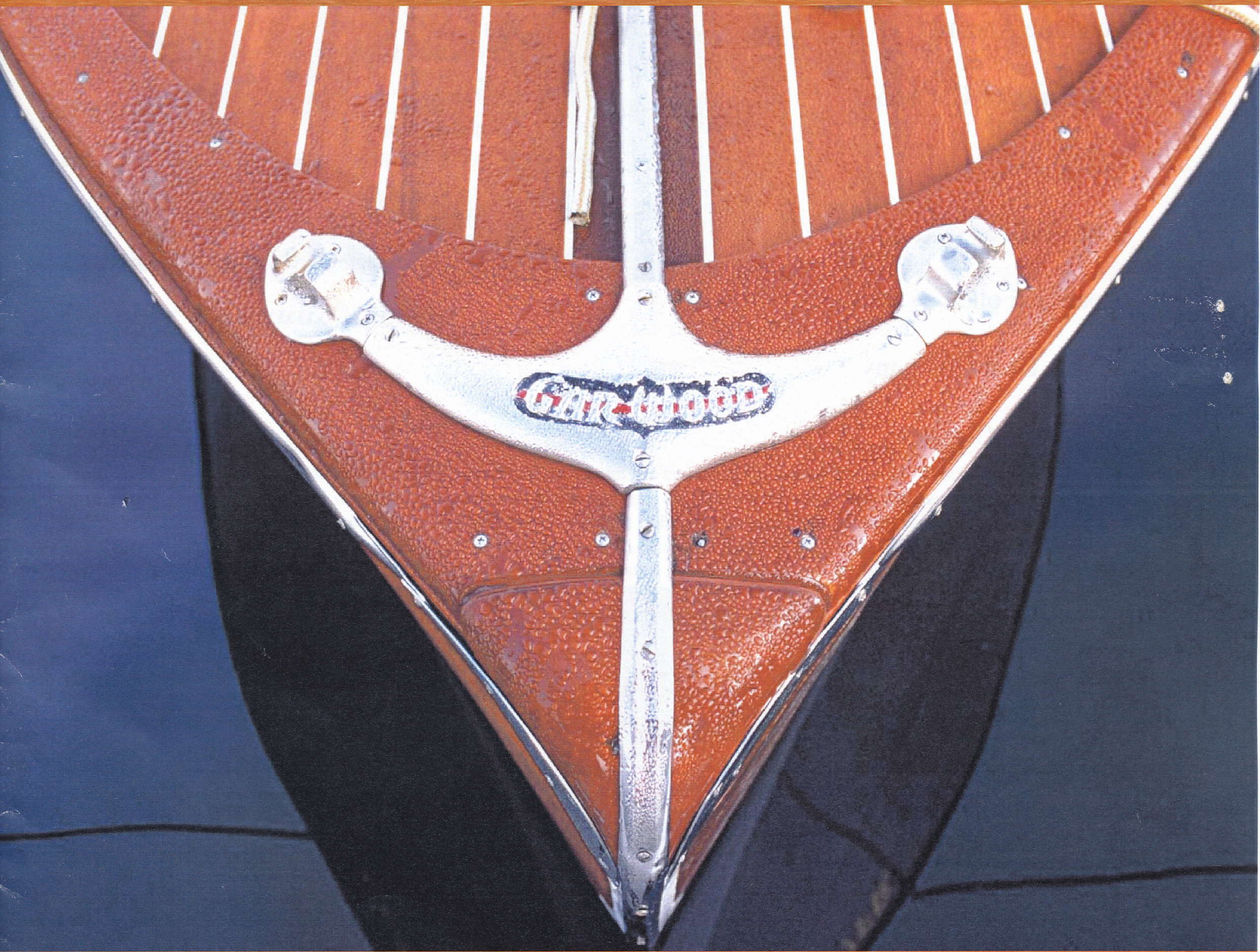


The Bilge Pump

41st Chapter of the Antique & Classic Boat Society

Rocky Mountain Classics

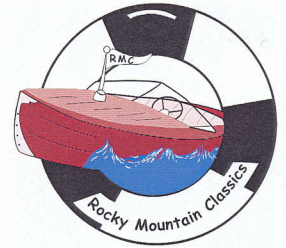
September 2004



Lange's 1946 Garwood Ensign, 'Legacy'



*Rocky Mountain Classics
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The Lady Gambles

*On the Cover photo by Steve Swinehart
Langes Legacy at Grand Lake*

CALENDAR OF UPCOMING EVENTS

Tentative 2005 Show Calendar

January 6-9 Denver Boat Show

March 2-6 Colorado RV, Sports, Boat & Travel Show

June 4-5 Loveland Shakedown

June 17-19 Navajo Reservoir

July 16-17 Grand Lake

July 23 Rendezvous in the Rockies

August 20-21 Alcova Lake

September 17 Clement Park

October 8 Annual Meeting

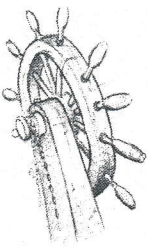
All Bunged up

Well, its Monday Morning 6am and Alec (7) is down and out from the crud that seems to circulated the schools and playgrounds this time of year. I hope that he will sleep in for a while as I begin bunging the Garwood Ensign that has seen small progress with the other family activities and projects. How many times have I looked at the boat with its hundreds perhaps thousands of bare screws poking its otherwise graceful lines? I take one of the many boards that Bob Moherter had supplied with the bungs cut and begin popping them out. After a decent bucket O' bungs I fill a plastic cap w/ glue and start lining them up and gently tapping them in.

It's a fine tedious little (ok - not so little) job requiring that skill that requires you to focus on a repetitive job but one that demands your attention as you move along. As Tom Lange put it later, you find yourself not being able to concentrate on anything passed 5 feet..actually that's very true except its only 2 feet. Its also one that it helps to look right if your moving left. "Say, look how far I've come in such a short time!!" Just do not look down the other length of the boat! Alec arrives on the scene feeling somewhat revived from his rest and offers to help. I give him the 15 second training (unlike any Qwest training with endless powerpoint presentations and the product Management conference call) and he is off stripping the boards as he begins faithfully filling my bucket O' bungs faster than I can empty it. With a few hours of this behind us, I am cruising along refining my placement and color selection to grab bungs that even match the wood grain and depth. I start another bucket with "skinny" bungs for shallow screws and thick ones in the other in attempt to be more efficient. I notice my buckets getting a bit low and notice in the late morning that my bungers-mate has drifted off to a fever induced snooze in the folding chaise lounge. Feeling his forehead confirms my suspicion that the fever is back. I go to get a coffee and look back at the half bunged side. Thinking I could finish the side by today but, I might be in the same state as Alec by days end..!

Another week has gone by and half of the other side is done..trying to recruit Deb for bunging as she is home today with Andrew sick. Andrew with the seal like cough and Deb sounding like a three pack a day smoker...boy the crud is back.. stay tuned...

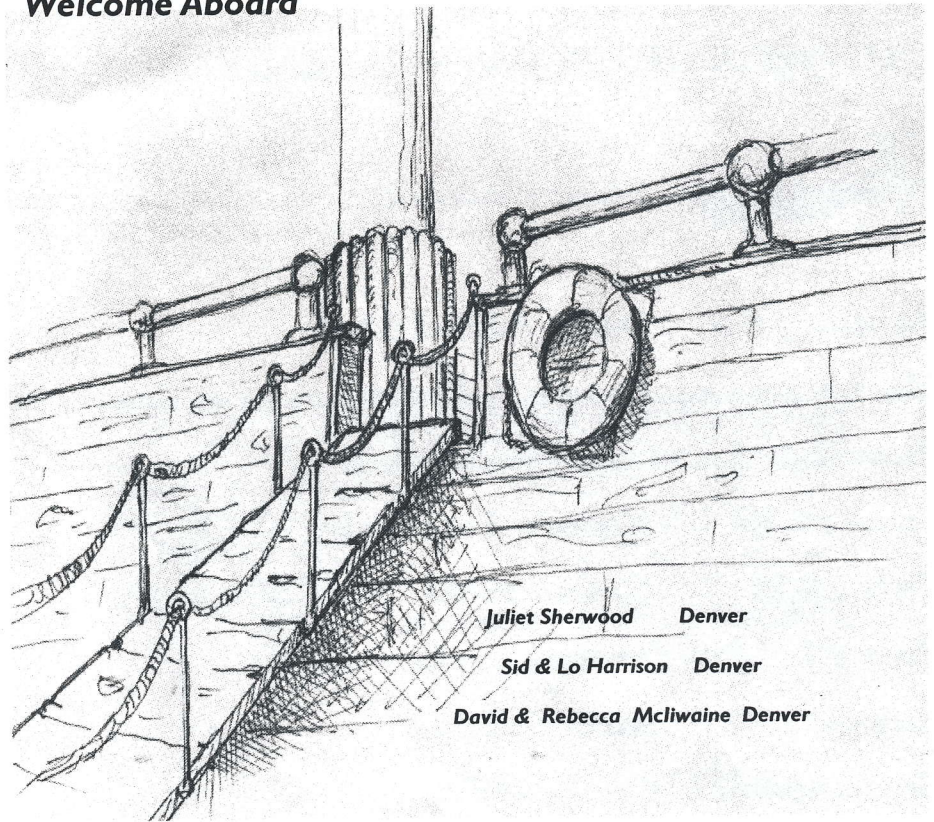
John Stiller



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Welcome Aboard



Juliet Sherwood Denver

Sid & Lo Harrison Denver

David & Rebecca McIwaine Denver

ATTENTION ALL MEMBERS

THIS IS THE LAST ISSUE OF *THE BILGE PUMP* THAT I WILL BE PUBLISHING.

THE FUTURE OF THIS PUBLICATION IS IN YOUR HANDS. WE NEED MEMBERS TO STEP UP AND KEEP THIS NEWSLETTER ALIVE.

OTHER CLUBS GET IT DONE...WE CAN TOO. THERE MUST BE A FEW OF YOU OUT THERE THAT COULD MAKE REGULAR CONTRIBUTIONS TO THE NEWSLETTER, AND THERE HAS GOT TO BE SOMEONE WHO CAN PUT IT ALL TOGETHER FOR PUBLICATION.

I WILL HELP IN EVERY WAY I CAN, BUT IT IS UP TO YOU TO MAKE IT HAPPEN.

CALL ME FOR INFORMATION AT 303-447-1738.

KATHY LANGE

The Bilge Pump Newsletter of the Rocky Mountain Classics

Kathy Lange 850 20th St. 702
(303) 447-1738 Boulder, CO 80302
Email: tklange@msn.com

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GATHERING OF GARWOODS

10TH ANNIVERSARY, Lake Tahoe, CA

The Langes were very fortunate this year to be invited to the 10th Annual Gathering of Garwoods held July 31, 2004 at Obexer Marine in Homewood, California on the beautiful shores of Lake Tahoe.

Obexer Marine established in 1911 in Homewood by Jake Obexer was the first distributor of Garwood boats in the west. The Marina is still run by Jake's granddaughter Sarah who was showing off the newest generation of Obexer's at the show.

Langes had the opportunity to meet Jim Lane who had provided them with a great deal of information for properly restoring their Garwood Ensign, 'Legacy'. Jim provided both technical input as well as patterns. During our stay at Homewood, Jim took several hours out of his busy days getting ready for the show to make us feel very welcome and show us a multitude of boats he is proud to take care of for their Owners. There were racks of nothing but wooden boats in building after building...Garwoods (of which he owns 12 himself), Chris Crafts, Centurys, Ventnors...every make and model one could imagine stored in every available space. All of the boats for the upcoming show were carefully taken down out of their racks, uncovered, lowered into the emerald water of Tahoe and cleaned to expose their sparkling beauty. Jim handled each one with a forklift especially designed to handle these beauties out of the rack, into the water and back for more until the slips were full....all 38 of them.



There were 38 Garwoods present for this year's show....28 triples, 5 post-war boats and remaining 5 made up of twins and sedans. What a great variety and collection of quality, class and beauty.

Captains of every age were able to tell visitors about the rich history of their launch and visitors were treated all day to the deep throaty engine sounds as they fired up and motored out beyond the see wall to romp in the California sun. Boats came and went all day with owners and some lucky passengers...there was even one boat owned by the museum, *Miss Tahoe*, who was giving rides to anyone who would donate to the museum.

The Langes and their little ensign never felt as special as they were made to feel at the Gathering of the Garwoods. Not only was this an invitational, but *Legacy* was the only boat there that had not been professionally restored, and she fit right in with the other Garwoods. Jim had his ensign, *Tiny Dancer*, sitting right beside us and we looked great.

Don & Judy Smith, organizers of this event, did a fabulous job and made everyone welcome.

The Luncheon was truly a feast. Caterers offered salmon, leg of lamb and duck with an array of colorful and tasty vegetables and a cascade of fresh fruits. If that wasn't enough to satiate the appetite, dessert was a fresh fruit tart a'la mode. Champagne and wine flowed freely all day enhancing the mood and the food.



Attendees were fortunate enough to receive very tasteful jackets embellished with the Garwood ensign commemorating the 10th year of the event at Obexers.

As the sun slipped behind the mountains casting it's final rays of light across the great expanse of Lake Tahoe, the memories of that day were seared in to the memories of all who attended . As the moon rose over the same mountains and cast it's golden glow across the water barely illuminating the moored sailboats, life is really brought into focus and we are reminded of what...and who matters most to us.

We have been told that the ACBS is holding the 2006 National Show on Lake Tahoe. We hope you will join us and experience the magic.

CAPTAIN'S LOG

Happy Holidays to you all! By now we've put the boats up for the winter, hoping we haven't forgotten any thing that will wake us up at 2am!

I hope everyone who attended our summer events enjoyed themselves. We always make new friends, learn new thing regarding this hobby and certainly see new boats, almost every time out.

I wish personally to thank all the member- hosts of our events and those who spent the long hours supporting our club, through ship's store, food services, etc. It is because of you all that this club is successful and still growing. This makes my job VERY easy.

Thank you again!

With the new year, comes new events and a restart of an old one. Once again we will be at the Denver Boat Show, in the Denver Coliseum Jan. 6-9. Our first board meeting will be held at the show, on Saturday morning, 10am. We would love to see as many of you as can make it. We will have some great static displays.

Until then, stay warm and enjoy the holidays. Let the work and stress wind down and relax!, as I will be doing.

Regards,
Chip Taft

Chip is currently recovering from open heart surgery. He had some work done on his heart valves, and is recuperating nicely at home for the holidays. Our prayers and thoughts are with him and his family, and we are looking forward to seeing Chip and Helen in this next boating season.

LAKE TAHOE...The Tahoe Basin

When you visit Lake Tahoe, one of the things that will surprise you is that the people you meet who call Lake Tahoe their home have a fine sense of the area's history and heritage. In fact, some of the best views of Tahoe can be seen through the eyes of the locals!

Although Lake Tahoe is economically dependent on tourism, its approach is more friendly, casual and accommodating than most vacation destinations. You really get the sense that almost everyone's livelihood is associated with showing visitors a wonderful time.

And when you come to Lake Tahoe to play, you will be able to find a number of people who are experts at any activity that you are wanting to enjoy. Many business owners will tell you that they have been skiing or fishing or whatever for all of their life. They love what they do and they are good at it. They look at each day as another opportunity to do what they are passionate about while making new friends. Out-of-doors or indoors, work is play for many folks in Tahoe!

The residents of the Lake Tahoe Basin are the guardians of this paradise and they accept this responsibility with pride. They know their history and heritage and are dedicated to the preservation of their environment and committed to extending warm hospitality to vacationing guests.

A CHRONICLE

If you are interested in knowing more about the Lake Tahoe Basin, please read on. The following sections provide a brief overview of how nature and man have independently and jointly contributed to create this magnificent vacation destination. In addition, a list of resources are offered for those wanting more comprehensive information.

Chances are your vacation will be even more enjoyable if you come to Tahoe with an appreciation for how it came to be what it is today!

GEOLOGY

Lake Tahoe is a masterpiece of nature and most locals can tell you just how it was created. In a nutshell, the Tahoe Basin was formed about five to ten million years ago million years ago by the rising and falling of the land due to the shifting of geologic faults.

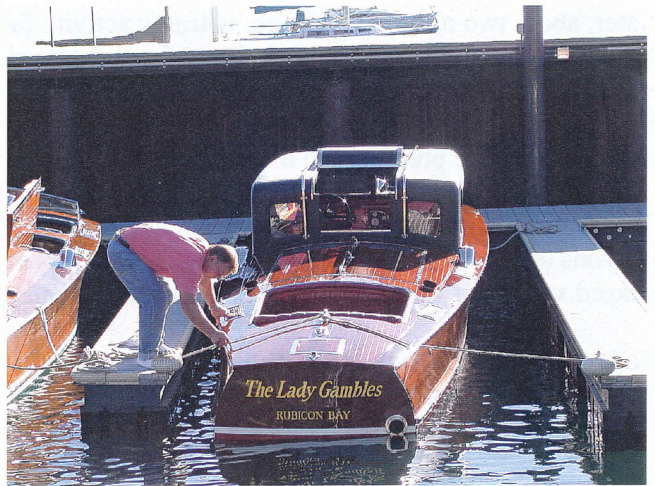
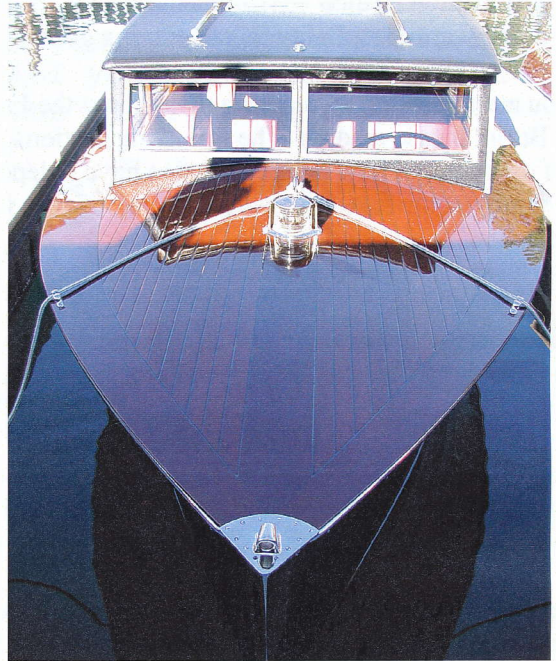
Tremendous forces began the western tilt of the Sierra Nevada block. As a result, two principal parallel faults developed. The eastern margin created the Carson Range and the western margin created the Sierra Nevada. The up-thrown fault blocks created the highest peaks in the region. The down-thrown fault blocks sank to create a deep v-shaped valley, now called the Lake Tahoe Basin.

Later, about two million years ago, volcanic activity followed and played a key role in further reshaping the landscape of the region. Lava flowing from Mt. Pluto formed a barrier across the Basin's northeastern outlet, creating a natural dam across Lake Tahoe's original outlet, the Truckee River. Water from the snowfall and streams gradually filled the Lake Tahoe Basin, over 600 feet higher than its present lake level! Eventually, a new outlet eroded through the northeastern lava dam, creating the present path of the Lower Truckee River, the only outlet of the lake.

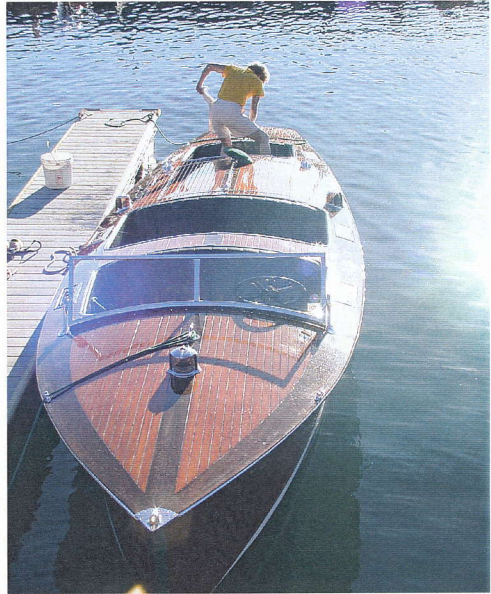
Then an Ice Age developed and huge glaciers grew in the surrounding mountains and gradually moved down the v-shaped canyons on the western side of the lake. The glaciers scoured away loose rock and reshaped the canyons into the broad, u-shaped valleys of Emerald Bay, Fallen Leaf Lake and Cascade Lake.

Today, the highest point in the Tahoe Basin is Freel Peak at 10,881 feet. The deepest part of Lake Tahoe is near Crystal Bay, measuring a water depth of 1,645 feet.



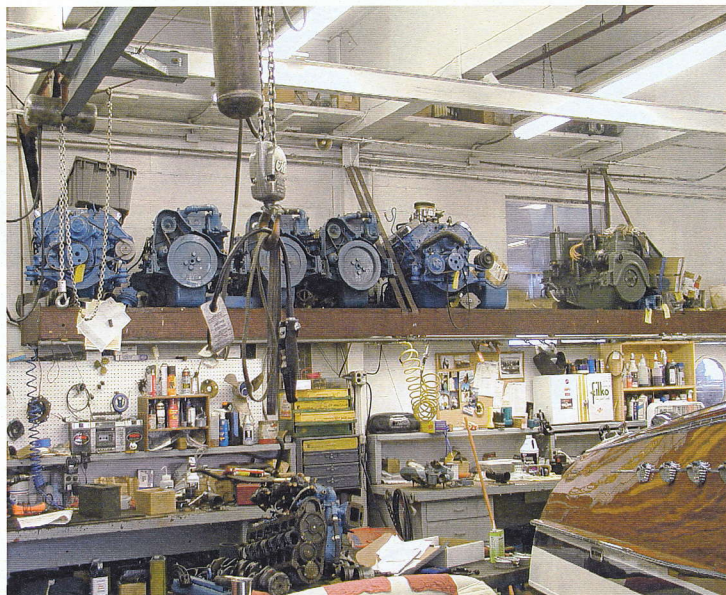


BOATS & FOLKS



Rega





About Sierra Boat Company

Carnelian Bay, California



Sierra Boat Co. Inc. is located on the north shore of beautiful Lake Tahoe. Established in 1952, it started business when boats were only constructed of wood. Starting in 1954 Sierra Boat Co. took on the Century line of boats to compete with the wooden Chris Crafts sold elsewhere on the lake. Fulfilling the need for annual maintenance on the growing fleet of "woodies", the company hired craftsman who could repair and varnish these boats

As time went on the company's reputation grew as the best place on the lake to take a boat for repair and maintenance. This attracted some of the best boats on the lake which included numerous Garwoods, Hackers, and Chris Crafts.

By the mid 70's, Sierra Boat Co. was the only marina left on the lake who would even touch a woodie and unlike other locales, the boating populace of the lake had not abandoned their woodies for the more modern fiberglass boats. Without really trying, the company had become associated with fine wood boat repair.

The last wood Centurys and Chris Crafts had rolled off the assembly line less than a decade earlier, but already a new love affair with wood boats was growing. We responded to this new demand by finding and restoring boats for clients who had caught the woodie fever. Then, as today, all aspects of the restoration process is handled completely in house. That includes all carpentry, finishing, mechanical work, and upholstery.

Aside from our reputation for fine varnish work, we have also gained a nationwide reputation for being able to rebuild the most ancient of marine engines. these include Liberty V12's, Scripps, and Kermath engines of the late teens through 30's.

Today we care for over 300 wooden boats. Ten to fifteen full time carpenters, refinishers, and mechanics work year round taking care of this large fleet. In addition, a well staffed and stocked parts department makes sure our production people never run out of parts for the job. We also ship parts worldwide and have many hard to find items in stock. We also have a large inventory of some of the finest brokered woodies in the country. Most of these boats have been in our care for a long time and are original Lake Tahoe boats. Our restoration shops are always open to the public and the friendly staff is eager to share information and advice.



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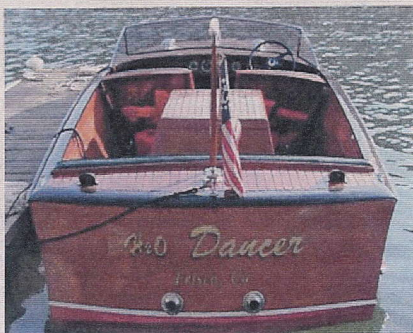
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FIBERGLASS CLASSICS

(Reprinted from Boating World, September 2004)

Winds Of Change

If Ron Ellis hadn't made the shift from sailboating to powerboating, he would never have found his 1958 Dorsett Monterey

A boater's transition from sail to power tends not to be an easy one, nor does it come without good reason. Ron Ellis had grown up sailing the inland waters of Texas. He had found and restored what he considered the perfect sailboat for Texas' Lake Travis: a wood Lightning sailboat. And this wasn't just any Lightning, it was the 17th Lightning ever built. But then a move to Colorado came into play, which necessitated a change that few sailboaters are willing to make. Ellis found the winds of Colorado too fickle to make sailing either comfortable or enjoyable. So he soon opted for something easier to control — something with power.

He began to look in earnest for a powerboat, one with a classic look and character. A boat that wouldn't overpower him with maintenance. He met his destiny face-to-face when an advertisement in the Denver paper caught his eye.

That first inkling was strong enough to draw him on a long drive through rough country on a 100-mile road trip. When he first laid his eyes on the 1958 Dorsett Monterey that was advertised, he immediately knew that this was the right boat for him.

Dorsett Plastics Corp. was formed in 1955 when Dick Dorst partnered with Ed Isett. Dorst had been representing a plastic resin company, and Isett was head of research and development at Wizard Boats. The two came together and bought a struggling boat line called Endura Craft Fiberglass Boats. They continued production of the small fishing boats that the company had been building, but knew that they would have to head into the runabout and small cruiser market to be truly successful.

With his expertise in fiberglass, Dorst broke new ground, using isophthalic resin, tested to be 20 percent stronger by weight than other resins on the market at that time. He also knew that he had to set his company apart from the other emerging fiberglass boat companies that were flooding the market with inferior products during the '50s. He hired Naval Architect Robert Dorris to design a series of hulls, and to top that, he signed on Raymond Loewy Associates to style the new line of boats.

It was this knockout styling that first caught the attention of Ron Ellis. It's the kind of design that'll capture you with just one look. What Ron didn't know at the time is that 14 years later, he would still be stuck on the Dorsett Monterey.

When Ron first got the boat, it was red from top to bottom, and completely oxidized. To avoid becoming overwhelmed, he started by buffing out the bottom first. He spent a couple of days on it, and went from course to fine compound. After that, he had to re-gel coat the decks, and in the process of doing so, he found that the forward deck was slightly weak. He discovered some molded-in fiberglass ridges were on it, and added oak strips to the top of them to stiffen the deck without adding structure to the inside. From that point, the projects just continued to grow.

"I polished all of the hardware," says Ron. "It was pretty well-preserved. I had to replace the plastic side windows and also the windshield. It had all of the original cupboards and cabinets. I did have to put in a new mahogany plywood ceiling in the cabin."

Because it's difficult to get enough air at his altitude, Ron powers his Monterey with a 1972 100-hp Johnson. He says his Monterey handles both the extra power and a crowd very well, while also getting on plane extremely quickly. It stays on plane down to 17 mph and also provides a very comfortable ride at that speed. While these features truly please Ron, there's one thing in particular that provides him with ultimate gratification.

"What I really enjoy the most," says Ron, "is taking my boats to shows and watching the enthusiasm on people's faces when they see these early examples of fiberglass boats. Our chapter of the Antique & Classic Boat Society has been teaming up with a hot rod club here in town and doing a show together every year ... We have a lot of great-looking wood boats out there, but when you look, everyone seems to be hovering over my Monterey."

The common thread between the two groups is the obvious passion for the timeless styling that made up the '50's culture. It's the people who grew up in this great era, each looking for his or her own glimpse into the past, through channels like hot rods and hot boats, and the staying power of each.



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- #4- Grand Lake Show 2004
- #5- Gathering of Garwoods 2004

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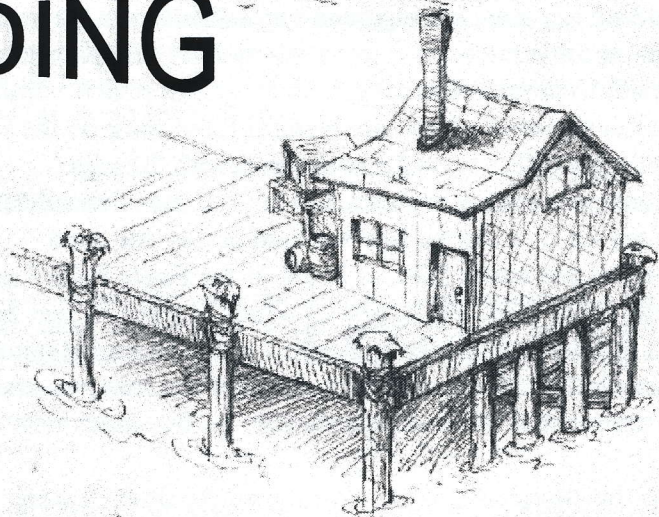
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EMERALD BAY STATE PARK

This 593-acre state park on the southwest shore of Lake Tahoe contains three major attractions: Emerald Bay, Eagle Falls and Vikingsholm Castle

Emerald Bay: Tahoe's most photographed natural wonder, a glacier-carved blue and turquoise bay surrounded by granite peaks, is spectacular any time of the day or year. The blue-green bay is three miles long by one mile wide, with a narrow entrance from the east. Motorists can find several excellent high vantage points along Highway 89, or take one of a half-dozen tour boat excursions that circumnavigate the bay.

Within the bay is Fannette Island, the only island in the lake. Rising 150 feet above the water, this rocky island, believed to be a remnant of the glacial action that created the bay, is crowned by a crumbling stone structure called the "Tea House." The house was built in 1928 by the founder of the sprawling

Vikingsholm estate at the head of Emerald Bay. Using a motorboat to reach the island, residents and guests once enjoyed afternoon refreshments at a large oak table in the center of a room 16 feet square.

Today, only the shell of the building remains, having been vandalized over the years. The island is available for day-use activities between 6 a.m. and 9 p.m., but camping, picnicking and pets are prohibited. From February 1 through June 15, Fannette is closed to protect nesting Canadian geese, which number as many as 100 in some years. In 1969, Emerald Bay was designated a National Natural Landmark by the U.S. Department of Interior. The park includes a campground with 100 sites and a boat camp with 20 sites.

Eagle Falls: This is a series of three successive waterfalls that pour into Emerald Bay. The lower falls are in the state park, while the upper falls are on U.S. Forest Service land across the road. You can hike (very carefully—the rocks are slippery!) to the foot of the lower falls, or begin at the Eagle Falls Trailhead on the west side of Highway 89. The best view of the other falls, the largest of which is over 75 feet high, can be seen from a footbridge that crosses Eagle Creek. A brisk uphill hike to Eagle Lake, a beautiful natural impoundment accessible from a marked trail, takes you a mile from the parking lot. Beyond the lake, the trail enters Desolation Wilderness. On weekends, the lot and most of the roadside spaces fill rapidly, so it's best to go early in the morning or late in the afternoon.

Vikingsholm Castle: Getting to this unique mansion requires a hike down a steep, one-mile paved trail that drops 500 feet in elevation. But it's worth the effort, because visitors will see one of the finest examples of Scandinavian architecture in the Western Hemisphere. Vikingsholm was built in 1928-29 by Mrs. Lora Josephine Knight, who spared no expense to create a replica of an 11th-century Viking castle. The granite foundation and stonework, turrets and high-pitched roofs—some of them covered by sod—were constructed out of materials found at the lake.

An army of 200 workers completed the 38-room mansion in just one summer, using old-fashioned techniques of hand-hewing huge timbers and forging hinges and latches. Some sections of the home contain no nails, pegs or spikes. During the construction, Mrs. Knight prowled the cities of Norway, Finland, Sweden and Denmark for 18th- and 19th-century antique furniture, and what she couldn't buy she had duplicated, as precisely as possible, from drawings of museum pieces. Tours, offered every half hour in summer, allow visitors to see two ornately carved dragon beams, paintings on ceilings and walls, and six fireplaces of Scandinavian design. Vikingsholm has a nominal admission fee. Open daily 10 AM through 4 PM, mid-June through Labor Day. Parking in the lot on Highway 89 is free. Information: Eagle Point Campground, (916) 541-3030 (summer only); D.L. Bliss State Park, (916) 525-9529.



Brightwork

Hurrahs & Kudos



Congrats to John Stiller for the progress he has made on his Garwood Ensign. Hope to see it soon!



Lange Boats is almost finished with the newest member of the fleet. Watch for it in 2005!!



Congrats to Ron Ellis for being featured in *Boating World*. Nice article!!



Wow to the Karrer's for their beautiful, very restorable 1957 Sportsman. Looking forward to seeing it soon!!



Thanks to Doug Brown for his many contributions to Club members this past year



Thanks to those who have given consideration to helping with the newsletter.



Kudos to all those who have helped make this publication such a great success.



Kudos to all of you who are working on your projects this winter. Remember this Club is full of resources....use them!!



Thanks to all Board members for giving of their time this past year, and for all the new Board members for volunteering.



Kudos to the participants in the static shows this Fall and Winter!! You are the ambassadors for what we do.

OBEXER BOAT COMPANY.....A FAMILY TRADITION

HISTORY

Establishing a commercial enterprise at Lake Tahoe carries with it no guarantee of success. Many local ventures do not survive their first season, and to boast several decades in business is rare indeed. A notable exception to the rule is one west shore enterprise, the existence of which extends so far back into yesteryear that no one now living can recall when it wasn't a fixture of the Homewood landscape. Obexer's is the business qualified to make such a claim, tracing its beginnings to 1911, when its progenitor, Jacob P. Obexer, first laid his eyes on this beautiful lake.

It was a long and improbable route that led Obexer to the shores of Lake Tahoe. Born May 9, 1886 in the Austrian-Italian border town of Pozen, "Jake" was an ambitious and restless young man who early abandoned his family's baking business for the more lucrative profession of waiter.

By the age of 20, Jake had sewed his culinary apprenticeship, working in the restaurants of the finest hotels of Austria, France and Switzerland. But America was calling, and by 1908, he had crossed the pond, landing in Boston, where he found work on the staff of the Parker House, a grand establishment of the day. From there, he gravitated to New York, working in such distinguished hostelrys as the Ritz-Carleton, Waldorf-Astoria and Plaza Hotel. By 1909, he had arrived in San Francisco, where he renewed his employ as a waiter, working in such elegant restaurants as the Palace, the St. Francis and the Fairmont. Here the fine cuisine included mountain trout, the primary source of which was a lake called Tahoe, high in the Sierra 250 miles to the east.

Endowed with an adventurous spirit, Obexer took advantage of an opportunity two years later to visit this piscatorial paradise, and his future was decided. "When I first saw the mountains, the sky and the waters of Tahoe," he recalled in an interview for the *Tahoe Tattler* in 1935, "I knew I was on my way to anchor here for a lifetime."

Obexer's chief obstacle to permanent relocation was employment, for at that time, commercial enterprise at Tahoe was definitely a summer-only proposition. The resourceful newcomer soon found work as a commercial fisherman. However, decades of unregulated angling had seriously depleted the finny tribes, and in 1917 the industry was outlawed altogether.

But Jake was determined to stay, and with the energy and exuberance apical of a true pioneer, he had soon hit upon a means of doing just that. By 1920, a postwar proliferation of privately owned automobiles and boats was creating a booming demand for petroleum products, and several oil companies were eager to establish themselves in the new market. Jake initially allied himself with Union Oil Company, but the partnership proved to be a brief one. The seasonal nature of Tahoe commerce meant that local fuel customers transacted their winter business on an I.O.U. basis, making up their debts with the proceeds of the following summer. This type of credit was a bit too casual for Union Oil, and so the following year found Obexer in a new partnership this time with Standard Oil of California. It was to be a long and fruitful association for both parties.

OBEXER'S BOAT COMPANY (cont.)

Though the early 1920s saw more and more autos braving the challenging highways into and around Tahoe, the fastest means of transportation within the basin was still water. Thus Obexer logically chose to deliver his petroleum products by boat. An open launch that he named PICKLE was adequate to care the few barrels necessary to supply his initial sling of customers. But as his clientele increased, the acquisition of a larger boat with an enclosed cabin enabled him to tow a barge loaded with barrels of fuel.

The legendary unpredictability of Tahoe's weather proved nearly disastrous for the doughty Obexer on many occasions, for like the postman of fable, he went his rounds without regard to the elements, and soon gained fame as a courageous adventurer in all weather. Eventually, the barrel-laden barge was replaced by a large boating pressurized tank unit, out of which fuel could be pumped at each stop. But even this relatively stable rig could become a dangerous companion in rough seas.

The 1920s brought terrific growth and change to Obexer's personal and business life. Norma Williamson, whose family had been summer residents of Homewood for many years, became his bride, and on June 8, 1921, their son, Herbert, was born.

In his early years of association with Standard Oil, Obexer had leased property at the Lake Outlet in Tahoe City, conveniently down a gentle slope from the Lake Tahoe Railway & Transportation Company spur track that ran across the Tahoe Commons and terminated at the company's maintenance barns on the present site of the Tahoe Marina Mall. Obexer had constructed a wooden ramp from the track to the door of his warehouse at the water's edge, and would roll his barrels of product down the hill and load them directly into his waiting boat, from here to deliver them to his customers around the Lake.

Obexer's Tahoe City rental property included a residence, where Herb recalled the family had lived during the summers of his infancy. However, by the mid 1920s, Obexer had relocated his new family to Homewood, where he had arranged to purchase from the estate of Walter Scott Hobart, Jr. a broad, Rat waterfront parcel that held promise as a site for more extensive and independent marine operations.

Jake saw a bright future in the growing pleasure boat industry, and had grand plans that would require a safe harbor for boats. During the late 1920s, he had used his persuasive talents to convince Standard Oil of the feasibility of such a venture, and enlisted the company as a full partner in the construction of a large crib breakwater and pier, behind which a marina would soon take shape. By 1928, he had become the Tahoe agent for Gar Wood speedboats, and by the mid-30s had convinced nearly two dozen summer residents to become Gar Wood owners.

As the 1930s drew to a close, Jake relied increasingly on the assistance of son Herb, who brought his own special background to the operation. Growing up at Tahoe, Herb's early education was at Tahoe Lake School in Tahoe City. Through his high school years, the boy spent winters with his mother's family in Lincoln, where he graduated from high school. From there, Herb went on to Stanford, where as a member of the University's ski team, he competed in boy downhill and cross-country events.

World War II was looming as Herb graduated from Stanford, and he joined the Navy, spending several years overseas. It was during this period that young Obexer met his future wife, Edna, who was also serving her country far from home.

Following the war, Herb and his new bride settled in Homewood, where Edna soon received an appointment as Postmaster. Herb's involvement with the family marine operation continued to grow, as did the company.

On September of 1948, Herb and Edna's son, Jacob P. Obexer II, was born. "Jakey," as he was known, eagerly involved himself in the activities of the waterfront, becoming accomplished at water skiing and other aquatic pursuits at an early age, and taking an enthusiastic part in the family business. But fate struck a cruel blow when a tragic boatyard accident took the young man's life in June of 1975, leaving the family and community stunned. The 26-year-old with so much to live for was survived by both parents and grandparents, his young wife, Penne, and the couple's infant daughter, Sarah.

This devastating event might have spelled the end of many businesses, but the unquenchable spirit of the family prevailed. More than a quarter of a century later, the Obexer legacy continues into its fourth generation, with Edna still holding forth as matriarch of the enterprise, aided by her able granddaughter Sarah in the daily operation of the marina, sales and service, restoration and storage facilities. Obexer's marine enterprise endures into the 21st Century as one of the oldest continuously operated family businesses anywhere on the Lake, celebrating the indomitable vision and tendril of its forbearers.

The Beacon

The Children We Pray For

We pray for children
who sneak popsicles before supper.
who erase holes in math workbooks.
who can never find their shoes.

And we pray for those
who stare at photographers from behind barbed wire.
who can't bound down the street in a new pair of sneakers.
who never "counted potatoes".
who are born in places we wouldn't be caught dead in.
who never go to the circus.
who lived in an X-rated world.

We pray for children
who bring us sticky kisses and fistfuls of dandelions.
who hug us in a hurry and forget their lunch money.

And we pray for those
who never get dessert.
who have no safe blankets to drag behind them.
who watch their parents watch them die.
who can't find any bread to steal.
who don't have rooms to clean.
whose pictures aren't on anyone's dresser.
whose monsters are real.

We pray for children
who spend all of their allowance before Tuesday.
who throw tantrums in the grocery and pick at their food.
who like ghost stories.
who shove dirty clothes under their bed, and never rinse out the tub.
who get visits from the tooth fairy.
who don't like to be kissed in front of the carpool.
who squirm in church or temple and scream in the phone.
whose tears we sometimes laugh at and whose smiles can make us cry.

We pray for those
whose nightmares come in the daytime.
who will eat anything.
who have never seen a dentist.
who aren't spoiled by anybody.
who go to bed hungry and cry themselves to sleep.
who live and move, but have no being.

We pray for children who want to be carried
and for those who must.
for those we never give up on and for those
who never get a second chance.

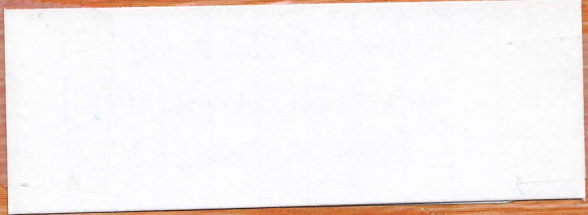
For those we smother ... and for those who will grab
the hand of anybody kind enough to offer it.

Author Unknown



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