



The Smoke Signal



Newsletter of the **BLACKHAWK CHAPTER-ACBS**

VOLUME 18 ISSUE 1

January/February 2012

A Life-Changing Journey (by Alex Watson)

A few years back, I heard a rumor that someone had been run over by a Great Lakes *freighter*. and lived. Last December, I met that man purely by chance, at Classic and Antique Boats in Hessel. I asked if I could write up his story for WoodyBoater. Jeff Martines graciously agreed.

Soon afterward, we had the first of what would be two long telephone conversations, where Jeff told me about the days leading up to the accident, details of the accident itself, and the aftermath. I was totally unprepared for how much Jeff's tale would affect me. I had a lighthearted angle and title in mind for his story. But when Jeff got to the part about his accident, and I learned the sheer terror he endured, I realized it would be disrespectful to him if I were to humorize his experience. Doing so would also be a disservice to readers because it would diminish the power of his story, as well as the lessons learned that were worth sharing with all boaters, not just owners of cruisers.

Jeff's story began 9 days before the accident with a lengthy voyage up the Atlantic Coast, through inter-coastal waterways, canals, and locks, across Lakes Ontario and Erie, and up the Detroit River. Because the days were eventful, and because they were in a '60's, wooden boat, I chose to begin his story as he did, with the purchase of a 1969 Grand Banks 36' Classic. The story is divided into three parts.

- The Adventure.
- Surviving Hell.
- Picking up the Pieces.

Part 1 - The Adventure

My story begins in October 2004. My Dad and I had been hunting for a really nice Grand Banks boat. We found what we had been looking for in Deale, MD on the Chesapeake Bay.

It was a 1969 Grand Banks 36' Classic, a trawler (similar to the one shown below), constructed of mahogany and with twin diesel power.



Barbara Ann a 1969 36' Grand Banks Classic - Photo Courtesy Grandbanksoowners.com

To those unfamiliar with Grand Banks, they manufacture in Singapore and Malaysia, and have long been considered one of the best boat builders. Their boats are exceptionally capable, well built, and beautifully finished. The 36' Classic was designed by Ken Smith.

Here are some dimensions of this model:

Length: 36'
Beam: 12' 2"
Draft: 4'

Displacement: 23,000 lbs

The previous owner of the boat we bought had passed away, but one could see the boat was evidently loved. It had also been re-powered 10 years before with American Marine engines.

I knew bringing the boat back from Maryland was more boating than I was accustomed to, so I decided to hire a captain to help me bring it back. I didn't want it delivered. I wanted to enjoy, and gain, the experience of doing this.

We were on a time crunch to get it done, because the locks close late fall. So I started looking for a captain. It was hard to find someone willing to do it because of the time of year — October. I called many, and was surprised when one after another declined to take the job. Now, these were veteran captains, used to delivering boats long distances in big water — up and down the Atlantic. They wanted *nothing* to do with the Great Lakes that time of year. They had the "heebie jeebies" about conditions, particularly regarding Lake Erie. Though I'm a Great Lakes boater, I couldn't understand it. Later, I would experience the "why," firsthand.

Finally, I found my captain. John was a marine surveyor, he was big into racing, he was a highly experienced, and he was certified. For crew, he invited along a guy, Jim. Jim was a U.S. Naval guy, so he also brought a lot of experience to the trip. Both men were in their 60's.

[Note: Jeff asked that I keep real names out of the story, except for his and his father's. So we are calling the captain John, and his mate, Jim.] – Alex

John, the captain, said he wanted to run the trip 24 hours a day, with two men on duty at a time, taking shifts. Because he thought this would be such a wonderful trip, he asked if he could invite a couple friends along. That was fine with me, so we began the trip with five guys.

BLACKHAWK CHAPTER

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PRESIDENT'S MESSAGE

Fellow Blackhawk Members:
Spring has sprung and warm weather is here early ! With temperatures approaching 70 degrees and even warmer for the extended forecast, it is hard not to think "boat". Although the reality of a Chicagoland spring is a combination of warm days and snowflakes, it seems this year may be an exception, at least I sure hope so ! Every spring I look forward to soaking up the boat and preparing for that first cruise. You



would think after 25+ years of doing this it would not be that interesting but by the month of April I am itching to experience the sights, sounds and smells of classic boating.

For the last month or two we have been pulling together a schedule of events for the 2012 season. This year promises to be exciting. We have the traditional events in the works as well as a few new ideas coming together. Most notably is the Tall Ships event in Milwaukee, WI August 10, 11 & 12, 2012. This event will celebrate the bicentennial of the War of 1812. The US Navy has chosen Milwaukee as one of 16 American Cities taking part in the commemoration. There will be many activities planned for the weekend including the Milwaukee Air & Water Show. Watch for details in the next issue of the Smoke Signal.

Speaking of the Smoke Signal, please join me in welcoming Vicki Lynch as the new editor of the Smoke Signal. Vicki and her spouse Dan have been Blackhawk members since 2004 and active in the club as long. Vicki is taking over for Matt Byrne who has served as the Smoke Signal editor for many years. Matt will still be a significant contributor to the Smoke Signal and we will look forward to his continued contributions.

The Blackhawk Youth Group has started the New Year with a renewed passion for restoration projects. The group met in February and made plans for the new season. They are starting with monthly meetings and will move to a more frequent schedule as the weather gets better. They are working on finishing a few details on the Wolverine project boat and are setting their sights on a new project boat for the 2012 season. They are targeting a number of boats and hope to finalize a selection in the next few weeks. They are also planning to show the Wolverine project boat at the Blackhawk events as well as a number of other shows in the Midwest. The crew is always looking for new members so if you have a family member or friend that would like to participate please reach out to Tom Wagner at tom@woodboat.net or Dave Vogeler at riverrats@ameritech.net.

Our first workshop will be Saturday March 31st. Ted Cartner will be hosting a technical session on mechanics for engines, transmissions, propellers, shafts and running gear. Ted's garage is at 43329 N Lake Avenue Antioch, IL. There will be an opportunity to address specific questions so bring your bad parts and Ted will be able to offer advice and direction. Lunch will be served for \$10 each with 16 and under free. We will be holding the Blackhawk Chapter Spring Dinner on Sunday May 6th, 2012, at Gordy's Boat House upstairs in the Cobalt Lounge. Cocktail hour starts at 5:00 PM with dinner served at 6:30 PM. Boat launch and slips

(Continued on page 3)

will be available for those that would like to make this a boating event. The cost is \$29 for adults and \$9 for kids 12 & under. Please RSVP to Mark Svoboda at (630) 208-1775 or email at msvoboda@ameritech.net.

Our next Blackhawk Chapter Board of Directors meeting will be on Saturday April 21, 2012. We will be meeting at Gordy's Cobalt Lounge 336 Lake Street Fontana, WI at 9:00 AM and should be done by noon. As always, the board meetings are open to all Blackhawk members interested in attending. We will publish the agenda a week or two in advance of the meeting for those that would like to attend.

As the weather warms and spring returns take a minute to visit our web site www.blackhawkacbs.com for the latest information on club events and meetings. I look forward to see you all out on the water this summer.

Best regards,

(Continued from page 1)

John was really particular. He said the boat needed to be in "fully found" condition — meaning *everything* needed to be top notch — in place, checked, working, and up to date. This included strong batteries, all lights, all safety equipment, all fluids topped off, all provisions on board, all medical supplies, proper sea anchors, all kinds of spare parts, *everything*. So I flew down a full week beforehand to make sure this was so. There was quite a bit of redundancy too. For instance, I had just purchased a Raymarine C80, John had his laptop with him which had its own GPS, and we had the older-style radar equipment which came with the boat. We even drained out all the fuel and put in fresh diesel. That's how meticulous we were.

When John and his friends arrived, they had all their stuff ready to go. All their food and weather gear. Everybody loaded their stuff on and we took off at dusk, just like that. That kind of freaked me out. But the excitement level for me, was just so *high*. And we were so well equipped and so well prepared, so pretty soon, I became ok with it.

Though we had basic autopilot, it was not the kind that would plot course and make changes. John was really particular. He went over everything in detail. We had designated shifts. Jim was my partner. There were longer shifts in the day, shorter shifts at night. For instance, the midnight shift was from 12:00 a.m. to 3:00 am, then you were able to go back to sleep. *Everything* was logged. Every waypoint — logged. Our captain was highly methodical.

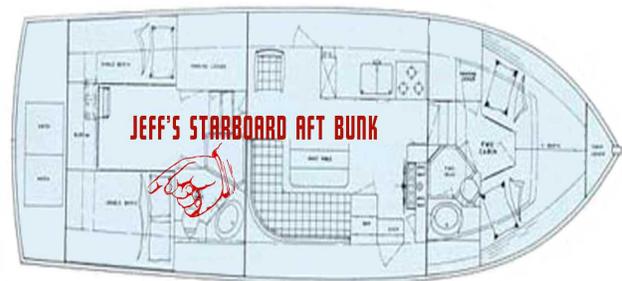
When we departed, we started heading up the Chesapeake Bay. We then took the Chesapeake and Delaware (C&D) Canal. It took us almost up to Washington, D.C.



We then cut across to the Delaware Bay heading back out toward the ocean. Chesapeake Bay was wonderful, beautiful, smooth. And the C&D was beautiful. But then we got to the Delaware River. It was initially beautiful, but the closer we got to the ocean, the rougher it became. When we got near Cape May, it was wicked! You've got the ocean running in, and the Delaware running out. And the closer we got to the tip, the worse it became. We never actually got onto the Ocean. Instead, we cut in to the Inter-coastal, so we avoided Cape May itself.

That stretch of the Delaware was my first experience with waters where I actually questioned: "Are we OK?" Luckily the waves were coming straight upon the bow. The anchor at the tip was splitting the waves. You really had to stay seated. I mean, it was pretty active. John reassured me "this boat will handle far beyond what you feel *you* can handle." Little did I know how important that would be.

When I was off my shift, I remember laying back in my bunk, hearing the engines. I could hear the props almost cavitating as we would roll off one wave into the next. In a Grand Banks 36', there's a lower cabin and a forward cabin. My bunk was in the lower aft cabin, starboard side. It was reachable from a stairway at the rear of the pilothouse. There was also a second stairway from the pilothouse to the forward cabin. Up there, there was a two-man V-berth. The location of my bunk for this trip will become very important later in the story.



36 Classic Standard Layout

Anyway, we ran the Inter-coastal for quite a while into NJ. We were avoiding the Ocean at that point, following the channels, dealing with the tides.

We came upon a husband and wife who were stranded because the tide ran out. There they sat. There was a current in there and I wanted to do the right thing. We had a 100 foot rope. I said, let's

see what we can do to help them and pull them into the channel so we could get them on their way. John really didn't want to do it. I said, oh come on. In hindsight, this is the point where things started to go wrong on the trip.

So John was maneuvering the boat, and I was throwing the rope out them. Because John was coming kind of close to the channel marker, one of his guest friends, an older gentleman, thought he would push us away from it. In trying that, he ended up slicing his hand open pretty badly. You know, the tide was low, and there were lots of barnacles on the marker, so you can guess how sharp it was.

So he was there bleeding, and I was whipping out the rope, and John was driving. In all the commotion, we ended up wrapping our own rope around our prop shaft and decoupling the shaft. So, now we were stranded too. We ended up dropping anchor and sitting in the channel, unable to move. I got in the water and was feeling my way around under the boat to unwind the rope. It was freezing cold and the current was freaking me out. So I said, no way, I've got to call Sea Tow.

When they arrived, they asked about our condition. We told them the shaft had disconnected, but we were not taking on water. They asked us to lift the hatches so we could monitor whether the towing was causing the prop to pull the shaft all the way out, which would leave a 1-1/2" hole in its place. Just to play it safe, we tied a rope on the shaft so it would not slip out.

As we were getting towed, the older gentleman, the one who had sliced open his hand, forgot that the hatches were open, took a step forward, fell through the hatches and broke his ankle. He was in real pain. When we got to the dock where Sea Tow brought us, he went to the hospital by taxi. His wife flew in to bring him home. She was *not* happy.

The diver arrived the next day. He cut us free, and inspected everything. We re-coupled and were back on our way by around noon. So we lost about a day.

We continued the Inter-coastal along New Jersey. It was a beautiful day. John looked at the weather and, with all the issues of the Inter-coastal — the tide issues, the zig zagging, the narrow channels — we decided to get out on the Ocean. We did that about half way up New Jersey.

I've gotta tell you, comparing the Great Lakes with the Ocean... while the Ocean might have bigger waves, those rollers are spread out and *way* more comfortable than the ones that hit you in closer succession on the Great Lakes.

I remember — this was day 3 or 4 — I had run out of laundry. So I tied my laundry off the back of the boat to give it a saltwater wash. I had my grill on the back and was making steaks and was just really enjoying this. I remember saying to myself, it just doesn't get any better.

We continued with our designated shifts, on schedule, with stops only for fuel along the way. We entered the Upper New York Bay, the bay where the Statue of Liberty is, went right by the Statue of Liberty, and cruised up the Hudson River. It was spec-

tacular!



There was lots of barge traffic. Not freighters. More like those tug-pulled ones. They were coming downstream, and we were moving upstream. We would call ahead — “This is the motor vessel Wandering Star” — we would state our intentions, then pass them slowly. Everything was “By the Book.” We were running 1800 rpm, 7-8 knots, steady. You'd think this would be routine. But I remember there was this one occasion. It was at night. It was on my shift. I remember looking at the GPS, looking at the map, and looking ahead and seeing this bridge with lights across the top. Only there was no indication of a bridge on the map. I called up John from below. We were analyzing it, trying to marry what we were seeing with the map.

Then, all of sudden I get this spot light beaming into the cabin. What we were trying to figure out turned out to be a *barge*. That barge was black in the night, making it look like empty space. The lights over the top of it, they were city lights behind it. So the barge looked like a bridge. The whole thing was an illusion. I was thankful they spotlighted us. It was one of those “Do you see us?!” things. It was a real eye opener to me. When you see what looks like a black hole in the night, watch out!

Soon we started to enter the locks system. We went through an incredible number of them, somewhere in the 20's. Most of our weather was good, and when it was too uncomfortable, we pulled into a city dock or private shelter.

At this point I was communicating with my Dad. His plan was to join us mid-trip. I told him fly to Syracuse, take a taxi to a specified dock, and to meet us there. I remember coming up the river just before Oneida Lake. And there he was. If you ever saw a little kid just before Christmas, it was my Dad. He was *so* excited.

At that point, about 6-7 days into the trip, the other gentleman guest John had invited to accompany him got off the boat. But because my Dad had come aboard, we were still able to maintain the 2 per shift John had specified. My Dad (Joe) and John were one of those teams. And Jim and I were the other team. That's the way I wanted it to be — my Dad was teamed with the captain.

So we continued on. We went through Oneida Lake and then followed another canal, the Oswego Canal, which brought us to

Lake Ontario.

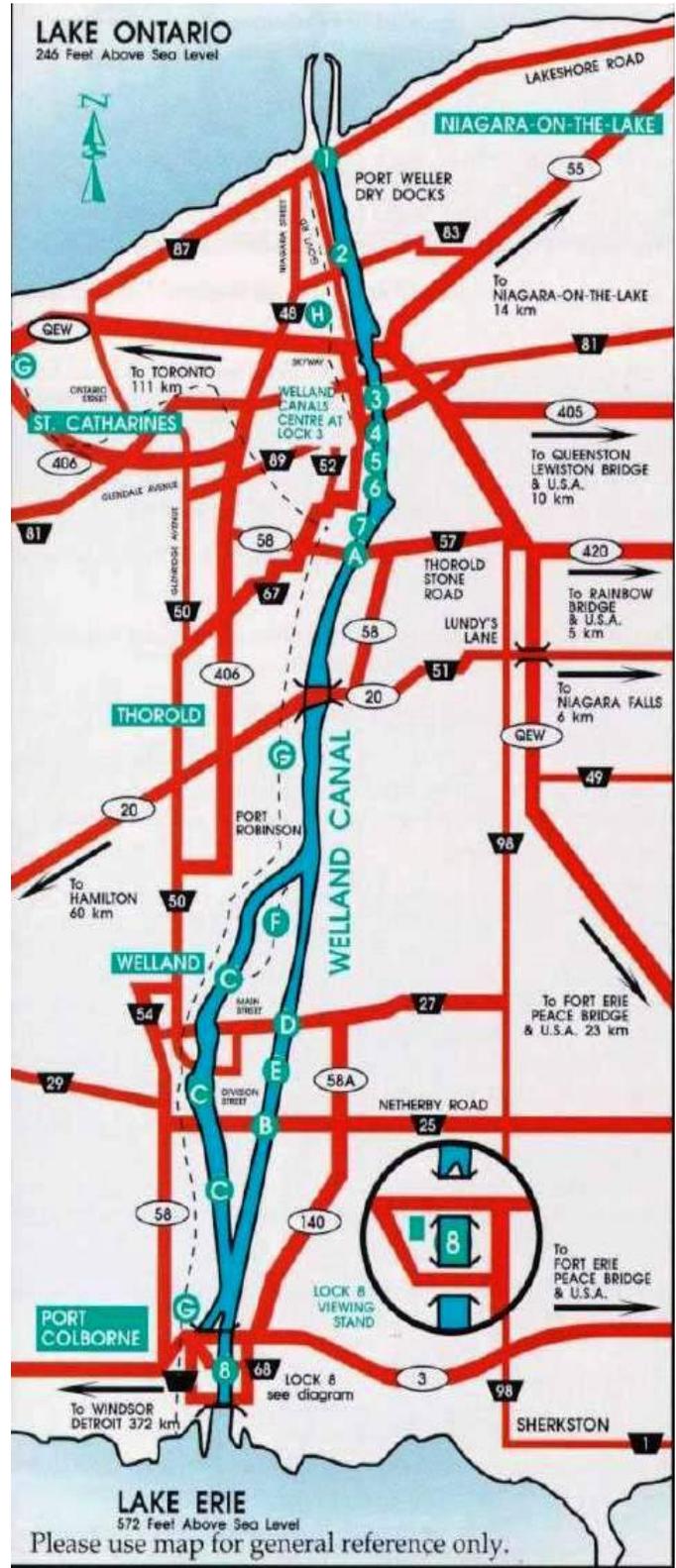


Oswego Canal Lock - Images Courtesy www.tug44.org



Map Showing The Oswego Canal Leading To The Great Lakes - www.mikalac.com

When we reached Lake Ontario, we started heading West. That's when the weather really turned for the worse. I think it took us 24 hours to cross that Lake. We had these quartering waves that were just wallowing the boat. My Dad and I went as green as green could be. But you know, when it was time for your shift, *it was time for your shift*. I remember I really didn't even want to open my eyes. It was amazing to me how John and Jim were able to tolerate it. We made it to the end of Lake Ontario and into the Welland Canal, through many locks, to get around Niagara Falls.



Then we entered Lake Erie. It took us an entire day to cross the Lake. And you know, the weather started out beautiful. My Dad and I were out there just really sucking it up. But when evening came, it got *rough*.



Lake Erie Images Courtesy - chriszimmer.blogspot.com



Lake Erie (241 miles wide, 57 miles from North to South) — notoriously rough as the shallowest of the Great Lakes (average depth is only 62'). "All my previous conceptions of a lake fell so far short of its actual vastness, and ocean-like appearance... Lake Erie is a vast sea, and often more stormy, and even dangerous, than the ocean itself."

Thomas L. McKenney, Tour to the Lakes – 1826

We lost one engine due to a pump filter. I remember being down there working on it, with the diesel fumes, throwing up from seasickness.



Typical Grand Banks 36 Engine Room Tight quarters in which to repair a motor, especially while underway in rough conditions, while ill.

We got it running, but my Dad was really unwell. The next day it was still really uncomfortable. It wasn't rough, just uncomfortable. When my Dad poked his head out to do his shift, I took one look at him and said "I'll handle your shift." My Dad was in his mid 60s. I wasn't going to put him through that. We continued across Lake Erie. At around 11:00 am, Saturday, October 23rd, we entered the mouth of the Detroit River. We'd been out 9 days. Our trip destination was Belle Maer Harbor, at the other end of the Detroit River, in Lake St. Clair. We were almost there.

Here are a few stats on the Detroit River:

- Current speed (seasonal): 1-3 feet per second
- Length: 32 miles
- Width: 0.33 – 4.0 miles
- Shipping Channel Depth Minimum: 27'
- Annual Shipping Cargo: Approximately 80,000,000 tons

The Detroit River



Detroit River Map

We planned to store the boat at Belle Maer for the winter. Our ultimate destination was Hessel, but we had decided beforehand not to push it that far that time of year. The plan was to complete that part of the journey in the Spring.

I remember entering the Detroit river and choosing how we were going to navigate it. Our boat drafted 4'. We tried staying to the right side of the markers, but the depth alarm was going off frequently. So we realized we needed to run the dredged channel because it was too shallow to do otherwise.



Typical Detroit River Shipping Channel, Busy, and Narrow at Points



Freighters On The Detroit River

We were going up the River, in the shipping channel. I was at the helm, and Jim was with me. My Dad and John were off-shift. I took the boat all the way up until Grosse Ile (about 20 miles South of Detroit), which we reached about 3:00 p.m. My shift ended about halfway along Grosse Ile.

As I was handing over the helm to my Dad, I noted a white cruiser passing us, moving quite a bit faster. I remember thinking it was a nice boat, and that if we had been moving that quickly, we'd have been done five days sooner.

I was *really* tired. If you'll remember I did a double shift on Lake Erie to cover for my Dad. So I went down below, to my berth on the lower aft starboard side of the boat. I was kind of cold, so I lay down with my gear on and fell sleep immediately.



(Typical Grand Banks 36' Aft Berths where Jeff was sleeping.) My Dad was at the helm. Jim was sitting on a bench that ran along the port side, facing out the starboard window, and John was seated to starboard, facing to port. So Jim and John were facing each other, across the table. And that's how I left those guys. None of us saw anything other than that white cruiser.



Example Of Helm Of Grand Banks 36' Classic, With Starboard Seat Facing To Port.

It seemed like a minute later, when I felt something that kind of stirred me from my sleep. You know, when you're on a river, everything's supposed to be flat, right? Well, I kind of felt the boat roll. Then I heard something that made me open my eyes, but not much. Because you know, I was out, and the diesels were humming this lullaby... What I heard was this kind of shout. And then, a very short time after that, maybe one 1,000, two 1,000, three 1,000...

BOOM!
I was flipped over and instantly underwater.

The Blackhawk Chapter has received permission to reprint this article from Woodyboater.com. Parts two and three will run in the next two newsletters.

2012 Blackhawk Spring Dinner

Sunday May 6th, 2012

5:00 PM to 9:00 PM - Dinner Served at 6:30PM

Gordy's
BOAT HOUSE & COBALT LOUNGE



In the Cobalt Lounge upstairs at Gordy's Boat House in Fontana, WI. The cost is \$29.00 per adult and \$9.00 for children 12 & under. This will include a Buffet Dinner with Hamburger and Chicken, Rolls, Salads, Warm Vegetable, Assorted Desserts, Coffee and Condiments.

A Cash Bar (Soda, Beer, Wine, Basic Mixed Drinks) is also available.

If the weather cooperates there is a launch facility and slips available for those who want to make it a boating event.

Please RSVP to:

Mark Svoboda at 630-208-1775 or msvoboda@ameritech.net
no later than Monday May 1st, 2012

We hope you can join us!



Classified Corner FOR SALE

FOR SALE: 1962 Sea Skiff Ranger, 283 Chevrolet V8 Convertible Top, Like new Cushions, Newly refinished transom, All new flooring (white waffle) asking \$9800. New aluminum trailer optional +\$3200 - Don Taylor 630-632-9797

FOR SALE: 1957 20' Chris-Craft Holiday, in good-shape, new cover, newer trailer, and has 175 hp. I'm asking \$9500 OBO. Cell# 847-648-0138

FOR SALE: 1964 Lyman 25ft. Sleeper model Cuddy cabin w/marine head 327 cu. in. Gray Marine Fire ball engine All canvas including bimini, side curtains and mooring cover Includes: 6,000 lb. all galvanized Karavan trailer. \$16,000 CALL Ken 414-764-5949 or Email for more pictures kbourgeois1@wi.rr.com (stored indoors and can be seen anytime with appointment)

FOR SALE: Chris Craft Engines K 100HP, KL 105HP, KLO 105HP, M 130HP, ML 145HP, MCL 175HP, also a dual carb 135HP Chrysler Crown. Ted 847-395-8902

Blackhawk Smoke Signal Advertising Policy

Individual Blackhawk Chapter members may run a single complimentary non-commercial advertisement in any issue of the Smoke Signal. Individual advertisements will not be rerun unless the editor is notified prior to publication of the following issue. The editor reserves the right to edit if necessary to fit available space.

Commercial Advertisements

Commercial advertisements will be run in each issue published during the course of the year unless prior arrangements are made. Six issues per year are published. The following rates apply for commercial advertising, on a per year basis. Contact your editor for more information:

	Business card sized	Quarter page	Half Page	Full Page
Members	\$40	\$80	150	\$300
Non-Members	\$60	\$100	170	\$320

Provide all advertisements to: Matt Byrne Phone:630-802-2698 E-mail MattByrne@mrbtech.com

Blackhawk Road Trip!

A group of Blackhawk members are organizing a group trip to the 2012 International Boat Show in September. This years event is being hosted by the Heartland Classics chapter at Big Cedar Lodge near Branson Missouri. Big Bear Lodge is about a 10 hour drive from the Chicago land area. For more information of the International boat show visit www.tablerock2012.com. If you're interested in joining the Blackhawk caravan contact Mark Svoboda at msvoboda@ameritech.net or 630-208-1775.



**The 28th Annual Antique &
Classic in-water Boat Show
at FAMOUS FREDDIE'S
Saturday July 14, 2012
on Pistakee Lake, 510 Park Ave, Fox Lake IL**

**Set up is 8:00 to 9:90
Show 9:00 to 1:00
Boating on your own 1:30 to 4:00
Cocktails & Western BBQ Buffet at 4:30**

Tossed garden Salad
Grilled BBQ Chicken
BBQ Rib Fingers

Corn on the cob
Coleslaw
Baked Potatoes

Cash Bar

\$15.00 Boat entry fee (before 7/9/12, \$20 after 7/9/12)
\$17.00 per person for BBQ Buffet (must pay for buffet by 7/9/12)

There is no launch ramp at Freddie's, you could launch at any of the other Marinas around the Lake. Ben Watts Marina ramp is 3 minutes by car or water. NOTE: A Waterway Permit Sticker is required, it can be purchased at Watts Marina.

For more info: Ron Van Horn 708-347-8951 or Ted Cartner 847-395-8902

NAME: _____

Address: _____

City _____ State _____ Zip _____

Phone _____ MFG BOAT _____

MODEL _____ YEAR _____ LENGTH _____

ENGINE _____ HP _____

Send to: Ted Cartner PO Box 683 Antioch IL 60002
MAKE CHECKS OUT TO "The Blackhawk Chapter"

Annual Father's Day Port Edwards Champagne Brunch & Fox River Cruise Sunday June 17

The Blackhawk Chapter is pleased to announce the annual Father's Day Cruise to Port Edwards Restaurant in Algonquin for the sumptuous Sunday champagne brunch. For those of you not familiar with this cruise, it's not one to miss. The lower Fox River is always calm, the brunch at Port Edwards is extraordinary and the atmosphere is very nautical. This is also a good early season shakedown in the company of helpful companions.

The cruise will start with a free launch at Turnkey Classics in Burtons Bridge, Highway 176 and the Fox River, courtesy of member Chuck Kelley.

Plan to be launched and ready to run by 9:00, at which time we will head south to Algonquin. We will be seated for brunch around 11:00. After gorging ourselves, we have the whole day for the leisurely trip back north. Brunch, includes coffee, brunch, champagne...the works! Look for a registration form and pricing info in the next issue of the Smoke Signal.



Name _____ Number Attending _____

Name of boat _____

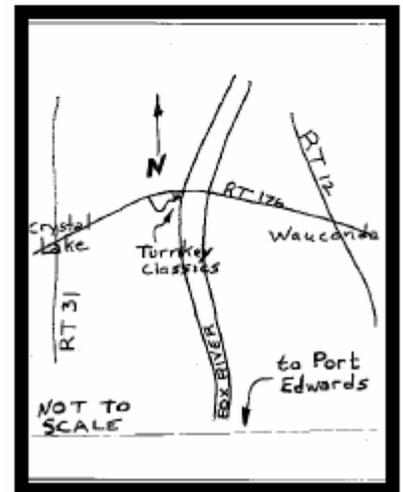
Total enclosed (\$37.00 x number=) _____

MAIL TO: Ron Van Horn
4232 Riverside Dr.
Crystal Lake, IL 60014
Phone 815-459-TREE

PS: DON'T FORGET TO GET A ONE DAY WATERWAYSTICKER!

If you would like a ride by boat, call Ron Van Horn.

If you have additional room aboard for our boat-less guests, let us know how many you can accommodate_____.





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(262)249.0576 ~ www.langetcustomwoodworking.com

2011 ACBS 36th Annual International Boat Show

Abbey Resort, Fontana, WI

Awards won by

Lange Custom Woodworking, Inc.

For the restoration of

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1st Place Restored Classic Runabout

1st Place Peoples Choice out of 130+ Boats

1st Place Hagerty Youth Judges Choice

Blackhawk Chapter ACBS Sharpest Arrow

"Best Original Restoration –

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88 1st Place winners to date



Pat Powell
708/209-1487



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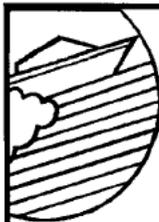
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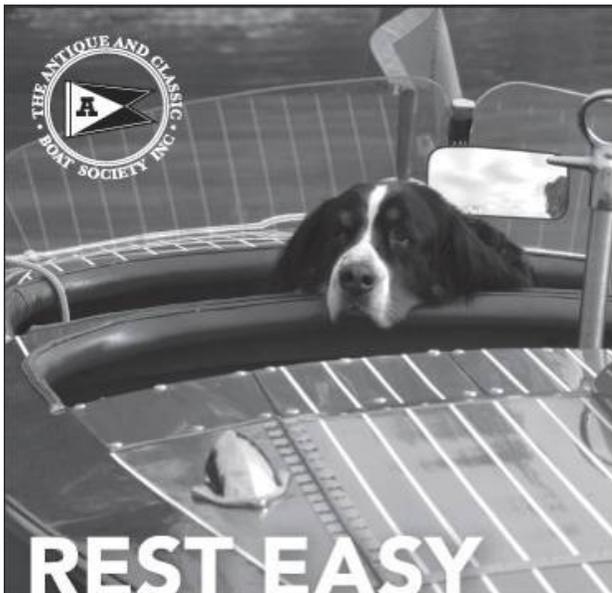
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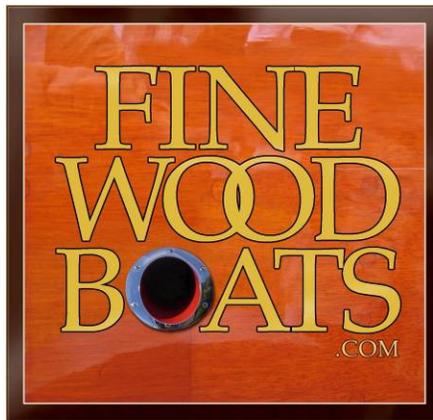


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Event Calendar

March 31 Spring Workshop

April 21 Blackhawk Board Meeting Location TBD

June 17 Father's Day Fox River Cruise and Brunch

July 14 Fox Lake Boat Show, McHenry, IL

August 10-12 Tall Ships Milwaukee, WI

September 19-22 ACBS International Boat Show hosted by the Heartland Classics Chapter www.table rock2012.com

September 28-30 Geneva Lakes Boat Show, Fontana, WI