



The Smoke Signal

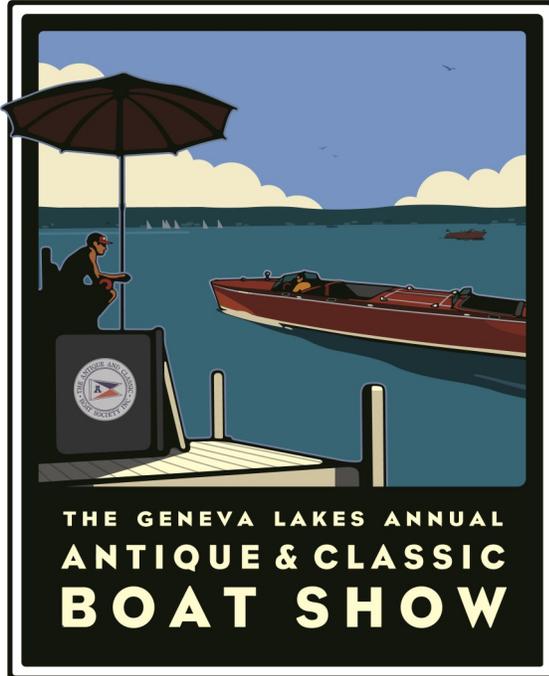


Newsletter of the **BLACKHAWK CHAPTER-ACBS**

VOLUME 23 ISSUE 2

SPRING 2017

THE BLACKHAWK CHAPTER OF THE ANTIQUE & CLASSIC BOAT SOCIETY PRESENTS



THE GENEVA LAKES ANNUAL ANTIQUÉ & CLASSIC BOAT SHOW

SEPTEMBER 23RD & 24TH, 2017

At the Abbey Resort on beautiful Lake Geneva

In-water boat show Saturday 10:00-5:00, Sunday 10:00-3:00 ★ Boat Parade Sat. 4:00

**CONTEMPORARY CLASSICS ★ CANOES
RACEBOATS ★ CRUISERS
OUTBOARDS ★ RUNABOUTS ★ UTILITIES**

Award Ceremony / Live Music / Food & Concessions
Preregistration required for displaying of boats on land or in water.
T-SHIRTS & POSTERS AVAILABLE FOR SALE

FOR INFORMATION CALL: 630/802-2698
OR GO TO: WWW.GENEVALAKESBOATSHOW.COM

Poster design & illustration: Neal Apinall



★ ★ ★ 33rd ANNUAL ★ ★ ★

ANTIQUÉ & CLASSIC IN-WATER BOAT SHOW



Saturday ★ July 15, 2017

Presented by

BLACKHAWK ACBS

at Famous Freddie's on Pistakee Lake

510 Park Avenue Fox Lake, IL

★ **9:00AM - 2:00PM** ★

Awards presented at 1:30PM

For more information:

Ron Van Horn 708.347.8951 Ted Cartner 847.395.8902



GENEVA LAKES SHOW SEPT 22 - 24, 2017
REGISTER ON-LINE, FORM ON PAGE 7-8
www.blackhawkacbs.com

FOX LAKE SHOW JULY 15, 2017
FORM ON-LINE & ON PAGE 9
www.blackhawkacbs.com

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Photos courtesy of :	Hal & Dianne Natchenberg, Hal Forslund, Adele Arlitt, At the Lake Magazine, Blackhawks

President's Notes:

Hello fellow Blackhawk members,

Hopefully by the time you read this you are in better shape than I am. You see I have yet to uncover the boat and get it ready for the season even though it has been sitting in my driveway since early April. There is always too much to do and not enough time to do it in. Sound familiar?



You may have seen in an earlier email that we lost one of our members and past President George Plamondon May 1, 2017. I met George about 12 years ago when my son and I got involved with the Blackhawk Chapter. He instantly made a big impression on myself and my son. The picture below was taken 11 years ago when Andrew won his first Geneva Lakes Boat Show award for the restoration job on his 1956 Milo Craft. Since the very first day joining the club George always took the time to make sure we felt welcomed and more importantly were having "FUN". He left a big hole in our club that will be hard to fill. "What Fun" George put in everything he did.



Looking forward to seeing all of you soon,

Dave

Remembering George Plamondon who left us May 1st 2017

George Plamondon became a fan of wood boats in 1973 when he purchased his first Chris Craft for the staggering price of \$1.00. "What Fun" is a 1937 17' Chris Craft Custom Runabout. The boat's name came from another restoration passion of George's, a 1969 BMW motorcycle complete with side-car. One day while riding his bike in Chicago's Gold Coast area, where George lived, a female onlooker commented "What Fun." George couldn't have agreed more, and thus became the new name for his Chris Craft (CC). He began his initial restoration after purchasing the CC, but despite his best efforts, the boat continued to sink. After a few years of frustration he called it quits and put the boat in storage where it remained for 25 years.



In 2000 he decided to try again even though he knew it would be an uphill battle. The restoration process took almost 8 years, but in 2008 he was finally back in the water and oh "What Fun" it was. Although as George would say the name could be taken 2 ways: when it was running "What Fun!" or when it was not running "What Fun?"



With George it was all about fun and he was always up for anything. A self proclaimed adventurer he once road his motorcycle from Chicago to Mexico with his cousin. In 2001 he joined the Blackhawk Chapter of the ACBS. George then became President of the Blackhawk Chapter in 2007 and served 2 terms until 2010. He was also a member of the Glacier Lakes (WI) and Sunnyland (FL) Chapters where he attended several boat shows with his CC. In 2002 George was the founder of the "Most Coveted Oops Award." The conception of this award came after George asked fellow member Ted Cartner to help him diagnose why he had such a bad vibration while underway. After Ted inspected the boat he found that 1 of the 3 blades of George's prop was completely gone. The prop was removed, cleaned up, chromed, mounted to a mahogany base, and is now awarded annually.

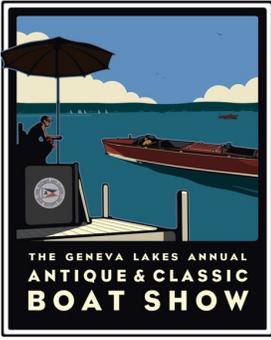


George also started the "Geneva Lakes Fly By Award" aka "The Plamondon Cup". Unfortunately, the original Plamondon Cup is now located at the bottom of Lake Geneva, where member and first year winner of the cup Al Bosworth dropped it in the lake while judging the next year's winner. The replacement award now comes equipped with its own life preserver!



The thing I remember and will miss the most about George is how he greeted everyone with a smile and always made sure you were having "Fun." Thank you for all of your service to the Club throughout the many years!

"What Fun" George, "What Fun!"

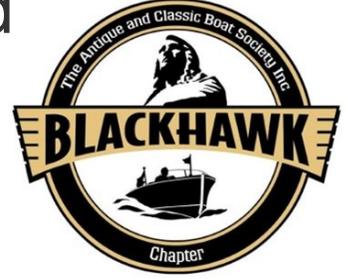


Geneva Lakes Antique and Classic Boat Show

presented by

Blackhawk Chapter

of the Antique and Classic Boat Society



September 22-24 with pre-events on Friday September 22
at The Abbey in Fontana, WI

Friday Sept 22 Estate Tour and Luncheon

Our Estate tour will showcase three amazing homes this year, each with truly remarkable features.



The first home we will visit is the shingle-style residence of Greg and Deborah Kunes. This spectacular lake home was built in 2006 by premier homebuilder John Engermann and is rich with lake and nautical memorabilia. The exterior walls are constructed of granite boulders split to expose the grain within the stone while the mortar joints are recessed to give the walls texture. There are Chippendale styled wooden railings lining the upstairs balconies on the exterior and spindles made to simulate rope on the interior balconies and overlooks.

The home is enlivened with extensive use of tile including a mosaic mariner's compass rose inlaid in the foyer floor, Italian tiles brought back from Rome in the wine room which is located adjacent to the dining area, and marble for sink bases in the bathrooms. The walnut is used extensively throughout the home for many cabinets, especially in the wine room. Brazilian Cherry, selected for its accented grain is used in the library. The basement fireplace was saved when the Butternuts, one of the earliest grand lake shore estates built in 1875 for Nathaniel Kellogg Fairbank, which was torn down in 1955. Other unusual features would be a bar and lounge in the basement made from a 1953 19-foot Chris Craft Holiday, a shower big enough for ten in the master bedroom, and a third-floor craft room.

The second home is Clear Sky Lodge owned by Jolynn and Michael Blair. This remarkable and absolutely unique 18-room 10,000 sq. ft. home was built in 1918 for Harley Clarke, an early investor in the electric power industry and later in Fox Films which would eventually merge into 20th Century Fox. Designed by Roscoe Harold Zook and landscaped by Jens Jensen, the home is based on an Austrian hunting lodge. The home is surprisingly original with birch bark wall paper and native wood structural parts and furniture construction.



Leather is also woven into wall coverings and furniture and light fixtures incorporate animal motifs. The ceiling in the entrance hall is decorated like the caves at Lascaux, France with light fixtures designed incorporating animal motifs. There were seven other structures on the site, one being a personal movie theater which was frequented by several Blackhawk members in the 1950's.



The third home is My Blue Heaven and belongs to Susan and Tom Santefort. This is a terrific shingle-style home designed by architect R. R. Browne of West Dundee, IL. This stately 21st century home serves as the gathering place for a large, multi-generational family. The crisp and inviting interior of this azure home includes 7 bedrooms, gracious gathering spaces on the main floor, and a lower level featuring an indoor pool, a wine room and a large family room. With large outdoor entertaining areas including an in-ground pool and an outdoor kitchen, family and guests alike are sure to feel they are in heaven while staying in this gracious

Furnishings and design are by Philip Sassano of Lake Geneva's Design Coach. The 10,000 sq. ft. home features seven bed rooms on three levels culminating in uniquely designed children's bedrooms on the third level. The home features both an indoor and outdoor pool and nautical accessories abound everywhere. The truly remarkable result of the harmony of design and decoration throughout the home is that it subtly blends into a decorative masterpiece.

Transportation to each estate and the luncheon will be aboard classic lake launches. The final stop will be at the Lake Geneva Country Club for a luncheon.

Pictures and text excerpts provided courtesy of At the Lake Magazine: Anne Morrissy, Barb Howell, and Shanna Wolf; and Keefe Real Estate.



Friday Sept 22 Evening Welcome Reception



This year's Friday evening Welcome Reception will be held at John Simm, Jr's new boat house located at N1208 Academy Road. This boat-house is not on the lake but is located on John's equestrian farm about two miles south of the lake on Academy Road at the junction with County Road B.

The building is spectacular and is capable of housing any two of the lake's largest private boats. The floor is heated with the latest technology and is decorated with stained patterns in the concrete.

(continued from last page)

The shops have the latest equipment, and the support facilities are amazing. Also see John's latest project, a 67-foot long re-creation of a 19th century Lake Geneva yacht that John is in the process of finishing himself. We will also be favored with a Power Point presentation describing the design and construction of the boat to date and John's vision for finishing the boat. Cocktails at 6:00pm, dinner at 7:30, program at 8:30.

Don't miss these events! You will never have an opportunity to see and experience again what you will see and experience on September 22nd.



Saturday September 23 Boat Show



Boats will be on exhibit all day Saturday, beginning at 10:00 am. Be sure you have your boat in the water by then, as we expect a lot of spectators. Local vendors will have items on display, and the Blackhawk Chapter's tent will once again offer t-shirts, posters and other items. The annual "starting of the engines" and boat parade will commence at 4:00 pm.

Saturday evening's dinner will be held in the Ball Room at the Abbey Resort. Cash bar will open at 6:00 PM, followed by a dinner at 7:30, cost is \$30 per person. This is an event you won't want to miss, as boat show awards will be presented at Saturday evening's dinner.

The People's Choice award will be presented on Sunday at 2:00pm. In an effort to honor the winners of the award categories, and recognize the owners, you must register for the Saturday dinner and be in attendance in order to be qualified to win one of the show awards.

Award Categories

- Blackhawk Chapter Sharpest Arrow
- ACBS Most Preserved
- Best Chris Craft
- Best Century
- Best Streblow
- Best Contemporary
- Most Historic
- Best Fiberglass
- Best Outboard
- Skippers Choice
- People's Choice
- Pre-War
- Best Utility under 22'
- Best Utility 22' & over
- Best Runabout under 22'
- Best Runabout 22' & over
- Post-War
- Best Utility under 22'
- Best Utility 22' & over
- Best Runabout under 22'
- Best Runabout 22' & over

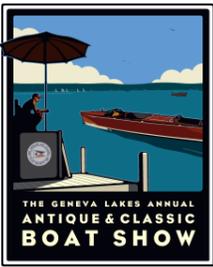

THE ABBEY RESORT



Sunday September 24 Boat Show



Sunday, boats will be on exhibit again at 10 am. People's Choice award and drawing winners announced at the Blackhawk tent at 2 pm. Each year we have many spectators who attend the boat show on Sunday afternoon expecting to see the full line-up of boats on display. Therefore, participants are asked to leave their boats in the water (and land displays intact) on Sunday until 3:00 pm when the boat show officially ends.



The Blackhawk Chapter of the Antique and Classic Boat Society
 present
**The Geneva Lakes Annual Antique and
 Classic Boat Show**
 At the Abbey Harbor, Fontana, WI Sept 22-24, 2017

Name: _____ First Mate: _____
 Address: _____ City: _____ State: _____ Zip: _____
 Phone: _____ Cell: _____ Email: _____
 ACBS#: _____
 Additional Crew: (First and Last name) _____

Boat Exhibit Information - Saturday & Sunday Boat Show

In Water (\$65) On Land (\$50) For Sale (Additional \$50)

*i.e. Model Boats, Outboard Motors etc. A nautical exhibit may not have items for sale. If you would like to be a for sale exhibitor, please submit a "Boat Show Exhibitor" form. A boat can be displayed as a nautical exhibit but it will not be considered for awards, is not allowed to launch and cannot be for sale.

Boat Name _____ Year _____ Manufacturer _____
 Model _____ Length _____ Engine _____ HP _____

Use separate sheet for any extra boats

Boat Registration Fee \$ _____

Events

Friday, September 22

Estate Tour – Tour estates by boat aboard historic Geneva Lake tour boats, followed by lunch at the Lake Geneva Country Club.

Note: Guests of ACBS members will be charged at the member rate.

Attending _____ @ \$75/Adult
 # Non Members _____ @ \$125/Adult
 _____ @ \$25/Child \$ _____

Reception & Dinner – The Friday evening reception will be held at John Simms Jr's Boat House.

Attending _____ @ \$90/Adult
 _____ @ \$25/Child \$ _____

Saturday, September 23

Awards Dinner - The Abbey Resort

Dinner includes your choice of Chicken Riesling, Braised Short Ribs or Grilled Mahi Mahi, Salad, Dessert and beverage.

In an effort to honor the winners of the award categories, and recognize the owners, you must register for the Saturday dinner and be in attendance in order to be qualified to win one of the show awards.

Short Ribs _____ @ \$35/Adult \$ _____
 _____ @ \$20/Child
 Chicken _____ @ \$35/Adult
 _____ @ \$20/Child
 Mahi Mahi _____ @ \$35/Adult
 _____ @ \$20/Child

Registration forms received after September 1, 2017 additional \$45.00 late fee (Check if late) \$ _____

Total Amount \$ _____

*Portions of this year's proceeds will be donated to the
 Lake Geneva Heritage Center & Lake Geneva Water Safety Patrol*

Deadline for all reservations and activities is September 1st. Registration, dinner and event fees are not refundable. Space is limited. All registrations are on a first come / first served basis.

INSURANCE CERTIFICATION:

I certify that I am the owner of the above listed boat(s), engines(s), car(s), watercraft, displays, exhibits, or other item (here after collectively known as "boat") I intend to display at this event and that I have insurance to cover any damage to my boat or equipment, and to cover any liability for damages to others or their property arising from any use of my boat during or related to the Geneva Lakes Antique and Classic Boat Show in Fontana, WI for which they are herein registered. I agree to hold free and harmless, the officers, directors and volunteers of the Blackhawk Chapter of the ACBS, the Antique and Classic Boat Society, the Abbey Resort, the city of Fontana WI, advertisers and sponsoring organizations from any and all actions, claims, liabilities, assertions of liability, including reasonable attorney's fees, which in any manner arise from or be alleged to arise from any and all connected directly or proximately with the Boat Show identified above.

Signature: _____ Date: _____

Insurance Certification must accompany registration.

Make checks payable to:

Blackhawk Chapter, ACBS

Send Registration To:

Matt Byrne

2257 Red Maple Ln

Aurora, IL 60502

For additional info contact:

www.genevalakesboatshow.com

GLBS@BlackhawkACBS.com

or 630-802-2698

or

Register online at www.GenevaLakesBoatshow.com

AWARD CATEGORIES:

This is a non-judged show. All awards will be determined by boat captains and/or the Boat Show Committee. The Boat Show Committee has the right to change the awards depending on the type of boats that are registered for the show. Awards will be presented at the Saturday evening banquet, **captains must present to win**. People's Choice to be awarded on Sunday at 2:00pm.

Blackhawk Chapter Sharpest Arrow		
ACBS Most Preserved	Pre-War	
Best Chris Craft		Best Utility under 22'
Best Century		Best Utility 22' & over
Best Streblov		Best Runabout under 22'
Best Contemporary		Best Runabout 22' & over
Most Historic	Post-War	
Best Fiberglass		Best Utility under 22'
Best Outboard		Best Utility 22' & over
Skippers Choice		Best Runabout under 22'
Peoples Choice		Best Runabout 22' & over

Final notes:

The boat show runs through 3:00 p.m. on Sunday. Each year we have many spectators who attend the boat show on Sunday afternoon expecting to see the full line-up of boats on display. Therefore, participants are asked to leave their boats in the water (and land displays intact) on Sunday until 3:00 pm when the boat show officially ends.

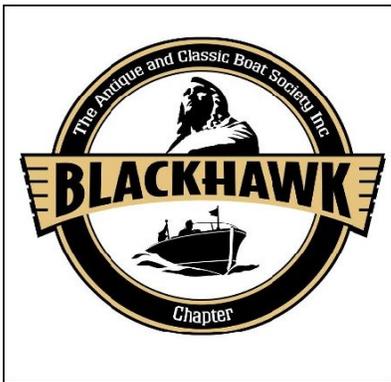
Space is limited. All registrations are on a first come / first served basis. Reservations deadline is September 1th.

Please send us a short description/history and picture of your boat. We use this information in the boat show program booklet and on the web site. You can send all boat information to GLBS@BlackhawkACBS.com. The deadline for the boat show program is September 1.

Lodging



Please make hotel reservations directly with The Abbey Resort at 800-709-1323, mention the "Blackhawk Chapter Antique and Classic Show" for group rates. Group rates are for "Run of the House Rooms". You must identify yourself as a participant when making the reservation in order to receive the Boat Show rate. Boat show rates will not be honored at the point of checkout unless previously specified.



The 33rd Annual Antique & Classic in-water Boat Show at FAMOUS FREDDIE'S Saturday July 15, 2017

on Pistakee Lake, 510 Park Ave, Fox Lake IL

Set up is 8:00 am to 9:00 am
Show 9:00 am to 2:00 pm
Awards dockside at 1:30 pm
Western BBQ Buffet at 2:00 pm

Tossed garden Salad , Corn on the cob
 Grilled BBQ Chicken, Coleslaw
 BBQ Rib Fingers, Baked Potatoes
 Cash Bar

\$10.00 Boat entry fee

(before 7/8/17, **\$20 after 7/8/17**)

\$16.00 per person for BBQ Buffet

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

Registration form also available on line

<http://blackhawkacbs.com/Events/FoxLakeBoatShow.aspx>

★ ★ ★ 33rd ANNUAL ★ ★ ★
 ANTIQUE & CLASSIC
 IN-WATER BOAT SHOW



Saturday ★ July 15, 2017

Presented by
BLACKHAWK ACBS
at Famous Freddie's on Pistakee Lake
 510 Park Avenue Fox Lake, IL

★ **9:00AM - 2:00PM** ★
Awards presented at 1:30PM


 For more information:
 Ron Van Horn 708.347.8951 Ted Cartner 847.395.8902
 

NAME: _____

Address: _____

City _____ State _____ Zip _____

Phone _____ MFG BOAT _____

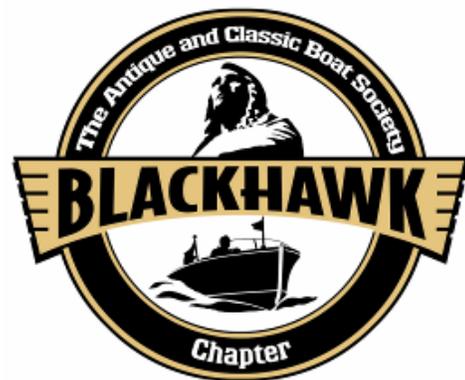
MODEL _____ YEAR _____ LENGTH _____

ENGINE _____ HP _____

Boat Name _____

Send to: Ted Cartner PO Box 683 Antioch IL 60002

MAKE CHECKS OUT TO "The Blackhawk Chapter"



Spring Workshop

This year's Spring Workshop was held on April 22nd. We started our day with coffee and donuts at Delevan Lake Boat Shed owned by Jamie Jarosz. Our members and guests spent some time touring the grounds before we started our refinishing seminar. Jameson, from the Boatshed was our skilled teacher showing us his finishing techniques. He explained the importance of preparation, not only for the boat but don't forget the shop area too. We learned about how to add the varnish to your brush as well as the best ways to apply it to the surface and how to use lighting to help see finish imperfections.



Jameson Bradford sharing his varnishing techniques.

We then headed to the Strebblow Custom Boats. After lunch and socializing with friends Steve Horton talked about boat construction. Strebblow is currently building a new 26 foot boat which gave us a perfect opportunity to see how a wood boat is constructed. He explained the importance of selecting the right wood for your project including the need to check for irregularities in the wood. He also provided us with information about types of fasteners, epoxies, glues and which products worked best in different applications.



Strebblow President Steve Horton, Blackhawk Chapter President Dave Vogeler and Sean Slattery



Steve is demonstrating the finer points of fine boat building for the Blackhawk members

A big Blackhawk Thank You! to Jamie and Jameson from Delevan Lake Boat Shed as well as Sean and Steve at Strebblow Custom Boats.

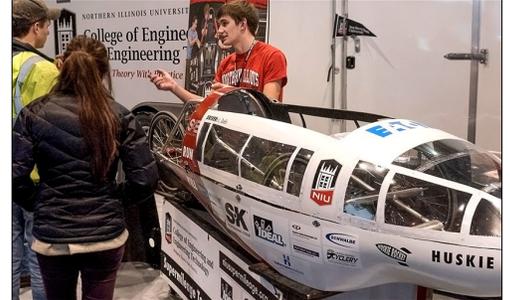


Junior Blackhawks Update

By Dave Vogeler

Blackhawk Youth Update; Where Are They Now?

Mitchel O'Day is attending Northern Illinois University in DeKalb, IL. He is now in his 3rd year working on a degree in Mechanical Engineering. He has also completed his 2nd year in NIU's High Mileage Team where the students designed and built a vehicle that can get over 1,300 MPG. He is interning this summer at Scot Forge in Spring Grove, IL where they Forge parts for everything from Ships to Aerospace.



Remington Reid is attending the University of Illinois in Champaign, IL. He is now in his 3rd year working on a degree in Mechanical Engineering. He has also completed his 2nd year in the Illini Motorsports Team where the students design and build a Formula race car. The team then competes against other schools around the country. This summer Remington took an internship at Twin Disc in Racine, WI. He is working in their Marine Division for Arneson surface drives. Arneson makes high speed drives for high performance offshore boats as well as yachts.

Bradley Vogeler is attending Bradley University in Peoria, IL. He is now in his 3rd year working on a two degrees in Computer Science - Internet Securities and Game Technology. He actively participates in the schools "BUF" Bradley Ultimate Frisbee Team as well as several community service groups.

Andrew Vogeler is attending Webb Institute in Glen Cove, NY. He is entering his last year of schooling for a degree in Naval Architecture and Marine Engineering. He participated again this year in Brooklyn Boatworks which is an inner city youth development project where they help kids build and sail a wood boat. The 10 month project is designed to teach kids how to problem solve and work together as a team as well as giving them a save environment to learn.

In January and February this year he interned at Metal Shark in Lafayette, LA where he will again attend this summer. He worked in their Production Engineering department where they are building passenger ferries for the city of New York.



Andrew and 2 Webb classmates entered into a design competition hosted by the Worldwide Ferry Safety Association to design a 200 passenger ferry for Thailand. The team took 2nd place out of the 17 schools worldwide that entered the competition.

See:

<http://maritime-executive.com/article/winners-announced-in-ferry-design-competition>

Chicago Boat Building Company / Bond Boat Sales

By Terry Dickson

The historic boat yard on the North Branch of the Chicago River at Berteau Ave. was known informally as the Bond's Boat Yard. The yard operated as Bond Boat Sales until 2001 and was originally founded by Tony Bond in the 1920's as the Chicago Boat Building Company.



Tony was originally from San Francisco and operated the yard along with his wife Norah. In later years it evolved to be a family company with their son Ken. Then Ken's son Ray working in the yard and daughter Dianne working with Granny in the ships store and all pitching in to "Make it Happen" as Ken was known to say.

According to Hal Forslund, who started working at the yard in the 50's when his father purchased the sloop *LUCIA*, the yard was a fun and friendly place where many of the boat owners that stored there did maintenance themselves. On site were independent yard hands like Rush and Red, and Ole who were very experienced and always available to help the boat owners. Related industries also operated on the premises such as Randal Millworks and Hal also worked for shipbuilder Leo Bear who ran a spar manufacturing business in the yard.



Hal's 28' sloop *LUCIA* is a John Deering design built at the Bond Boat Yard in 1937 by Shipwright Burt Miller. Auxiliary power is the original 16 hp Grey Marine engine. The boat was stored and maintained at Bonds until the yard closed and is currently in storage in Milwaukee.



Ken Bond gives an Owens Cruiser the white glove treatment.



Greased 12x12 timbers were used as a rail system in the olden days to transport the boats through the yard. In the 50's the yard was paved and cradles were used.

The bobby soxer helps date this photo to the mid 20th century. Long before OSHA would have come out and shut down the job for unsafe scaffolding!!!



Rush and Ray Bond preparing to launch *COMANGO*.

Ray hoisting one of them new fangled glass boats



Clear crisp B/W photos shot at 1956 Chicago Boat Show at the Amphitheatre. Bond Boat Sales display featuring Owens Flagships and Speedships and Kiekhaefer Mercury Outboard Motors.



Ken is making it happen for a happy new Owens owner and the family.



Bond Boat Sales sold Columbia, O'Day, and Morgan Yachts, and Owens Power Boats.



Erma and Ken Bond aboard the *PORPOISE* with grandsons Brian and AJ Nachenberg. The impressively crafted boat serves as a private dining cabin at Port Edward's Seafood Restaurant in Algonquin IL on the Fox River. Sadly Ken passed away in Florida January 2017 at 89 years of age.

A fine example of the quality of vessels built by Tony Bond is still on the water today. The 25' *PORPOISE* built in 1936 was Tony Bond's personal boat and was designed by his close friend and associate, Naval Architect, John Deering.

Many of the great old photos and much of the information shown here was happened upon by chance while researching the Grebe Boat Company for the last Smoke Signal issue.

In conversation with my friend Brett Kaminski I mentioned Grebe's location on the Chicago River when he told me that we had a mutual friend who married into a family that ran a boat yard nearby. That friend was Hal Natchenberg who married Tony Bond's granddaughter Dianne Bond. They generously shared to help put together this story and have my gratitude.

Its amazing what one can learn while working to learn about something else.

Captain Toby Lindo also assisted to put me in contact with Bond built boat owners Hal Forslund and Adele Artlitt and all have my thanks.



Another boat built by Tony Bond was this Deering designed 1938 wishbone trysail ketch *FRIGATE BIRD*. She was owned by Adele Arlitt and sailed on Lake Michigan into the late 90's. The boat was in bad shape and Adele had no choice but to sell her. An individual in Michigan had plans for restoration although today her fate is unknown.

The River, Porky, and the Lake

By Captain Toby Lindo

A Lesson in Sail Handling

Towards the end of October in 1991, our friend Adele Arlitt invited us to join her on a trip north to Waukegan in her 1938 wishbone trysail ketch *FRIGATE BIRD*. A very rare rig, it included a triangular sail mounted above the mainsail and steadied by a “wishbone” shaped boom which passed across the center of the sail from luff to leach on both the front and back of the sail. I’ve never seen another rig of that kind before or since. Built at Bonds Boat Yard, she was a very stout vessel indeed.

Adele had purchased her a year before. We packed up the little one (Mareva) and went down to Montrose in mid-afternoon to join her for the sail up the shore to Waukegan. We had a fine sail and pulled into the Old Harbor around 10pm. Not being familiar with the layout of the harbor, we noticed an empty dock near the end of the main fairway into the harbor and pulled up to it. As we neared the dock, a group of men in tuxedos emerged from what turned out to be the Waukegan Yacht Club. As it turned out, they were celebrating their annual Commodore’s Ball, and very graciously welcomed us to the dock, the club and the Ball. It is amazing how courteously you are received when you arrive in a vessel from an earlier time.



We spent a pleasant day together in Waukegan and Adele thought to ask her friend Dan Snyder (from Chicago) if he might like to come up by train the next day and sail back to Chicago with us. He would and he did. He arrived on a perfect late fall day around noon. We shared a quick lunch at the club and prepared to debark. Dan suggested we sail out of the harbor since the prevailing winds were from the Northwest. And so we did.

The channel to the Lake was a long relatively narrow fairway between two stone piers, bordered on the North side by tall trees most of the way out to the Lake. We decided to hoist every sail, including a monstrous Jenny. Since the winds seemed very light, Dan decided to hold the sheets in his hands (four sails altogether). He was sitting in the cockpit just a bit forward of the helm and in front of me. Evidently the lines were a bit more than he could handle manually and so he placed one of them in his mouth temporarily. As we emerged into the Lake, we passed beyond the last of the trees lining the north side of the channel. And that is where we felt the full force of the wind for the first time. And that force became evident to all of us when Dan suddenly fell forward with a groan and let go of all the sheets. Though Adele was at the helm, she was not prepared for the total loss of sail control, and the boat began to turn in circles – the wishbone swinging perilously from one side to the other. As we began to see blood on the deck, we realized the force of the wind had torn the sheets from Dan’s hands and also from his mouth, whence one of his eye teeth was protruding at an odd angle.

Finally we got the boat under control and lowered the sails. Back into the harbor we motored. After securing the boat, we spent some time finding a dentist willing to lend a hand on a Sunday. We did find one and after a couple of hours Dan was no longer hors de combat. He rejoined us around 5:30 and once more we set off for Chicago.

In all my years of boating I do not recall a more beautiful sail. The wind was perfect – from the Northwest the whole way, so we were reaching down the Western shore of the Lake – gradually increasing speed as we went, with a full moon backlighting the sails for most of the way. Tucked in blankets, we were carried by a long gentle swell southward back to Montrose Harbor. By midnight, we were close to hull speed, approaching the harbor entrance and well past the trials and tribulations of the day. A magnificent sail it was, and at no charge we got a lesson in sail-handling to boot.

To Milwaukee in November with Adele

Four years later, Adele had become an accomplished sailor, a licensed Captain, and a marvel to many of her friends, including me. She twice spent winters aboard *FRIGATE BIRD* in Chicago. The boat had a coal-burning stove, so she did not lack for heat. She later decided to winter on Beaver Island, the better part of three hundred miles north of Chicago and not far from the Straits of Mackinaw. Knowledgeable sailors will tell you the worst storms on the Great Lakes often occur in November. At that time Adele had secured a gig as skipper of one of the Wendella tour boats, and so she was only free for the off-season around the beginning of November.

In 1996, she was short of crew and invited me to sail North with her. I agreed to go as far as Milwaukee. We took off on a beautiful day in early November from Monroe Harbor with temperatures in the low 70's. The trip went well until the wind began to die the next day as fog set in. Adele thought it best to proceed under power as there was almost no wind to speak of. All went well until we began to smell and see smoke emerging from the engine compartment. Undaunted, Adele grabbed the fire extinguisher, put out the fire and shut down the engine. As it turned out the problem was electrical and fairly easily repaired the next day. We proceeded to Milwaukee at a very leisurely pace under sail, and arrived by late afternoon. We sailed a short way up the Northern most of the three rivers that merge into Milwaukee outer harbor, and pulled into a private dock along the wall. We shared a goose shank at Karl Ratzsch's and I headed back to Chicago the next day by bus.

There can be few people still intrepid enough to sail north to Beaver Island in November. But I had the good fortune to go at least as far as Milwaukee with Adele. She was and is one of the more simpatico and fearless persons I have known on the lake. Some years ago, she took off from Chicago in a smaller sailboat, down the Mississippi, finally coming to a stop in the Virgin Islands where she resides I am told to this day.



Adele and Buddy



Rose Bud

I had the opportunity to speak with Adele by phone earlier in June after many attempts calling her and hearing her voice mail message that she was "At Sea". When I spoke to her she was moored on Ile-a-Vache off the coast of Haiti where she was attending a friends graduation. She is sailing the Caribbean islands aboard a 1968 22' Westerly Cirrus "ROSE BUD" with her buddy "Buddy" and they are now in Cuba.

I also spoke to Adele's son Jim Schneider recently regarding the status of FRIGATE BIRD. He said as of 2-years ago she was outside although shrink wrapped in Michigan and was still awaiting her resurrection. Some scallywags had snatched some of her brightwork which is sad and it sounds like FRIGATE BIRD may be a candidate for brokerage by Bone Yard Boats.

See: www.boneyardboats.com

-Editor

Dutch

Now I must tell you about a man I never met. As I have been Captain of *ROBERT ALLAN II* for over 20 years and Dutch was her Captain for over 35 years I feel a duty to relate something of his story. My sources are Robert and Allan Katz who were small boys when their Dad bought the boat in 1946. That is when they first met Dutch.

Dutch was born in Germany and evidently did not get along with his father. Accordingly, he ran away from home as a teenager and joined the German Merchant Marine. Not long after he joined, Hitler nationalized the Merchant Marine. Dutch did not like that and jumped ship one day in Spain, and joined the Spanish Merchant Marine. Not long after he joined, Franco nationalized the Merchant Marine of Spain. It must have been sometime after the start of WWII, but before Pearl Harbor, that Dutch once again jumped ship in New York harbor. It would seem that Dutch had a problem with authority. At any rate, heading for a place where he could find friends and beer, he found his way to a German bar on the Upper East Side. There he got into a bar fight and was arrested. Being an undocumented alien, it was customary in those days to send such people back to their homeland. And so Dutch was on a list of people who were going to be deported. It is not hard to imagine that as a deserter from the German Merchant Marine, he would have been in serious trouble when he returned to his homeland.



Robert and Allan Katz
Photo courtesy of Jack Kraft

At this same time, Mrs. Solomon Katz, (mother of Robert and Allan) belonged to a Committee concerned with assisting refugees. She evidently learned of the plight of Dutch and decided to offer sanctuary of sorts. She asked her husband if it would not be useful to have a skilled mariner to maintain and skipper his yacht. And that is how a Jewish family in Chicago saved a German who might otherwise have found himself imprisoned or executed.

Not long after this happened, the Japanese Empire bombed Pearl Harbor. When Hitler almost immediately declared war on the US, Dutch became an enemy alien. His choices were: become interned or join the army. Dutch decided to enlist. Because he was German, he was sent to the Pacific theater. There he survived five landings. At the end of the war he returned to Chicago to spend the rest of his life on the water.

Those who knew Dutch said that he could often be seen with a container of varnish in one hand and a can of beer in the other. If true it is hard to say how he managed the brush. But those who knew him considered his varnish work to be at the highest level.

One of his earliest achievements was to start a Captain's union. Allan stated that it was the only union he knew of which consisted solely of Republicans, never went on strike and held all their meetings in taverns.

In the early 1950's Dutch found himself looking for something to do in the off-season and decided to make book on the horses in Florida. This was at a time when the bookie business in Florida was pretty well controlled by the mob. It seems the mob did not welcome free-lance competition. One day a number of prospective customers visited Dutch and placed substantial bets on a very long shot. As it turned out the long shot came in. Later that day, Solomon Katz received a desperate call from Dutch who needed help to pay off the bets he had taken. Once again the Katz family saved him and that was the end of Dutch in the bookie business in Florida.

When Solomon Katz died in the early 1970's one of the provisions of his will was that *ROBERT ALLAN II* was not to be sold until Dutch died. And so it was that the family had one boat and one captain for the better part of 40 years.

To Be Continued.



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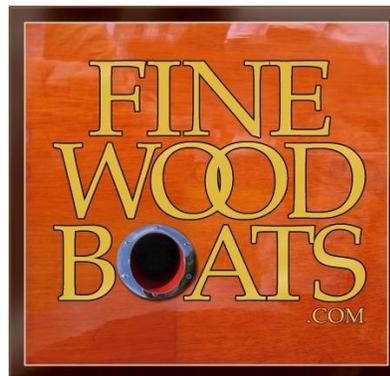
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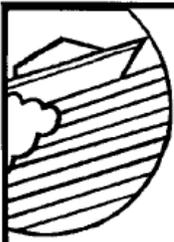
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Fri-Sun Sept 22-24, 2017	Geneva Lakes Antique & Classic Boat Show at The Abbey Resort
Sat Oct 21, 2017	Fall Dinner