Classic Boat Society
Wisconsin Members
not belonging to
The Glacier Lakes Chapter**

You received a letter from Gayle Ritter, Chapter Membership Chairperson
inviting you to join the chapter.

You are now being sent a complimentary copy of the last newsletter for 2020.

Again, **YOU** are welcome to join the chapter.

Along with the quarterly newsletter you will receive
chapter emails from Commodore Bob Stoltz
on Wisconsin events you will want to know about.

Membership Form on back cover or call ACBS

Safety for Members is #1 for 2021

QUESTIONS

Gayle Ritter 414-380-2313

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Glacier Lakes Chapter website: www.glacbs.org



Commodore Bob Stoltz presents President's Cup to Jack Schneiberg along with Secretary Brian Irwin

Jack Schneiberg has been the chapter's Chief Bean Counter and Finance Guru for the chapter and the boat show since 2009. Jack applied and got Articles of Incorporation for the Chapter in 2010. Very few chapters have the 501(c)3 designation. Thanks to Jack, The Glacier Lakes Chapter of the ACBS is an incorporated non-profit entity registered with the IRS as a 501(c)3 educational institution. It took him almost 5 years to get this designation. He never gave up in spite of the obstacles thrown at him by the IRS. To keep this designation, yearly paperwork is necessary. Jack has been doing consolidated financials since 2015.

**Jack has or is holding
These Key Chapter Positions since 2009**

Boat Show Treasurer 2009-2020
Vice Commodore 2010-2011
Commodore 2012-2013
Chapter Director since 2019

Jack is also "Mr Century". Jack is very active in The Century Club and is their Treasurer as well as The Chris-Craft Boat Club.

Jack writes stories for The Century Boat Club and the Chapter. In addition, Jack is a hands on guy, doing complete restorations at his shop.

Plus Jack is busy participating in the activities of his 14 grandchildren and 4 great grandchildren.

JACK IS ONE BUSY GUY!



Commodore Bob Stoltz presents President's Cup to John and Amy Zea

John Zea started collecting and restoring boats in the mid 80's. Not long after the Glacier Lakes Chapter was formed and encouragement from Karl Johns, John and Amy Zea joined and got involved.

Everyone knows, John is a very low key individual. He quietly gets involved and is an impressive shadow in the chapter's behind the scenes involvement.

Someone may say, "who did that?" It was John Zea.

Every year, John and Amy help to set up at The State Fair Boat Show and take a turn at the display. This event is always the kickoff to the new year for the chapter. Unfortunately, it will not happen in 2021 because of COVID-19

John and Amy took one of their boats to The Milwaukee Masterpiece on The Milwaukee Lakefront when the chapter was involved.

His boats are one of a kind, going back to the flapper era and before

In 2019, John and Amy hosted the Pewaukee Pre event at their boat and car collection storage buildings in Ixonia. It was a great gathering of fellowship. John and Amy covered much of the cost.

John had an idea to interview the boat owners at the 2019 Pewaukee Boat Show. The visitors enjoyed the interviews broadcasted over the PA. The owners enjoyed doing it.



There were some emotional responses as owners gave the history of their boats as it connected with family.

That following year, John and Amy hosted a "Barn" gathering near their home in Oconomowoc with a special welcome to some new members. John and Amy covered the entire cost.

John has been very involved in the Pewaukee Lake Boat Show to make it successful. Over the years, John has given rides to joyfully surprised attendees in his spectacular vintage boats. These are rides these folks will remember for a lifetime.

A number of years ago, it was decided that to insure safety, special off ramps needed to be constructed. John had off ramps manufactured at his company.

John would always show up to help put in the piers Friday morning before the show on Saturday. A Dawes Crane would lift the piers off the trailers and put them in the lake. The piers would be bolted together and floated into place. John was key in this important setup.



This is the Real Deal V

Final Chapter in the preservation of a 1938 Century Thunderbolt

By Jack Schneiberg

So this chapter will concern the final efforts to get the boat ready for first launch. As anyone who has undertaken bringing a Century (or any classic or antique boat) back to enjoyable conditions knows, there are a myriad of details to attend to. Having done a number of projects like this the best teaching that experience can leave one with is that you will never cease learning about new surprises. So, as of this writing in October 2020, the boat is basically finished except for a few last details. It was time to turn the project back over to it's new owner – Ron Johns – Karl John's son.

The Thunderbolt left my shop in November of 2018. But, after it left my shop, I really didn't see the Thunderbolt again until March of 2019. Ron has a very nice shop. His dad, Karl, who I started this project for had built the shop with restoration in mind. Karl had restored boats in this shop and as a result over the years had also accumulated numerous bits and pieces from a wide category of boats. It is also rumored that Karl never passed by an auction or sale that might have included some classic boat parts.

When the Thunderbolt came to me – it was pretty well stripped out. There was no running gear or hardware of any kind on the boat. All that equipment was stored upstairs in Karl's shop attic along with any leftover parts from the various garage sales he had attended over the years. That's why Ron has a nicely chromed bow light that doesn't belong to the boat. The correct one is on the boat now. There is also a freshly chromed shift lever for the same reason.

So that March Ron and I talked about what needed to be done yet. We talked with Dave at A & A about getting a new cutwater. They still had a buck that was marked '38 Thunderbolt. I spoke with Frank Miklos about some of the interior details we had questions on. We sent Helen in Manistee pictures of the old cushions so she could begin to fabricate the new seat cushions. We applied # 2 coat of black to the hull sides.



May 19, 2016 – Karl and the 1938 Century Thunderbolt sees daylight for the first time since 1987



Gray Phantom Six 103 hp - 218 Cu. In.

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This is the Real Deal V FROM PG 6

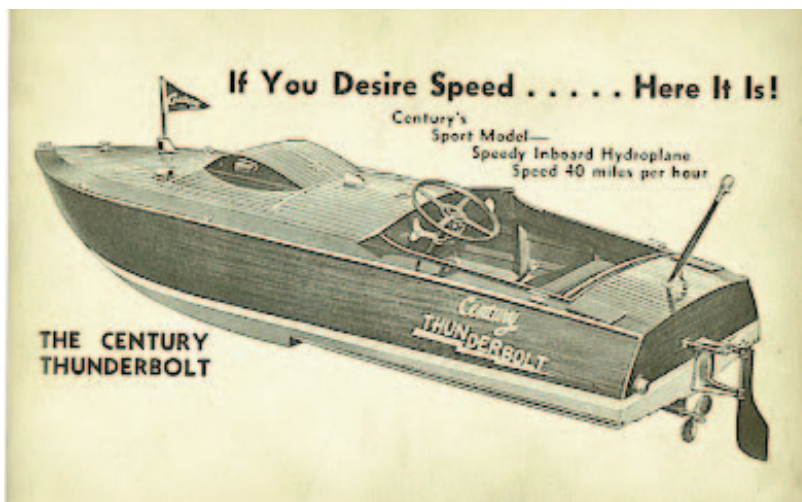
In April of 2019 – We made a pattern up for Chet at A & A to use to fabricate the cutwater. Ron got 2 more coats of black on and then I came down and sanded with #320. We had various discussions with Chet at A & A about the cutwater. And we tripped over to Custom Boat Service to take a first look at the Thunderbolt motor. WOW!

May 2019 Ron had us up to 3 more coats of varnish and 10 coats of Black as the month ended; the varnish count went to 6. A note here is that we also started to tape off the deck seams for caulking. We used Interlux Seam Compound #30 (brown). Taped off both sides of a seam and then caulked, smoothed, and pulled the tape. This was a real challenge because some of the deck seams at the crown of the front deck had all but disappeared when fairing out the wood. We really didn't know how this was going to turn out until after the deck seams were actually painted. Again – this was preservation and all attempts to reclaim and save the original boat were undertaken.

A note about this might be that we made every attempt to re-use original parts and pieces of this boat. While in many ways it will always be a user boat to some degree – it is not a cocktail cruiser. There is only room for one other passenger and that passenger better be good friends with the captain because there is very limited foot room in the cockpit. Ron intends to use this boat and while I was doing the hull work every bottom frame and plank were inspected to make certain they were safe to use again. One bottom frame, the rear keel, the 2 rear garboards, the frame at the step, and 3 deck frames were replaced for various reasons. Everything else is original. Oh! the rear deck king plank is also new.

So – what was left to finish things off in Ron's shop? Well – Ron stopped at 15 coats of varnish. While he could have made a real show boat with another 10 coats of varnish and more black paint, the intention was to return the boat to somewhat of a representation of how it would have looked in 1938 and while it certainly didn't have 15 coats of finish in 1938 – it does now.

After a visit from Helen – who does the upholstery work for A & A, she returned to Manistee



**John Constable, Jack Schneiberg & Karl Johns
check progress on the 1938 Century Thunderbolt**



**First Launch on Okauchee Lake – Ron Johns and
the 1938 Century Thunderbolt**

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This is the Real Deal V FROM PG 7

and cooked up 2 beautiful Kapok seat cushions representative of the original. She also sewed up the seat back cover and the cockpit surround using the same material Ron had picked to mimic the original – which he still had.

The boat went back to Mark Willis at Custom Boat Service to have the engine installed. I made a couple of trips down to help (?) with this process. Mostly, I was just nosey and curious to see the boat with the motor back in again. I had seen it run on the floor of Mark's shop. It is stunning by the way – not overdone just nice and fresh.

Back in Ron's shop the detail work of running additional wires for the running lights, ignition, battery cables, throttle, and finishing other running gear details was shaping up. Early on while still in my shop, Ron had already discovered this is not an easy boat to climb in and out of. The cockpit is small –ish! Especially if have an artificial leg as Ron does.

On June 27th, Ron was invited to show the boat – not yet finished – at our local Glacier Lakes gathering at a private event. It received many positive comments.

And.....drum roll.....on July 2nd the boat had its first launch in who knows how many years. This was exploratory to see if it floated, check the water line, and line up the trailer. On July 29th the second launch was captured including a video that I posted on the Century Boat Club Face Book Page.

As I write this a few minor details are left to attend to and the boat has been in the water again in September of 2020. It runs great. Ron has yet to open it up all the way because the throttle still needs some refinement and the transmission is slipping out of forward. But – boy – it looks great on the water.

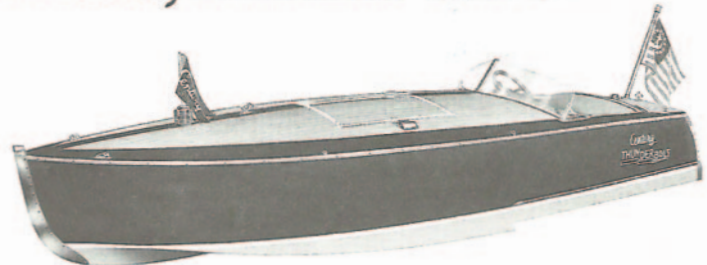
It would have been making that cruise up the Manistee River this past September – except – COVID-19 changed plans for the annual show.

But -----next year.



Coming out of Ron's shop
on the way to the first launch

The Century THUNDERBOLT – A New Sport Runabout



50 Miles An Hour At A New Low Price

A NEW and larger Thunderbolt . . . a fast step hydroplane . . . now available with motors giving speeds up to 50 miles per hour.

It is not a racing boat . . . yet it offers every opportunity for racing thrills . . . one that can be driven at thunderous speeds economically. It is one of the most comfortable speedy hydroplanes built. All you have to do to find out is to sit back of the wheel

and "open it up." You'll come in saying, "Well, that's the most comfortable and thrilling ride I ever had."

Please note the construction specifications below . . . then check them with the boat at your dealer's show room. You will be surprised that such a boat can be bought for so little money.

THUNDERBOLT SPECIFICATIONS

LENGTH—15 ft. 6 in.
BEAM—62 in.
FREEBOARD—Bow, 22 in.; amidship, 20 in.; stern, 15 in.
WEIGHT—1,375 lbs.; shipping weight, 1,575 lbs., skidded.
MOTOR—Gray Phantom Four-75, 162 cu. in., four cylinder, four cycle, 75 H.P. at 3,600 R.P.M., complete with electric starter and generator, oversize reverse gear and all necessary equipment, mounted amidship and driving direct.
SPEED—40 M.P.H.
SEATING—Two, in single aft cockpit.
CONSTRUCTION—Philippine mahogany throughout except frames which are white oak. Sides and bottom single planked, bottom seam construction, each plank Century processed to impregnate against moisture absorption. Bottom planking, 1/2 in.; side planking, 3/8 in.; keel, 1 1/2 in. x 3 1/2 in.; frames, 1/2 in. x 2 1/2 in. (white oak); chines, 3/8 in. x 1 1/2 in.; battens, 1/2 in. x 1 1/2 in.
FASTENINGS—Brass screws throughout, decks and sides plugged.
FINISH—Sides black, deck natural finish with marine spar varnish, deck trim walnutized. Bottom highest grade anti-fouling red.
DECK HARDWARE—Highly polished stainless steel fender moulding, chrome-plated outboard, transom binding, bow plate, combination cleat and lifting rings, smart Vee-type windshield of shatterproof glass, two ventilators, two hatch handles, two stern cleats, stern flagpole, light and socket, two rubber stop pads with chrome-plated frames.
EQUIPMENT—Special Ross 17-inch cam and lever steerer; manganese bronze rudder; 1/8 in. diameter Monel pro-

peller shaft; universal shaft log; Aquadite strut bearing; Century instrument panel including tachometer, ammeter, oil pressure gauge, choke, light and ignition switches; heavily upholstered seat back and cushions; cushions Kapok filled; two lifting rings; electric horn; Century pennant; Ensign; 6-volt battery; automatic bailer; twenty-gallon gasoline tank.

OPTIONAL MOTOR EQUIPMENT

MOTOR—Gray Phantom Six-103, 218 cu. in., 103 H.P.
SPEED—45 M.P.H.
WEIGHT—1,530 lbs.; shipping weight, 1,730 lbs., skidded.

OPTIONAL MOTOR EQUIPMENT

MOTOR—Gray Fireball Six-140, 244 cu. in., 140 H.P.
SPEED—50 M.P.H.
WEIGHT—1,650 lbs.; shipping weight, 1,850 lbs., skidded.





Okauchee Meet

By David Parlee
Aviation and Airshow Photography

The Midwest Chapter AOMC started off windy and cold, and went downhill from there.

Attendance was great and those in attendance were making the best of buying, trading, selling, and just displaying as best they could and making the best of the breaks in the weather.

The meet had a few classic and antique boats that showed up and added to the interest. A good selection of motors and parts made for a great time.

The newer pavilion was very welcome and some were even able to set up inside. We had some welcome warm drinks and good food for lunch as well. it was great seeing friends we hadn't seen in a while with all the virus restrictions and canceled events. We are all hoping for a better 2021.

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Dan Johnson



John Friesch and Lars Anderson



Ron Johns



John Baumann, Bob Kuntzsch, Bob's grandson Jake Felber, and Dennis Evinrude



Left Chuck Petersen



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Mark Walters, Andy McCormick and Mike Lizon



Bob Kuntzsch, Ryan Luft-
Wayne Chart's grandson, and
Bob's grandson Jake Felber



Ideas for Working with Varnish

by Kurt Rothe, Sheerline Editor

Sheerline is multiple award winning newsletter magazine of The Sunnyland Chapter of ACBS

Kurt is also a member of The Glacier Lakes Chapter

There are as many different recommendations for how to apply varnish to your boat as there are people varnishing boats. Everyone is using something a bit different. Some swear by using Badger hair paint brushes to apply their varnish to the surface that you are working with while others use what is called the “roll and tip” method. Another key to successful varnish application is surface preparation. We shall address both topics in this brief article.

Surface Preparation

Whether you are varnishing newly stained and sealed wood or re-varnishing over older varnish, the preparation phase is very similar. Both require sanding the surface to a smooth finish to provide a nice surface for the varnish to adhere to. It is recommended that you sand, using a sanding block, the area initially with 220 grit sandpaper (sand new wood prior to staining), and do it in an even process. Then follow with 320 grit sandpaper in a similar manner. We don't want to create any uneven surfaces by sanding too much in a specific area thus creating hills and valleys that are hard to see with the naked eye. We must keep it as even as possible. It is also recommended that all doors to your varnishing area be closed and that you have sufficient lighting focused on your boat so that you can find any varnish runs and then eliminate them with your brush.

Secondly, the area where you are working must be cleaned before beginning the varnishing process. This can be achieved by first using a portable vacuum cleaner to suck up all of the grit and grime remaining from the sanding process. All sanding residue must be removed from the surface that you are about to varnish. Next use a “tac cloth” or “tac rag” (these can be purchased at any local hardware store) to wipe off or remove the remaining dust or grime that you were not able to get off with the vacuum. And believe me, there will be some to be removed.

In addition to surface preparation, work site preparation is also very important. Dust in the air from within your workshop/area can ruin a good varnish job. After prepping the boat, clean your work area as much as possible to reduce dust and other contaminants. Vacuum the floor around the boat and then using a garden sprayer spray a light mist of water around the boat which will help keep dust down. Also, turn off all fans, heaters, air conditioners, etc. that may circulate air and dust. Once you finish varnishing, exit the work area until the varnish has dried.



Roller and paint tray



Tac cloth

Varnish Time

You are now ready to begin the varnishing process. We use the “roll and tip” method which means that you roll the varnish on with an 8 or 9 inch roller (purchase a roller tray for the varnish along with a foam roller and a 2” or 3” foam brush to be used for tipping). Always use the highest quality foam rollers and brushes you can find. Now you might be confused with how you are going to proceed with this method so here is what you need to do. **THE ROLL:** First pick out an area on the surface of your boat that you are going to varnish. Next I would recommend that it be approximately 3' X 3' in area. Dip your roller in the varnish and apply the roller to the mahogany in the pattern of a *W* beginning at the top of the *W* and then moving down to the bottom and finish the letter.

CONTINUED ON PAGE 13

“Ideas for Working with Varnish” from page 12

Then roll top to bottom and then side to side through the W spreading the varnish out. **THE TIP:** once the varnish has been spread evenly over the area take the foam brush and start at the top of your 3' X 3' area and place the tip of the brush onto the varnish surface. Drag the brush in a straight direction from one side of the varnished area to the other letting the tip of the brush move the varnish. Do not put any force on the tip of the brush. Just drag the brush and let the dragging action do the work. Proceed ahead with this method for the remainder of your project.

Varnish Preparation

There are many different brands of spar varnish available and most restorers have their favorite. Ours is Pettit from Z-Spar, using both the Hi-Build and Captain's Varnish. We find these hold up very well in our climate and are easy to apply. There are other products such as Epifanes that are also well suited to the varnishing process.



We always add a teaspoon of Penetrol (a thinning product available from your local hardware store) to each quart of varnish as this thinner allows the varnish to even out on the surface after application using the “Roll and Tip” method. Varnish can be affected by temperature and humidity. If your brush doesn’t pull smoothly thru the varnish or if it is too thick and/or drying too quickly, you may need to add a bit more Penetrol to ensure it will lay perfectly flat on the surface or “self-level” before drying.

Another issue to consider is the number of varnish coats that you will need to apply to your boat along with sanding in between coats. We recommend that you apply 3 – 4 coats of “Build-Up” varnish first. Pettit “Hi-Build” Varnish is a good choice for this particular application. Do not sand between the first 3 coats of build-up varnish. Again, since varnish is affected by temperature and humidity, you may be able to apply your next coat the next day, but also may have to wait several days before applying the next coat. After the 4th coat and every coat thereafter, use the Captain’s varnish and sand using 320 grit wet-dry sandpaper using the **wet-sanding method**. This method involves dipping your sandpaper in a flat pan of water and then sanding the surface using the wetted paper. You will find that the paper will have to be cleaned off often and should be changed periodically. The quality of the surface preparation will generally determine the number of coats needed. If the surface has been sanded smooth, 8 – 9 coats of varnish using the “Roll and Tip” method should be sufficient to give good results. If you want an even smoother finish with a higher gloss apply several additional layers of Captain’s varnish and sand between each coat with 400 grit wet-dry sand paper.

Varnishing is as much of an art as it is a science and it may take you several attempts before you achieve the results you want.

What's On Your Transom? The Rest of the Story-

Paul Harvey would have loved these stories



"Brown Eyed Girl"

**1939 Chris Craft custom barrel back runabout
Rick & Coco Roy, Pewaukee WI**

Rick said Coco loves Van Morrison and this is one of her favorite songs. Jimmy Buffet does a great cover of this song as well. However Rick says Coco and their daughter Kelly are the real brown eyed girls.



"Double Trouble"

1956 Chris Craft Continental

Gary & Sue Rechcygl, Pewaukee WI

A number of years ago at The Lake Geneva Boat Show, a very excited white-haired gentleman came running down the dock from across the marina, saying "My boat, my boat!" It was Christopher J. Smith," grandson of Christopher Columbus Smith, Chris Craft founder. It so happened that he recognized the unique sound of the twin engines, since he had built the boat for himself and hadn't seen it since 1960, 43 years before at that time! I had named the boat "Double Trouble", and it has since lived up to its name and then some! When Chris Smith was about to leave, he said that his father had told him that he was crazy to build a boat with twin engines, since they would be nothing but "double trouble." When I heard that I had to laugh because the founder of Chris Craft was so right!



"Elsa Dee"

1936 Sunflower 19 ft launch.

Don and Bonnie Bergman

Lake Tomahawk, WI

Four of the 7 generations, included women with the middle name "Dee". Our granddaughter is Elsa Dee—therefore the name of our launch.

"Hi Sunny"

1958 Chris Craft 22ft Sea Skiff

Ty and Kathy Gutenkunst

Pewaukee Lake, WI

In June of 1958, my wife's grandfather Walter (Huck) Sawyer purchased a new 1958 Chris Craft Sea Skiff from Kinn Marine in Oconomowoc. WI. He chose to name it after his very first grandchild, born May, 1958. Her name is Sunny Sawyer. Hence the Name Hi Sunny. The kids are Huck Sawyer's great grandchildren. The two boys are Sunny Sawyers sons.



What's On Your Transom? The Rest of the Story-

Paul Harvey would have loved these stories



"KAGAKSHI"

1966 Century 19ft Raven
Tim and Judi Fredman
Nashotah, WI

We chose KAGAKSHI which is the Potawatomi Indian word for Raven (the model of our Century Lapstrake). The Potawatomi were early settlers on Pine Lake (even before they had Casinos) our home port.



"Lazarus"

1953 Tomahawk 12ft Spirit Standard.
1954, 15Hp Evinrude Fastwin.
Charlie and Elizabeth Shong
Pewaukee, WI

It earned its present name when it was brought out of what had been very poor storage and major rot had crept in to most of the hardwood. The choice at the time was a fire pile or restoration. With my labor and my wife Elizabeth's incredible patience Lazarus was reborn in 2011.

"Love You More"

1956 Chris Craft Runabout
Tom and Cindy Godar
Oconomowoc, WI



When my oldest son, Jake, was very young, he and his mother Cindy used to play a sweet game. Cindy would tell Jake, "I love you", and he would respond with his own, "I love you". Cindy would get last word by answering, "But I love you more, because I am bigger."

Forward a few years. Jake loved wooden boats, mostly because he spend lots of time in "Rebound", a wonderful Chris Craft owned by our dear friends, Jake's "Uncle" Rich and "Aunt" Beth Lepping. Indeed, Jake skied behind Rebound, and enjoyed hours spent with friends and family on the woody when the Leppings kindly stored it on our Okauchee Lake boat lift for a month or two.

Jake was taken by a car accident in 2009. The following year we had a chance to buy a lovely 1956 Chris Craft Runabout from another friend on Okauchee Lake, and Glacier Lakes member, John Baumann. There was no doubt it would be named to honor Jake's memory. "Love You More" carries our memories and love for Jake, and reminds us, too, that Jake is now with the One who Loves Us More.

What's On Your Transom? The Rest of the Story-

Paul Harvey would have loved these stories



1941 Old Fashioned Sweet

1941 Chris-Craft Deluxe Utility
John Lundahl
Merrimac, WI

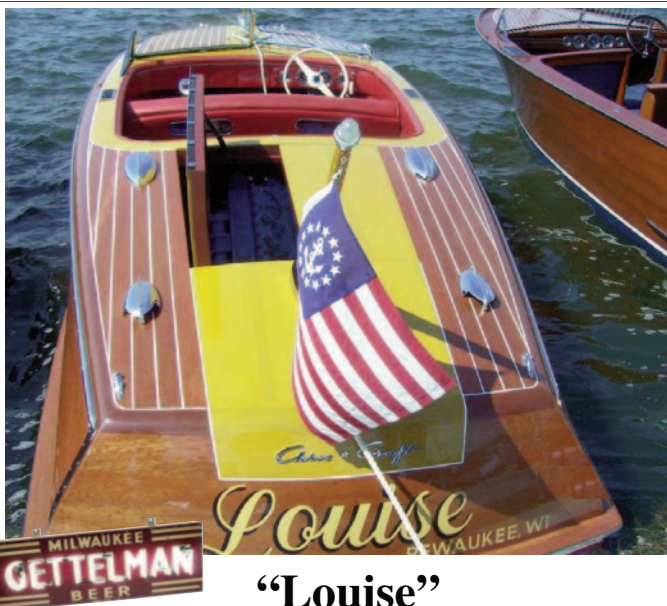
I had really never had an "Old Fashioned" cocktail until visiting The Old Fashioned off the square in Madison. I was hooked and grabbed one of their drink coasters with their neatly designed business name..., that was the catalyst for naming our boat. I did my best to replicate the drink coaster's artwork with the help of a good friend and the result is what the boat displays today.



"NODROG"

1951 Chris-Craft Holiday
John Baumann
Pewaukee Lake, WI

Our family's 1951 Chris-Craft Holiday was purchased new from Kinn Marine in Oconomowoc by Gordon Davidson. NODROG, the name he gave to all his boats, including his sailboats, is Gordon spelled backwards. Gordon used to call Chris-Crafts the "Harley-Davidsons" of the water, and they were the only kind of powerboat he ever owned.



"Louise"

1946 Chris Craft 20ft Custom
Bob Stoltz
Pewaukee Lake, WI

The boat was named after Bob's late Mother, Louise. She was a Gettelman, Gettelman Beer fame!



RELIC!

1939 Century Deluxe Sedan Utility
Paul Mason co-owner
Green Bay, WI

The name was selected because we felt it BEST described this VERY UNIQUE boat in the BEST and MOST RESPECTFUL way possible! She is a precious Grand Old Lady that over her eighty-one years has endured many many historic things and is the Only known survivor of her class!

What's On Your Transom? The Rest of the Story-

Paul Harvey would have loved these stories



“Rosalia”

1948 Century Sea Maid
Brian and Lisa Kramer
Pewaukee Lake, WI

Rosalia is the name of my “first” girlfriend. The sole remaining thing I have from when I was single. Rosalia was my wife Lisa’s Spanish name when she was taking four years of Spanish in school. She didn’t want her given name, Lisa, on the transom, so I put my girlfriend’s Spanish name on it



“Schussboomer”

Chris Craft
Paul and Susie Good
Pewaukee Lake, WI

Susie Good’s father Bud Zinn told her about the origin of Shussboomer. He and his brother had just purchased the ski hill on the southwest corner of the intersection of Hwy 83 and I-94. Her father found himself with a ski hill and a boat that needed a name. Our family enjoyed skiing in Colorado and he knew that a Schussboomer was a skier who schussed straight and fast down the mountain - sometimes out of control! He liked the name and on it went. It’s nickname was the Playpen - not only were its high sides good for keeping small children inside but it also was the site of all sorts of other fun!!



“Mister T III”

1970 Streblov 23ft custom mahogany sport utility
Donald Taylor
Williams Bay WI

According to Don Taylor, this boat has a great history behind it. Namely, a gentleman from northern Illinois William D. Wallace was a partner in a few silver mines with John “Duke” Wayne. Wallace purchased the boat new in 1970 from the Streblov factory in Kenosha, WI. They decided to name the boat “**Hi Lo Silver**” a very fitting name relating to the partnership. It spent 10 years on Lake Delavan.

John Wayne passed away in 1979. It was decided to sell the boat. After numerous owners, Don Taylor purchased the Streblov in February, 2001.

“After cruising Geneva Lake over the summer I tow the boat annually back to Lake Eustis, Florida.” Along with a number of friends Don refinished the boat and renamed it “Mister T III. Don has owned a number of boats named Mr. T. over the years. Mr T III IS THE OLD “Hi Lo Silver”, an original partnership with “The Duke”

What's On Your Transom? The Rest of the Story-

Paul Harvey would have loved these stories



"SERENITY"

1935 Gar Wood 16 ' Split Cockpit
David and Jidapa Buckley
Pewaukee, WI

It has been said that changing the name of a boat is bad luck. It is not without an elaborate exorcism that you should even consider going there. I have lived by this credo for better or worse.

SERENITY: She had recently been traded as part of a real estate deal. The new owner was not interested in it and wanted it gone. Upon further investigation Serenity had a very expensive restoration by the prior owner, which if the number was true, approached \$10,000 per foot. Coincidentally the name of the prior owner's company was Serenity. My guess is this was a 16 foot corporate yacht with the restoration paid for with pre-tax dollars by a successful company. When spending pre-tax dollars you can afford to spend more. Successful companies and creative accounting can be a beautiful thing.



"MISS CHIEF"

1935 Gar Wood 16 ' Speedster
David and Jidapa Buckley
Pewaukee, WI

MISS CHIEF, MISS ME and MISS STEP were three of the original five 1935 Gar Wood Speedsters delivered to the president of Singer Sewing Machine Company in Alexandria Bay, NY. The two others were named **Miss Behave** and **Miss Conduct**. Five happily married guys and their affordable mistresses kept the boys happy and their wives content.

RUNAWAY: 1974 Classic Johnson 28FT E-SCOW (Not pictured) On a cross country road trip from Colorado to Wisconsin I was forced off the road at midnight by a lady driving an 18 wheeler in the middle of Nebraska. We both pulled over, got out and she told me "Your boat is at mile marker number 332" some 20 miles back. The 28 foot wooden E Scow was found upside down on the side of the highway. Boat name: Runaway.

"MissMatch"

1959 Chris-Craft 18ft Sea Skiff
Don and Bonnie Bergman
Lake Tomahawk, WI

The name MissMatch reflects the couple's sense of humor. When Don bought his first boat, he named it Perfect Match. Bonnie would later learn that this was not named in homage to their love, but was instead named after a product line of custom built ornate doors produced by the company Don worked for. When given the opportunity to name the next boat, Bonnie jumped at the chance to lightheartedly remind him of his gaffe. "The name made sense," Don laughing... "If we're not a perfect match, then we're surely a mismatch"



"Mahogany Mistress"

1947 Century 17 1/2 ft Seamaid
Rob and Gayle Ritter
Okauchee Lake

Rob and Gayle Ritter have been the proud owner's of this wonderful Runabout for most of their 41 years of wedded bliss. Originally owned by Mrs. Margaret Peters, on the north shore next to Rob's bachelor cottage. You ask Rob about "The Rest of The Story"



What's On Your Transom? The Rest of the Story-

Paul Harvey would have loved these stories



“THREE AMIGOS”

1948 Correct Craft. 18ft Deluxe Utility
Mark and Claire Ashbury
Green Bay, WI

Three Amigos is the name of our 1948 Correct Craft. 18ft Deluxe Utility 112HP 6cyl Gray Marine. Back in the mid-1990's when the boat was being restored, my two young sons and I watched a movie called The Three Amigos and started referring to ourselves as the Three Amigos.



“Acushla”

1954 Chris Craft Holiday 24ft 6cyl 158HP
Curtis and Gizell Larson
Neenah, WI

"Acushla" is a family nickname for his 98 1/2 year old mother-in-law. She acted not amused according to Curtis. They are new Glacier Lakes members.



“RIVERS RIDE”

1969 Century Arabian 19 ft 5”
Mark and Mary Willis
Brookfield, WI

Mark and Mary Willis bought their boat in 2016 the same year they bought their puppy, “River”.



“Chloe”

1955 Permacraft 26ft
Scott Bruesewitz
Cudahy, WI

Scott Bruesewitz said the current name Chloe, was chosen as an old fashioned girl's name for an old fashioned boat. Thru the years that I have owned her according to Scott, Chloe has undergone numerous cosmetic restorations.

What's On Your Transom? The Rest of the Story-

Paul Harvey would have loved these stories



Aquarelle

1964 Pearson Ensign 22.5 keel sailboat. Bob Snyder. Green Bay, WI

Aquarelle is a Ensigns were first built in 1962, designed by Carl Alberg, they were and are used as one-design racing boats and family day sailers.

I had long wanted an Ensign, having previously looked at them when they were out of reach. I was talking to a fellow Power Squadron member and he mentioned that he raced on an Ensign in Sturgeon Bay. When I told him of my interest in them, he said "there is one on the mooring next to us that is for sail". Well one thing led to another and we ended up purchasing her from the elderly owner's daughter.

Now to the name on the transom: the previous owner is a well-known Door County artist, Charles "Chick" Peterson. He purchased the unused boat in 1965, when he was transitioning from an Ohio art professor to a full time Door County artist. The word "Aquarelle" is French for watercolor, the medium that Mr. Peterson mostly works in. He told us there were two separate versions of the naming. The first is that the boat was originally green, the color of Green Bay, and hence the 'color of the water'. A second tongue-in-the-cheek explanation is that he had to sell a lot of 'water colors' to buy the boat!



As a side note: When are children were young, we used to take drives around Door County, I would often stop along the road at Anderson's Dock in Ephraim and admire an Ensign moored there. When we completed the purchase, we came to realize that we had bought the same Ensign I used to stop and gaze at.

Krum's Kraft

1955 Chris Craft
Tom Krumenacher
Pewaukee, WI

My dad was a purist, and didn't like boat names on the transom. When the Chris Craft transitioned to me, I was quick to add the name we had chosen many years ago. Our family's nickname is "Krum" so we liked the play on names and letters with Krum's Kraft. LR Chloe, Brody, Karen, Tom, Emmett, and Owen (all Krumenachers).



PLAN B

1973 Magnolia 15ft

Cliff Muehlenberg Waukesha, WI



Powered by 1973 Evinrude 4 Cyl 115HP 1973 Magnolia, "**Plan B**" One summer, my wooden boat needed more engine work. My out-of-town mechanic did good work but was not known for turning wrenches at warp speed. With root-canal hesitation, I took him my boat. It occurred to me on the trip home that I may not see my boat again til chestnuts were roasting on an open fire. I needed a plan B. Maybe I'd pass a bargain boat on the road side begging for someone to notice her. I drove and drove with not a boat in sight. My hopes were melting as fast as the ice cream dripping off my elbow. I came around the last bend at the bottom of Lake Winnabago. And there they were. The three-ugly-sisters-of-boats, just waiting with tall grass growing around their wheels. Smooth talker that I am, I convinced one to come home with me. The boat got me back on the water that summer though I had to wear a bag over my head when I took her out. But we had fun together. By the time fall rolled around again once again too quickly, I had made plans to redo the entire boat. "Plan B" has been with me ever since.

What's On Your Transom? The Rest of the Story-

Paul Harvey would have loved these stories



"Sentimental Journey"

1952 Chris Craft Sportsman 22'
John and Ruth Nugent
Pewaukee, Lake, WI

This model was built between 1946 and 1954. The boat has its original Chris Craft ML 145HP engine. When John was 8 years old, his Mother taught him on the piano to play "Sentimental Journey". It was published by Les Brown in 1944. The band leader of course was Les Brown and his Band of Renown and it was sung by Doris Day.

The chapter wishes to give their condolences to John and his family with the recent loss of his wife Ruth. She had been battling cancer since 2001. John, Our prayers are with you. John said he plans a gathering sometime this summer.



"Scarecrow"

1956 Chris Craft 19ft Capri
Scott Bruesewitz
Cudahy, WI

This boat called out to Scott to take him home from a New York Yacht Club, on a Christmas Eve many moons ago. Scott did a number of restorations but was wondering if the engine was any good. "If I only had a brain" he said. He flipped the boat and re-did the bottom plus re-did the interior. Scott is still wondering about the engine...scarry!

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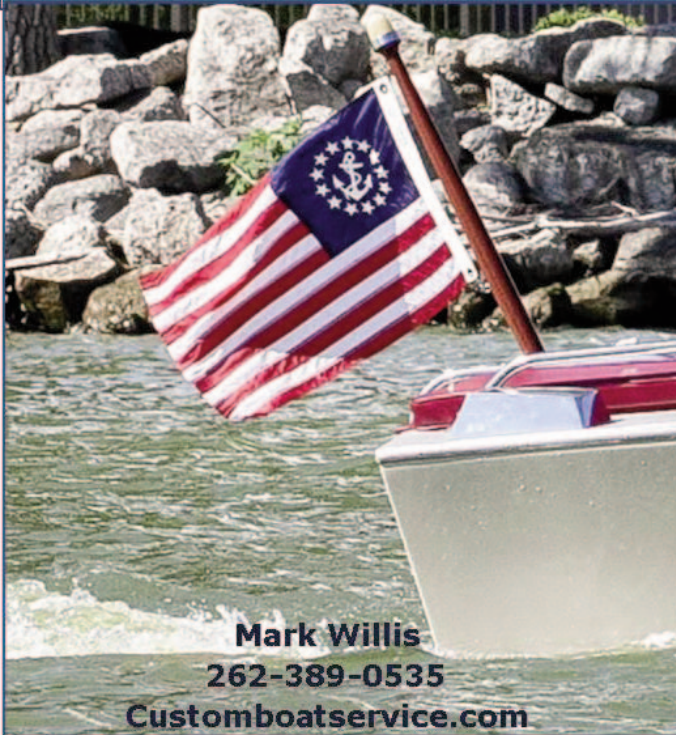
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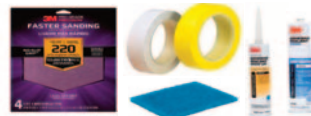
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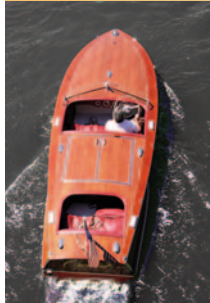
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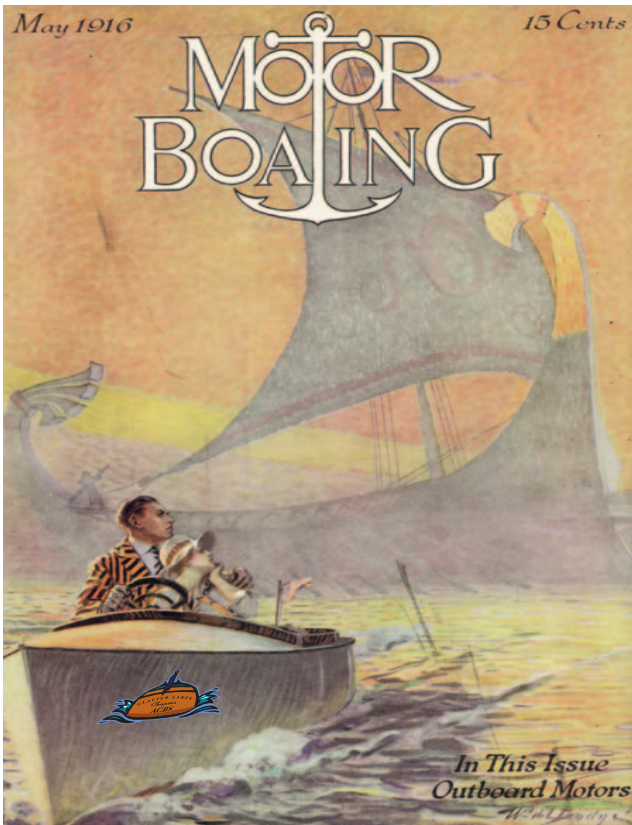
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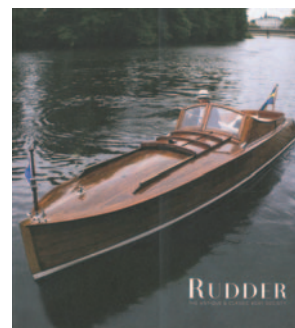
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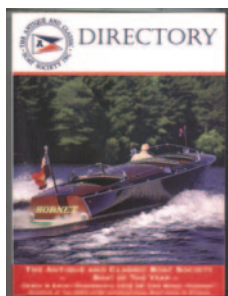
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