



# The Smoke Signal



VOLUME 14 ISSUE 5

September/October 2008

Newsletter of the BLACKHAWK CHAPTER-ACBS

## The Geneva Lakes Show

By Kathy Moberg

Photos by Wil Vidal, Kathy Moberg and Cindy Garwood

We had absolutely glorious weather for this year's Geneva Lakes Antique & Classic Boat Show! Sixty boats participated in the show on September 27th, and many other members came to socialize at the show and enjoy the camaraderie at the Friday and Saturday dinners even without bringing their boats. A good time was had by all!

Friday began with a tour at Walter Larkin's boat-house for a fascinating look at the restoration in progress of the Hathor, a purpose built Geneva Lake launch originally constructed in 1898 by the Racine Boat Manufacturing Co. This 73 foot long structure is an enormous project, considering not just the size of the boat, but also the elegant Lathrop engine that, just to begin with, required several tries at having new castings made to replace the cylinders. This open house tour brought approximately 30 people, mostly by boat. The visitors were able to walk around as well as on the Hathor, with the launch's owner, Larry Larkin, available to answer any questions. All who at-



### "The Smoke Signal" Goes Electronic!

Printing costs for "The Smoke Signal" have risen significantly over the past couple of years and the club would like to eliminate as much printing and postage expense as possible. We request that all members who have the ability to receive "The Smoke Signal" via email do so. We realize that not all members are connected to the internet, so we will still offer mailing a printed version to those members. If you would like to receive the newsletter via email please send an email to [mattbyrne@mrbtech.com](mailto:mattbyrne@mrbtech.com) and put "Subscribe To Smoke Signal" in the subject line. If you would like to receive the newsletter via US mail, call Matt Byrne at 630-802-2698 and we'll add your name to the mailing list. It's very important that each member replies one way or another. We don't want anyone to accidentally miss an issue of "The Smoke Signal"!

tended were awed by this impressive and determined undertaking.

There was no wind and very few boats on Geneva Lake, which made for very calm waters and great boating that afternoon. Larry and Sue Larkin graciously hosted a fabulous evening at their lakeside home in the evening. Over 100 guests

(Continued on page 7)

# BLACKHAWK CHAPTER-ACBS

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## PRESIDENT'S MESSAGE

What the first of the summer lacked in weather, the last part and early fall made up for it. We were blessed with an absolutely "blue bird" day for our Lake Geneva boat show. Again, there was a great range of boats, large, small and everything in between, many new boats to the show and our normal huge crowd. Many thanks to the members who go out of their way to support the show and particularly this year's chairman, Ted and Cindy Cartner, who do all the organization for a smooth running show. Sue and Larry Larkin hosted a magnificent lake side dinner, a restoration lecture on the their boat "Hathor" and thrilling boats rides. Our fall dinner was surely well attended with over forty of us. The Ottawa, Illinois Chambers of Commerce made a presentation about their city's new boating facility and perhaps our interest helping them start a boat show. It looks like a great marina. I intend on checking it out next summer. Moving down the road, Blackhawk member Jim Altounian has again agree to host a workshop to show the progress to date for the complete restoration of his 1927 triple-cockpit Chris Craft. The large Kermath engine has been at the engine hospital for several months and should be back in Jim's shop for viewing. Many of you were at his shop four years ago to see the Sherpard restoration, this boat also has a great story to go with it. Save Saturday morning, December 13th. On to 2009, save Saturday, June 13th for a lunch and boat trip on the Chicago River. This will replace the Father's Day trip on the Fox River which is a week later this year. I'm please to announce Pete Brainard has taken the job of membership chairman. Thanks Pete for your help! I want to welcome Jim Brome as our newest director. Jim and his wife Penny live in Johnsburg. They own Chris Crafts, a 1952 Holiday and a 1962 Constellation. While mentioning club officers, I want to thank each of you for your support over the past year and allowing me to be your president for the next. I find it an honor and I hope to earn your continued confidence. Finally, this news letter is becoming more expensive than ever to produce and mail. We have little choice, but to join the electronic age and communicate with you "on line". I hope as many of you as possible will elect to receive their Smoke Signal via e-mail in effort to control the club's costs. Of course, for those that don't have computer access, We will continue to mail a "hard copy". For major events, i.e. our annual boat show, there will be mailed registration forms and notices. I know this is a big change, but necessary. Thanks for your understanding.

Happy Thanksgiving!

George Plamondon

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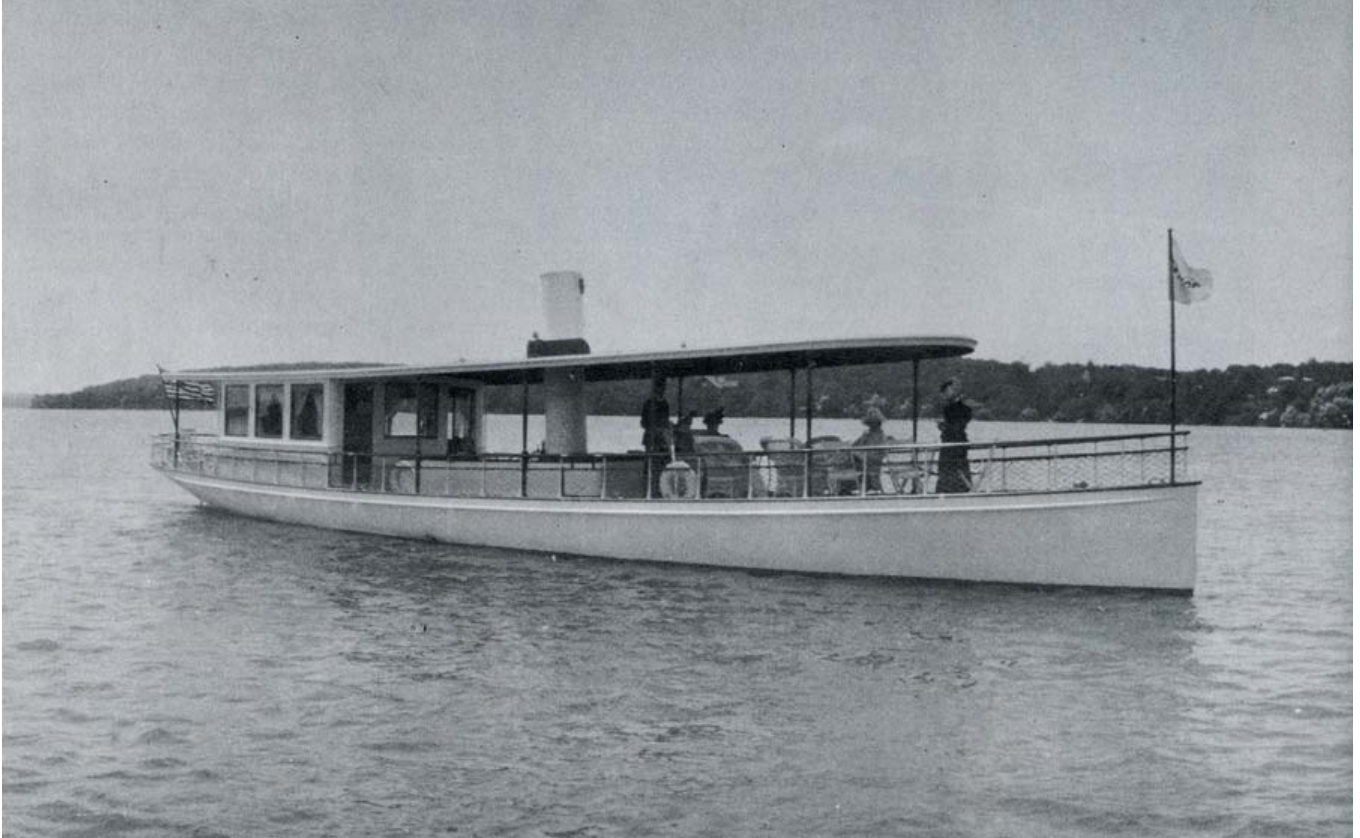
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# THE HISTORY OF HATHOR

## CHAPTER 1

By Larry Larkin



*HATHOR* was built by the Racine Boat Manufacturing Company in Racine, Wisconsin, for Martin A. Ryerson of Chicago in 1898. It is 73 feet long with a beam of 13 feet and displaces about 30 tons. The hull is made of steel,  $\frac{1}{4}$  inch thick along the keel and  $\frac{3}{16}$  inch thick on the sides. It was originally powered by a triple expansion steam engine that developed one-hundred-sixty horsepower which was also built by the Racine Boat Manufacturing Company using a design originally created by Nathaniel Herreshoff. There was a separate steam-driven electric generator for lighting. The deck was white pine and the cabin was mahogany on the inside and pine with a white enamel finish on the outside. A contemporary newspaper account describes *HATHOR* saying: "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."

This particular type of boat is unique to Lake Geneva. 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 of 1871 while their city homes were rebuilt. This style of boat evolved as an expedient means of meeting the train and transporting Chicagoans and their guests to their lake shore estates, for scenic excursions, and for entertaining. They quickly became focal points for early Lake Geneva social life and became the preferred means of transportation during this golden age. In a more utilitarian mode, the boats also provided basic transportation for those employed on lake shore estates as well as delivering groceries, newspapers and mail. But with the development of the automobile in the early 1900's, the need for this type of conveyance diminished and none were built after 1913.

Because of *HATHOR'S* age, because of the uniqueness of this particular design together with the historical significance of the boat itself, and because of the role *HATHOR* and its owners played in the lifestyle of early Lake Geneva, the boat is important and worthy of preservation.

The Racine Boat Manufacturing Company had its day from 1895 to 1903. Prior to 1895, antecedents of the company were in business as the Racine Hardware Manufacturing Company, but in 1895 the boat manufacturing company was organized. 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 manufacturing business, it made dozens of boats of all sizes and types for people in Milwaukee, Chicago, Lake Geneva, and other parts of the United States. The boats were all robust and were fine models of naval architecture. Indeed, some of the finest steam yachts on Lake Geneva came from their building ways and, of the five of these early yachts that survive from this era in their original form, three are Racine boats: *MATRIARK*, *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 A. Ryerson was the scion of a Michigan lumber fortune. Ryerson's father had vast timber holdings and sawmills in Michigan and, after the Great Chicago Fire in 1871, his company provided much of the lumber used to rebuild the city. At age 36 in 1888 when his father



A contemporary photo of *HATHOR* shown where her mooring would have been as seen from the front porch or the Ryerson mansion.



The boat house for *HATHOR*, with living quarters for the captain on the east side, was located on the western edge of the Ryerson property and still exists today as shown in this 2008 picture although the living quarters have been expanded and the launching ways from the boathouse to the lake have been covered over with grass and rocks which line the shore.



died, Martin

Ryerson was said to be the wealthiest young man in Chicago. During the seven years he spent going to school and living in Paris, he became a friend of Monet and other Impressionist artists. He also began an art collecting career that would continue throughout his life. He was a founding trustee of the Art Institute and his art collection would form the nucleus of the museum's collection of Impressionist works. Ryerson was a trustee of the

Rockefeller Foundation, and also a trustee of the University of Chicago for many years and gave the university the Ryerson Physical Laboratory buildings.

In 1897, he purchased Bonnie Brae, his Lake Geneva estate. 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*.

Martin A. Ryerson died at age 75 in 1932, and his wife, Carrie, in 1938, without heirs. They had been unable to use *HATHOR* for many years and the boat had been kept in storage in their boathouse. At some time in the 1930's the boat was badly vandalized and stripped of much of its brass.



Gray Marine Super 8 Model 160



*HATHOR* in 1950

*HATHOR* was purchased from their estate in 1938 by Garnet McKee, owner of Eclipse Engineering in Rockford and a Lake Geneva summer resident. McKee built a new boathouse for *HATHOR* adjacent to and on the west side of the boathouse for the *DOREEN* which McKee also owned on the south shore of the lake near pier number 760 just west of his summer estate. He installed a marine railroad in the boathouse and built a new steel cradle for the *HATHOR*.

Then McKee set about rehabilitating *HATHOR*. He removed the old steam engine and boiler and replaced them with a Gray Marine gasoline engine. He recast the missing brass hardware, installed a new forward and aft deck, and he replaced the rear cabin windows in the pantry and head with portholes. Because the original mahogany paneling in the cabin had been damaged, McKee replaced that with blond plywood formed into curving wall panels that were accented with dark mahogany horizontal strip moldings in the then popular art-deco style portholes. He also installed a Kohler electric generator, refurbished the electrical system, and generally spruced up the boat. He painted the cabin exterior a light brown and the smoke stack red so it would match the *DOREEN* for the 1940 season. He later changed the color back to the traditional white.

In 1948, after McKee died, *HATHOR* was purchased by Alben F. (Peter) Bates, Jr., an attorney from Elmhurst, IL. Peter painted the boat navy blue saying that white made boats look larger, which in his opinion this boat didn't need, and he preferred the darker color.

Peter, as he was universally known, was a man ahead of his time. Somehow he had the vision, the imagination, to discover new and interesting things. He owned a half-dozen or so boats in his lifetime, all unique and with special features. He was always a natty dresser when afloat, and when he took *HATHOR* out for a cruise, he dressed for the occasion, usually with a blue blazer.



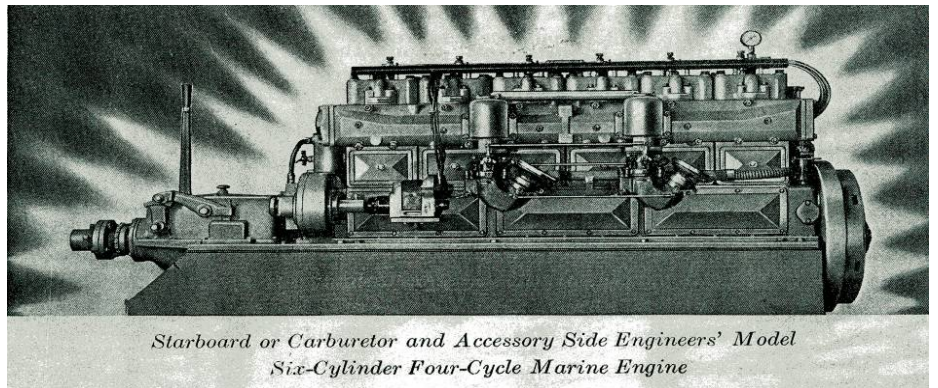
Peter Bates, shown here aboard his gentleman's tug boat in 2000.

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Peter felt *HATHOR* was under-powered with the Gray Marine engine and he replaced it with a Lathrop Engineer's Model 115 engine. Peter chose this particular engine because L. Francis Herreshoff, in his book The Common Sense of Yacht Design, recommended 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 engine speed is 1000 rpm and, swinging a 36 x 36 propeller, easily pushed the boat to its hull speed of 14 knots. Unfortunately for Peter, the Lathrop never lived up to its potential.



*Starboard or Carburetor and Accessory Side Engineers' Model  
Six-Cylinder Four-Cycle Marine Engine*

Image of Lathrop Engineers Model 115 6-cylinder gasoline engine taken from the Lathrop catalog.



William Sills III as Captain of *HATHOR*, 2004.

*HATHOR* was purchased in 1972 by William Sills III. Bill was active in both the Lake Geneva Yacht Club and in Scouts, and 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." He often said his times aboard *HATHOR* were among the happiest times in his life.

When Bill Sills sold his lake home in 2004 and moved to Idaho, he asked me if I would look after *HATHOR*. I said I would and in mid- October Bill left the boat at my dock.



*HATHOR* in 1990

**Editor Note:**

*This is a first in a series of articles that have been provided by Larry Larkin on the Restoration of Hathor. Please look for more in future editions of the **Smoke Signal**.*

(Continued from page 1)

arrived by land and water. Out front was the Larkin's "Sea Lark" launch and "Allouette", a 32' Windsor, with the Larkin family giving rides on both of them to the dinner guests. Charles and Dianna Colman were also taking guests on their 35' Van Dam, "Nikomis". My ride was on Allouette, which went very fast (60 mph?) and felt a lot like an exceptionally smooth open-air plane ride, (a true thrill!) Everyone enjoyed the rides and the race that transpired between Nikomis and Allouette.

There were boats in various stages of restoration on the Larkin's back lawn for all to see, and even a chance (if you were up for an adventurous restoration project) to take one or two home for free. For dinner, we were treated to delicious beef tenderloin sliced to order, accompanied by tasty salads, veggies, potatoes, bread and dessert. The festivities continued as Larry entertained us with an interesting slide show presentation, along with his wonderful and humorous commentary. Those of us who cruised back to the Abbey by water enjoyed a slow, peaceful, starlit ride in the crisp night air.



Most of us were up bright and early for registration and continental breakfast, greeted by the smell of strong coffee in the Harbor House. Smiling faces, handshakes and the sound of air horns started then and continued throughout the day. Norm and Jim Wangard from Classic Boating magazine were photographing the boaters from the show who met them out on the lake in the early morning. (Watch for those fabulous photos in the upcoming issues of Classic Boating!) There is no longer the car rally fund raiser that used to share the parking lot at the boat show, so there was plenty of room in the parking lot for venders and boats on land display. There was a wide variety of boats from Wisconsin, Illinois, Michigan, Minnesota and Missouri at the docks on show day; each of them beautiful and unique, ranging in size and horsepower from a 9' Pabst Hydroplane with a 10 hp motor and other



outboards from 35 hp up to 115 hp to a 35' Van Dam Saloon Runabout with twin 350's, several Strebblows with up to 425 hp twin engines, and a Windsor with twin 502's. The oldest boat was a 1915 Consolidated Launch Tender, the newest a 2008 Gage Hacker. And the Captains ranged from 14 year old Andrew Vogeler who restored his Milo Craft Valkryre to Captains and professionals who have restored countless boats over their many collective years as wood boat enthusiasts. Captains, crews, and spectators enjoyed the sunshine, clear skies and unseasonably warm weather. All day

(Continued from page 7)

Randy Streblov took people for exhilarating boat rides out on Geneva Lake. At 4:00 there was that fabulous sound of all those woodies starting their engines and the boat parade was underway. The evening brought dinner of Prime Rib or Mahi Mahi at the Abbey Sand Bar Room followed by the presentation of awards.

This year's Geneva Lakes show committee chairmen George Plamondon, Ted Cartner, and Larry Larkin arranged the one day show with the Abbey Resort and Harbor House, and put together the activities and dinners on Friday and Saturday. Cindy Cartner took care of registrations and breakfast; Kathy Moberg worked with Neal Aspinall to keep the poster tradition a part of the show. Vicki Lynch held a silent auction for a beautiful quilt she had made and donated for the show. Other members headed by Don Taylor helped out at the sales and information tent. Pete Brainard and Dean Morris kept the launching of the boats going smoothly. Marcia Morris assisted at the registration desk, and many others helped throughout the weekend. We are grateful to all for their efforts and to the Captains for their participation in the Geneva Lakes Show. It is fun to be involved in the show, and volunteers are necessary to keep all of our club boat shows and activities going every year. Please talk to a Blackhawk Club Officer if you are interested in helping out with any of the committees or would like to be a Club Director or Officer.





# 2008 Geneva Lakes Boat Show Award Winners

Category	Owner	Boat Make/Model	Boat Name
Best Antique 1 <sup>st</sup>	Don Danenberg	1915 Consolidated Launch Tender	"Lady A"
Best Antique 2 <sup>nd</sup>	Tom & Janet Nickols	1940 Chris Craft Sportsman	"Wooden Nickols"
Best Classic (20' & under) 1 <sup>st</sup>	1948 Dan & Vicki Lynch	Chris Craft Sportsman	"Sport'n a Woody"
Best Classic (20' & under) 2 <sup>nd</sup>	Nick & JoAnn Caselli	1959 Chris Craft Continental	"Sportin a Woody"
Best Classic (21' and over) 1 <sup>st</sup>	Dave Watts	1953 Shepherd	
Best Classic (21' and over) 2 <sup>nd</sup> Place	Lars Bergersen	1954 Shepherd Express Cruiser	"Shepherd's Crown"
Best Streblov 1st	Eric & Kathy Moberg	1958 Streblov Rebel	"Rebel Without a Cause"
Best Streblov 2 <sup>nd</sup>	Don Taylor	1970 Streblov Sport Utility	"Mr. T"
Best Contemporary	Charles & Dianna Colman	2003 Van Dam Saloon Runabout	"Nikomis"
Best Outboard	Andrew Vogeler	1950 Milo Craft Valkyrye	"Got Woody"
Best Runabout	Tom & Marjory Wagner	1948 Chris Craft Custom	"Gina"
Other Awards were:			
The Peoples Choice	Karen & Sheil Kottkamp	1968 Pabst Hydroplane	"Miss Mercury"
The Sharpest Arrow	James Wilkin	1947 Chris Craft Deluxe Runabout	"Ankle Deep"
Most Preserved	Jerry & Carol Peterson	1934 Garwood Silver Fox	"Sweet Sixteen"
Best Century	Mark & Shelley Svoboda	1967 Century Coronado	"Miss Millie"

George Plamondon presented the President's Cup to Charles Colman

Larry Larkin presented the Award of Distinction to Don Danenberg for his lifetime contribution toward the restoration of boats.

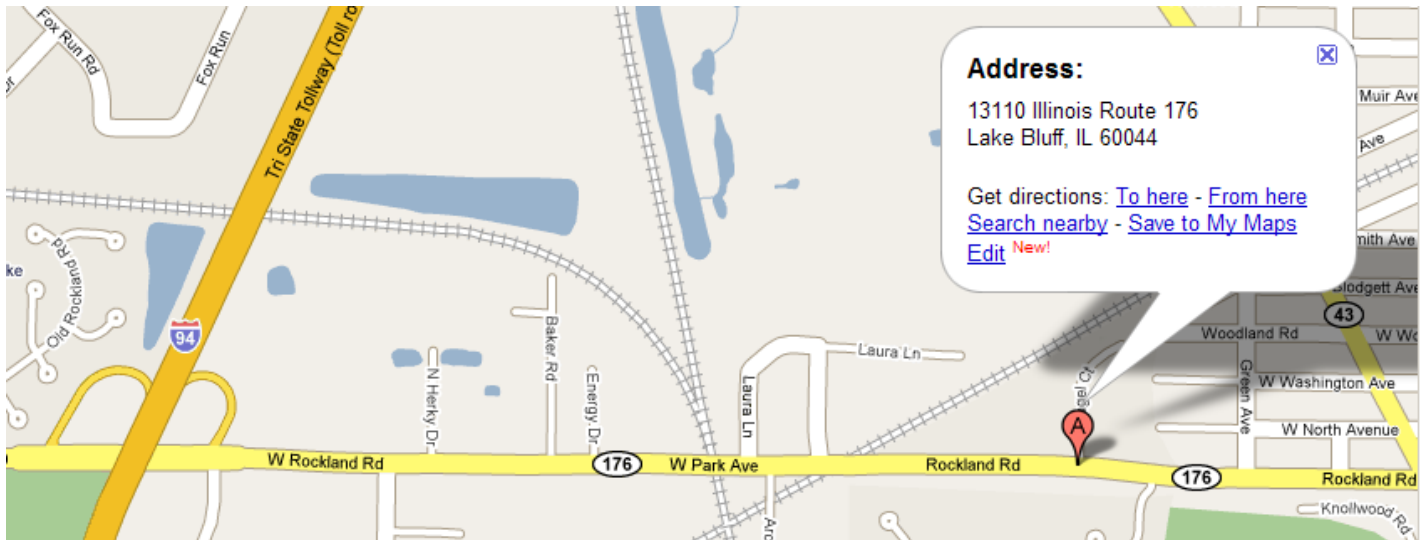


# Blackhawk Winter Open House

*Saturday December 13  
10:00 am to noon at Altonian Builders  
at 13110 West Rt. 176 Suite One  
In Lake Bluff, Illinois*

Jim Altounian has graciously invited all Blackhawk members to an OPEN HOUSE. Jim is at it again this time he is restoring a 1927 Chris Craft 26' Triple. Some of you may have attended Jim's previous open house back in December of 2004 where he was restoring a 1954 Shepherd.

*To reserve your spot, you are  
encouraged to email George Plamondon at:  
georgeplamondon@hotmail.com  
or call (312) 787-7455*



**The Blackhawk Chapter wishes a happy 80<sup>th</sup> birthday to Don Moberg, a member since 1994.**



# More Pictures from the Lake Geneva Show



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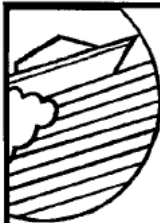
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**FOR SALE:** 1956 Chris Craft Cavalier, 16 feet, 60 hp engine, plywood hull. Refinished by owner, re-chromed, trailer. Great shape, runs well. West Bend Wisconsin. Asking \$8,000. Call Bill at 262-644-6087 or 847-420-4031.

**FOR SALE:** 1947 Chris Craft 16' Rocket Atomic Blue, 92HP, Chrysler Marine Engine, Completely Restored in 2001-2 Trailer, cover, \$17,000 Tom 920-725-1334

**FOR SALE:** Pair 30' Fiberglass Beaumier canoes -\$1500PR Photos @ [www.finewoodboats.com/Canoes.htm](http://www.finewoodboats.com/Canoes.htm)  
Call Jim 815 344-9663

**FOR SALE:** 1962 CENTURY PALVO 15ft. The renowned Palamino hull with a factory installed 80hp Volvo inboard outdrive. Originally 52 made, only 5 known to still exist. New bottom and transom, motor and outdrive rebuilt. Ready to run. 608-723-7051 or 815-385-0454.

**FOR SALE:** 1965 Chris Craft 21' Supersport, with the big 431 engine. Ran well when it was put into storage 10 years ago. Original and complete, but has had hard use. Needs to be restored including a new bottom. Two axle trailer included. \$5500 Ted 847-395-8902

**FOR SALE** 1968 Century Coronado-well kept-original upholstery-429 cu. in. 300 hp Ford – Rebuilt in 2003. \$1000 stereo added in 2004. Fox Lake \$14,900 847-207-1788

**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)

### 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*

Dec 13	Open House See announcement this issue
Feb 14	Tech Session 10:00am, Lunch included, details TBA
June 13	Chicago River Trip Details TBA
July 18	McHenry Boat Show
Sept 19-20	ACBS International Boat Show, Muskoka
Sept 26	Geneva Lakes Boat Show