



The Smoke Signal



VOLUME 12 ISSUE 1

January/February

Newsletter of the **BLACKHAWK CHAPTER-ACBS**

VISITING THE HATHOR

Thank you Walter, Larry, & Sue

By Ted Cartner Photos by Dan Diebold

Walter, Larry, and Sue Larkin graciously hosted the Blackhawk Chapter at Walter Larkin's boat house and boathouse lodge. Not only did we get treated to the Hathor in the midst of being restored, but also Walter's eclectic collection; including a WWII Dodge Command Car, WWII Harley motorcycle, misc. ordinance, 1937 Cadillac, Cushmans, etc., etc., etc. Almost everywhere you looked



there was some interesting item to catch your interest, truly sensory overload. Sensory overload would be an understatement describing the mischievous deployment of a set of air horns. It's difficult to describe the effect. Which was more startling, the sound or the bone rattling?

The Hathor project is truly a restoration on another scale. There is the woodwork & mechanicals, but everything is so much larger than what we find in run-about size boats. In addition to what we would expect in restoring any historic vessel, there is the welding, lots of it.

50+ members showed up, the most by far to any winter event thus far. After lunch we moved on to the place where the Lathrop engine was partially disassembled awaiting replacement cylinders, a major project in itself. Also in this location is Larry's DUKW, another ongoing project.

Larry intends to repair the hull to last another 100 years. It will be good to see the Hathor once again gracefully cruising the waters of Geneva Lake restored with its former dignity and style.

Continued on page 6....

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BLACKHAWK CHAPTER-ACBS

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Or, contact Matt Byrne directly at :
630-236-7214(home) or 630-802-2698(mobile)

PRESIDENTS MESSAGE

Hello Fellow Blackhawk Members,

My best wishes to all of you in this New Year. I hope we have an early Spring and all your projects are completed. I know several of you are busy working. I wish all of you the best success. In this cold weather, sanding, staining, and varnishing are a bit difficult.

We're having a few workshops this winter to help us stay motivated and happy through these cold days. In this issue you'll read about our visit to Walter Larkin's Boathouse to see his brother Larry's work on the Hathor. Although I have to be honest, that my son and I were more fascinated with the boathouse, the huge collection of nautical artifacts, and Christopher loved sounding the great air horn.

It was great hearing the history of both the boathouse and the Hathor. We then got to tour another shop where the engine to the Hathor was in the process of being rebuilt. Along with that we got to climb all over a historic DUK. Despite the cold weather, we had a great time, and attendance was an all time high of over 50 visitors.

We are in the process of planning our Spring dinner. It will be at Docker's in Fox Lake. Additionally we are planning another workshop to visit Todd Hunter. His projects are in two locations, but one is with Joe Norton of Norton's Boatworks on Green Lake Wisconsin. Norton's is several generations old and Joe himself has taught at the Wooden Boat School on the east coast. Because of the distance this will be an all day event.

Again, if anyone has any suggestions or would like to volunteer to help with the club, please feel free to contact myself or anyone on the board. This club is for all of us to enjoy and everyone is welcome to participate. We still can use help with the newsletter and articles, so feel free to write something about your adventures and or projects.

Everyone, keep warm, pray, chant, hope for an early Spring. I hope to see all of you at our next event.

Andy Ievins
President
Blackhawk Chapter
ACBS

2007 Spring Dinner Meeting

Docker's in Fox Lake

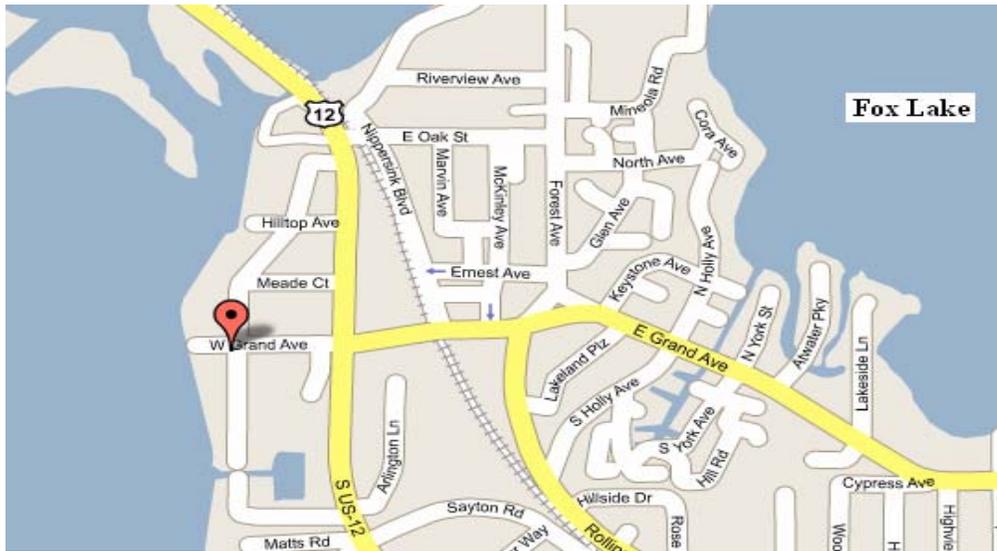
Sunday, April 22nd, 4:30 p.m.

Second floor party room, overlooking the water

Docker's is located at 33 W Grand Ave in Fox Lake (at the corner of Rte. 12 and Grand, go West two blocks to the water). The cost is \$16.00 per person. You will be able to order off a menu of several items, including :

- 1/2 Broasted Chicken
- BBQ Ribs 1/2 slab
- Broiled Salmon
- London Broil 9 oz.
- Parmesan Chicken
- Broiled Cod

Cash bar will be open



2007 Blackhawk Chapter Spring Dinner

Send your reservation by Wednesday April 18th, 2007

NAME _____

ADDRESS _____ PHONE _____

ADULTS ATTENDING _____ X \$16.00= _____

NUMBER UNDER 18 _____

Dinner Choice:

- 1/2 Broasted Chicken
- BBQ Ribs 1/2 slab
- Broiled Salmon
- London Broil 9 oz.
- Broiled Cod
- Parmesan Chicken

Make check payable to:

Blackhawk Chapter Spring Dinner
c/o Andy Ievins
2201 E Lakeshore Dr..
Twin Lakes, WI 53181
262-877-3953

March Tech Session: Chris Craft Cruisers

Sat March 10th at 10:30 AM

Visit to Green Lake Wisconsin to visit Norton's Boatworks.

Norton's Boatworks has been on Green Lake for several generations of family boat builders. Currently one of the Blackhawk members has his project at Norton's We will get to see 1955 Semi Enclosed Cruiser and a 1951 Fully Enclosed Cruiser.

We will have lunch at Norton's Restaurant on Green Lake. After lunch we will travel to Port Washington to see a 1955 Chris Craft Cruiser.

This will be an all day event. Please contact Andy or Ted to arrange for car pooling from Antioch.

Send in your registration to Andy \$8.00 per person.

For more information call Andy Ievins 262-877-3953.

Addresses are as follows:

Nortons Boatworks
535 Commercial Ave.
Green Lake, WI

Maritime Enterprises
1020 Maritime Ave.
Port Washington, WI

Name: _____

Number Attending _____ X \$8 each = Total _____

Phone number _____

Town where you live _____

Make check out to "Blackhawk Chapter" and send your registration by March 1st to:

Andy Ievins
2201 E Lakeshore Dr.
Twin Lakes, WI 53181

The Book Locker

A review of "SHANTY BOAT" by Kent and Margaret Lighty

TED:

In a second hand book shop what first caught my interest in this book was the photos. After arriving home I read some of the story and found it as interesting as the pictures. It is a wonderful account of a husband and wife journey down the Mississippi starting in Fall at Minneapolis to arrive in New Orleans for Mardi Gras. They made the trip in a 10ft. by 30ft. house boat, a barge type hull with 9" draft & no keel, propelled by an outboard motor. What makes this really interesting is it was a true story, and they did this in 1929! Think about the power and reliability available in outboards in 1929.

What did you think?

ANDY:

Wow is all I can say. I just can't believe that someone had the courage to go all the way down the Mississippi in such a simple boat with a small outboard. I've crossed the river in St Louis numerous times on business trips and its huge. I think of these people on this trip years ago, its just amazing. I really enjoyed their narratives of all the small towns they visited and the unique river people. The people they meet are truly interesting. The lives they lived along the banks of the river.

What did you like about their journey?

TED:

It was an adventure that I think many of us have dreamt about, to travel new and strange lands with no set schedule except in this case to stay ahead of the ice forming behind them. I appreciated the way they told their story, sticking to the main theme of the boat, the river, and the people they met. If you want to immerse yourself into another world, read this book.

Andy:

I particularly like hearing the way they handled some of the difficult situations with the weather, the whirlpools, and the rapids. When I cross the river in St Louis, there are new canals and locks. They made this trip when many of these conveniences did not exist. How they did that is amazing. Remember the warnings about Lake Pepin?

TED:

The problem was the wind and rocks. Many steamboats had met their fate in Lake Pepin, including the "The Sea Wing" when 99 lives were lost.

Andy:

Yes, we do not hear as much about such tragedies anymore. We are more focused on airlines, but this illustrates still the danger of the river, if a huge steamboat is at risk, what of a small barge with two elderly people and an old outboard, or more commonly known then as an "eggbeater".

Ted:

We could go on and on with the stories. I encourage anyone interested to read the book. If you cannot find a copy, I would gladly loan you mine.

Shant Boat, by Kent and Margaret Lighty. Published by The Century Company 1930

Andy:

Thank you Ted, I surely enjoyed this book. I hope everyone else does too.

THE STORY OF THE HATHOR

by Larry Larkin

HATHOR was built in 1898 by the Racine Boat Manufacturing Company in Racine, Wisconsin, for Martin Ryerson of Chicago. This particular type of boat is unique to Lake Geneva and is not found anywhere else in the United States. The design has its origins in the early 1870's when the Chicago and North Western Railroad was completed through to Lake Geneva and wealthy Chicagoans discovered the lake as a vacation paradise as well as a place where their families could find refuge following the Great Chicago Fire while their city homes were rebuilt. This particular style of boat evolved as an expedient means of meeting the train and transporting Chicagoans and their guests to their lake shore estates. Boats of this type were also commonly used for cruising on Lake Geneva and for general transportation to town and to other destinations around the lake shore. Because of HATHOR's age, because of the uniqueness of this particular design, and because of the role HATHOR played in the lifestyle of early Lake Geneva, it is historically important and worthy of preservation.

The Racine Boat Manufacturing Company had its day from 1895 to 1903. Prior to 1895, the company was in business as the Racine Hardware Manufacturing Company, but in 1895 it was reorganized as a boat manufacturing company. In 1903, the company burned to the ground in the largest fire in Racine's history. During the eight years the company was in the boat business, it manufactured thirty or forty boats for people in Milwaukee, Chicago, Lake Geneva, and a few boats for people in other parts of the United States, all robust models of naval architecture. Indeed, some of the finest steam yachts on Lake Geneva came from their building ways and, of the six that survive from this era, four are Racine boats: MATRIARK, LOUISE, POLARIS, and HATHOR. For those interested, there are two histories of the Racine Boat Manufacturing Company. One is a private history of collected pictures and newspaper articles from the period that was assembled by Fred Gunther and can be seen at the Racine Public Library. The other is a scholarly work by Steve Wheeler that

has been published as a series of four articles in the Nautical Research Journal.

Martin Ryerson was the scion of a Michigan lumber fortune. Martin Ryerson's father had vast timber holdings and sawmills in Michigan and, after the Great Chicago Fire in 1871, the company provided much of the lumber used to rebuild the city. At age 36, Martin Ryerson was said to be the wealthiest young man in Chicago. Having spent seven years going to school in Paris, he had become a friend of Monet and other Impressionist artists. He began an art collecting career that would continue throughout his life, and his collections would form the nucleus of the Art Institute's collection of Impressionist works. He purchased Bonnie Brae, his Lake Geneva Estate, in 1897. The 100-acre estate had 1200 feet of lake frontage and provided housing for twenty families who maintained the estate, including a captain and an engineer for HATHOR.

HATHOR is the name of the Egyptian goddess of love and joy and came to the Ryerson's attention as the name of a steamer on the Nile River the Ryersons traveled aboard to see the pyramids. HATHOR measures 73 feet long with a 13-foot beam, a 4-foot draft, and displaces about 30 tons. The vessel was originally steam powered and had a separate steam-driven electric generator for lighting. A contemporary newspaper account describes HATHOR: "The Ryerson's \$30,000 steam yacht is a glory of mahogany with brass and silver fittings, having great crimson silk cushions in the cabin bearing the name HATHOR woven in to the fabric, and a complete electric system installed at a cost of over \$1,000."

When Martin Ryerson died in 1937, he had been unable to use the boat for many years and it had been kept in storage. At some time in the 1930's the boat was badly vandalized and stripped of much of its brass.

HATHOR was purchased in 1938 by Garnet McKee, owner of Eclipse Engineering in Rockford and a Lake Geneva summer resident. McKee re-

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(Continued from page 6)

stored the boat, replacing the steam engine with a Gray Marine gasoline engine, recasting the missing brass hardware, and replacing the damaged mahogany paneling in the cabin with art-nouveau plywood formed into curving wall panels.

In 1948, HATHOR was purchased by Peter Bates. The boat was underpowered with the Gray Marine engine, and Peter replaced it with a Lathrop Engineer's Model 115 engine. He selected this particular engine because L. Francis Herreshoff, in his book "The Common Sense of Yacht Design" recommends it as the finest marine engine built because every part was accessible and could be repaired in the boat while at sea. This engine is magnificent, almost eight feet long. With a 6-inch bore and 7-inch stroke, the 6-cylinder engine displaced 1188 cubic inches. Top speed was 1000 rpm swinging a 36 x 36 wheel. The boat easily reached hull speed of 14 knots. Unfortunately the engine was not drained one winter and the engine froze, cracking the water jacket walls. Over the years, people made attempts to repair the cracks by welding, vacuum impregnating, and even putting fiberglass and roofing tar on the outside of the cracks, all to no avail.

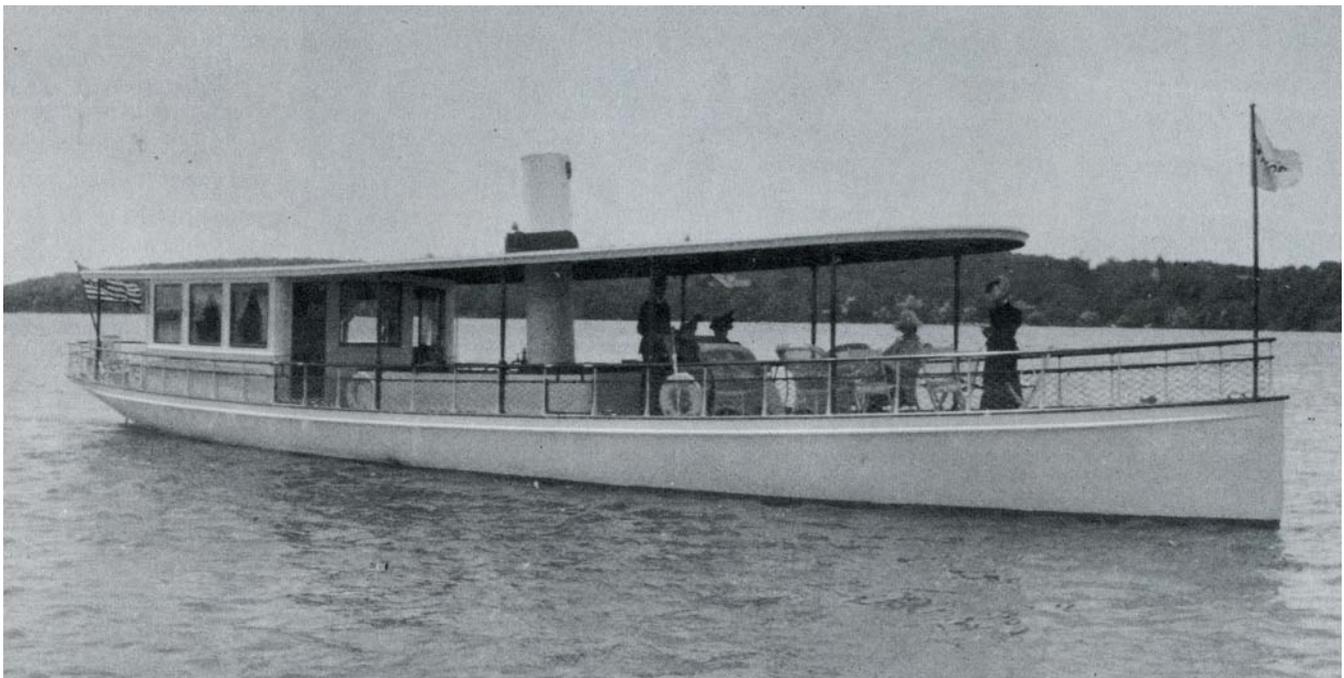
The HATHOR was purchased in 1972 by William Sills III. Active at both the Lake Geneva Yacht Club and in Scouts, Bill used the boat regularly, when he could get it running, as a spectator boat for yacht

club races and for the Sea Scout Boy Scout Troup. Bill described a voyage on HATHOR as "... always exciting because you never knew when something was going to happen."

When Bill sold his lake home in 2004 and moved to Idaho, HATHOR came into Larry Larkin's possession. Right now, the boat has been stripped to "bare bones" and is being built back up. Larry's maxim is: "If any part won't last another 100 years, replace it."

Walter Larkin, Larry's brother, has taken on the task of restoring the engine. Walter was a young man of 15 when the engine first arrived by railroad car in Williams Bay. Walter remembers being present when a crane lifted the engine off the railroad car and placed it on a farm wagon, and he and Peter Bates took it over to the boathouse to install. Walter says he made 88 trips from his home in Elmhurst that year to install the engine. Currently, patterns are being made to recast the cylinder blocks, and the accessories and drive train are being rebuilt.

Launching will be in 2008, better make that 2009.



PROJECTS IN PROGRESS

#40 Update

by Ted & Cindy Cartner

Moving right along although the cold weather has slowed things a bit. Paint and varnish take a long time to cure this time of year in an unheated building.

Last time we mentioned there was very little rot, but there was quite a bit of damage to the bottom caused by improper storage on an ill fitting cradle. 10 bottom planks were removed as well as a 10' long section of the inner bottom. But a milestone was reached when we celebrated the point when we were no longer taking things off the boat, but were actually putting wood back on.

We now have 100+ pcs. of varnished mahogany around the house drying. Varnishing the hull will have to wait for warmer weather.



16' Mahogany Runabout

by Don Moberg

At Thanksgiving time, my grandson brought me a new project. It's a 16' mahogany, two cockpit runabout. It's power plant is a 1937-42 Ford V8 engine. It has been sitting in a barn in the St Paul area since 1974. The stem is missing as the forward deck was pretty well caved in. At first we thought it might be a Dodge Watercar, as the planks are fastened to the battens from the inside out. However, it looks to me to have too much freeboard to be a Dodge.

I



have removed the badly warped deck planks and am stabilizing the framing so that I can turn it over and work on the bottom. It has a double planked bottom. This boat is old, probably built in the 1930's. Over the years, as work was done on it they used galvanized screws, nails, and plain old steel screws. Then

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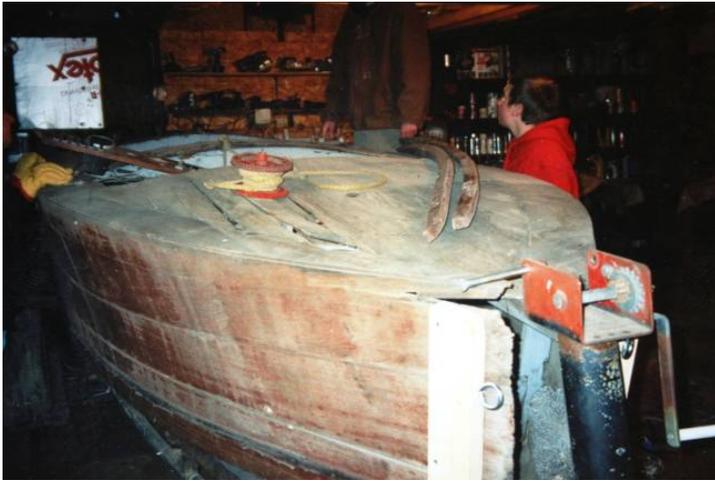
someone also glued the planking to the battens. Taking it apart is a bitch because the planks try to split with the glue. It has a banjo steering wheel.

In about 1986 Ruth and I went to Muscatine, Iowa, to look at a boat that was very similar to this one, but I can't remember the make.

Last time it was registered (in Minnesota) it was only registered as a 16' Wood Boat. Maybe it was built in Iowa, Minnesota, or Wisconsin.

If anyone has a clue, please help me!

More to follow....



Share Your Projects!

If you have a project you would like to share. Send text and pictures to MattByrne@mrbtech.com. We welcome all to share their experiences with the club.

WELCOME TO OUR NEWEST MEMBERS

William J. & William C. Stashkiw	Gurnee, IL
Michael & Victoria Mertz	Evanston, IL
William Best	West Bend, WI

RENEWAL REMINDER!!

It's time to pay your annual ACBS / Blackhawk dues. By now you should have received a renewal notice directly from ACBS headquarters in the mail. Please mail your dues back to headquarters promptly if you have not done so already.



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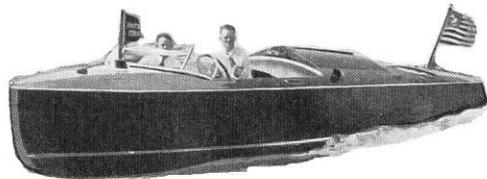
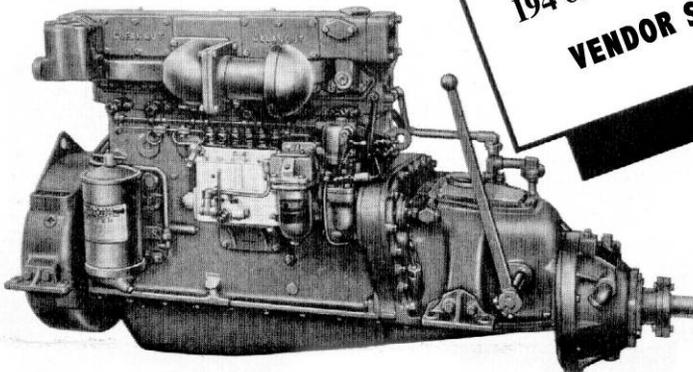
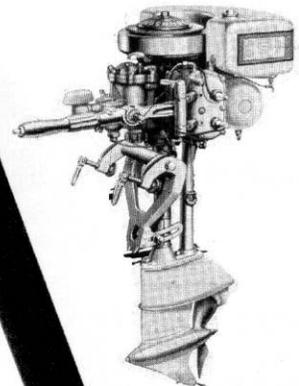
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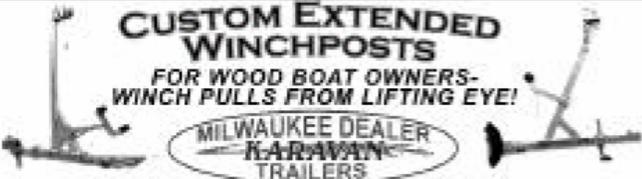


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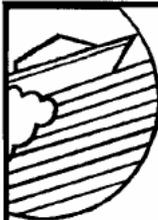


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FOR SALE 6 ribbed rubber step pads. 2 1/2 X 7 3/4" in black or white.\$15 Pre-War Chris-Craft Algonac pads 5X11" \$22.50 also lots of 6cyl rebuild parts. Jim Staib (815) 344-9663 Jim Staib www.finewoodboats.com All parts subject to prior sales (01.02.05)

FOR SALE 1936 Dunphy motor-rowboat in restored condition. It has the original Dunphy decal on the rear side Asking \$1200.00 including matching oars and trailer. Jerry & Gail Miers 630-231-0174 (10/05)

FOR SALE Chris-Craft 1961 19ft. Continental, 283 185HP. Fully restored and engine in perfect shape. Comes with new custom built trailer from Prestige. \$18,000. Call Phil 847-274-4695 or E-mail PBJ1045@aol.com (6/05)

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 advertisements	Quarter page	Full Page
Members	\$30.00	\$60.00	\$150.00
Non-Members	\$45.00	\$75.00	\$150.00

Provide all advertisements to: Andy Ievins, 2201 E Lakeshore Dr..Twin Lakes, WI 53181 Phone:262-877-3953 E-mail aievins@Charter.net



BLACKHAWK CHAPTER-ACBS

The Smoke Signal

2201 E Lakeshore Dr..
Twin Lakes, WI 53181



Calendar of Events

MARCH	
March 10	Blackhawk March Tech Session Green Lake Wisconsin 10:30 am
March 22-25	Sunnyland Chapter, ACBS. 20th Annual Mount Dora Antique Boat Festival. Held at historic Mount Dora, Florida. Contact: Terry Fiest: terry.fiest@cubic.com
APRIL	
April 13-15	Spring Quarterly Meeting in conjunction with the ACBS Symposium and Marque Club Summit. Location: Mystic Seaport, Connecticut. Further information TBA
April 22	Spring Dinner Location: Dockers in Fox Lake 4:30 PM
May	
May 19	2007 Eastern Iowa Boat Show. 1st annual, check http://www.muscatineboatshow.com for details
May 20	14th Annual Swap Meet in Oconomowoc, WI, sponsored by the Glacier Lakes Chapter. For information contact Frank Pertan 262-284-3650
JULY	
July 26-29	Summer Quarterly Meeting hosted by the New England Chapter. In conjunction with the Lake Winnepesaukee Boat Show. Hotel: The Margate on Lake Winnepesaukee. Inquire about ACBS room rates. Call (603) 524-5210; website www.the-margate.com
SEPTEMBER	
September 26-29	Annual Meeting and International Boat Show , hosted by Adirondack Chapter. Host Hotel, Fort William Henry. Call for ACBS group rates: (518)668-3081.
September 28-30	Geneva Lakes Boat Show Hosted by the Blackhawk Chapter . At The Abbey Resort in Fontana WI. For more information contact Ted Cartner 847-395-8902