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*On The Cover:  The “Soaring Sun” entering the Bellevue Iowa lock on the Mississippi River on her way to the 2016 Rendezvous. Photo taken by Faith Sorensen*
Its been a whirlwind few months, getting my feet wet as your new Chief Commander. Like any new job, there is a learning curve, even when you’ve been with the club since nearly its’ inception. Needless to say I am humbled to be in such company of my predecessors who served before me. Todd “Grand Poobah” Heinrich, Dick “Pappy” Morland, Scott “idonthaveaspacebaronmycomputer” Anderson, Chris Orphal, and Jim Thomas.

You had to be around awhile to understand the nicknames of the first three. I would also be remiss in not taking a moment to mention Jim Thomas, who was not only our Immediate Past Chief, personal friend of mine, and also a client. It was always a pleasure sitting around talking with Jim and Jennie, on many topics other than Commanders. Jim will be missed dearly, and Jennie is still very active and visible on Facebook, (Jennie Phipps) as well as her freelance writing career.

As for the Club itself, It still boggles the mind that once upon a time back in 1999, I stumbled onto a small group of people when the internet was still "young and disorganized" based upon a Yahoo search for “Commander Styled in Fiberglass.” And found a little Egroup of people and read a little question post from a guy named Robert in Portsmouth who had a trans leak that somebody wanted an incredible amount of money to fix. A friendship was born, and the club grew by one more.

Today, that little Egroup is now a club boasting a membership in excess of 2900 worldwide and known around the world for it’s library, documentation, and knowledge base for “all things Commander”. As your Chief, I am extremely humbled to have been appointed to serve and lead. Our executive committee is one of the most comprehensive, talented, and dedicated little groups, that also has great chemistry. A lot goes on in our monthly EC meetings. Planning, discussing, asking questions, and working together to serve you. It is truly a pleasure each month to attend and chair these meetings, as there is no politics, personalities, and quite frankly, No Bull. I call these people my dream team. Many boards dream and would give their right arm to have such a great team, with great attitudes, and all willing to help each other. That being said, while there is no specific openings at the moment, we have 5 different positions on the EC besides the chief and in some cases we have “special projects” that may need committee members to help steer the course, but we have no way of knowing what talents our membership base holds other than the people that step up. So while again, I say… No one is leaving, if you have a specific talent, whether it be in Finance, Graphic Design, Web Design, Coding ( Computer programming) or maybe even just time to do web researching, or have good networking skills on subjects for future discussion, WE NEED TO KNOW! You can email me directly or call my phone number, all of which are on my profile page.

Lee Dahlen
Chief Commander
glassicboats@gmail.com
COMMANDER CLUB MISSION STATEMENT

The Commander Club is a “virtual club”, existing on the Internet. The club is a non-stock corporation dedicated to the preservation, study, and appreciation of the classic fiberglass Commander boats built by the Chris-Craft Corporation. Our goal is to inform and enlighten owners or enthusiasts about these classic fiberglass boats. Members shall be Commander owners, enthusiasts or other persons who support the mission of the club.

EXECUTIVE COMMITTEE

CHIEF COMMANDER
Lee Dahlen
Denver, North Carolina

ARCHIVIST
Charlene Pike
Royal Oak, Michigan

WEB MASTER
Alarik Von Hofsten
Varmdo, Sweden

PUBLIC RELATIONS
Pam Sorensen
Colona, Illinois

MEMBERSHIP CHAIR
Matt Cowles
Annapolis, Maryland

TREASURER
Darin Haselhosrt
Falls Church, Virginia

From The Crew

A Word From The Editor

For us Northerners, the sun is setting on our boating season. We’re winterizing our engines, draining our water systems, emptying our bars, and securing the tarps. It’s a lot of hard work preparing our beloved Commanders for the long, cold Winter. When the Soaring Sun is neatly and safely tucked away, I tend to drop into a comfy recliner, kick my feet up, and exhale. Then a week or two passes and my mind starts drifting back to the boat. Our classic ladies always need work on something. What needs updating? What could use a fresh coat of paint or varnish? What were the pain points during the last season? The To-Do list begins to grow. We spend our winter crafting our lists and stockpiling supplies. Perhaps the list includes a project unlike anything we’ve ever tried. Exciting, yet terrifying!! The research begins, which often includes a new discussion on the club’s Forum. We ask for feedback from members that have tackled similar projects, and people are more than happy to share experiences and techniques. This club is simply unbelievable regarding the depth of knowledge and willingness to share with others!! Before you know it, it will be spring!! The tarps come off, the bottom is painted, and the hull is waxed. If you’re lucky, your list of projects can be done while in the water so you can almost “break ice” when launching your classic beauty. Another boating season begins…….

But until then, we present the latest issue of Styled In Fiberglass to help ease you into the Winter months. We have some really interesting stories to share, one that will touch your heart as you read about how a natural disaster caused loss of life and marked the end of a beautiful Commander. We have a couple of articles that we hope become recurring columns: “Tall Tales” and “What Happens When you Don’t Listen To The Captain”. If you have a story that would fit into either of these categories, I encourage you to email it over to me for a future issue. We have had several passages, including our last Chief Commander, since our last issue and we share that information with you. We revisit the 2016 Rendezvous and enjoy a newsletter favorite “What’s In A Name”.

I think you will enjoy this issue, as I suspect you will laugh, shed a tear, and learn a little something. A big Thank You to all of you that submitted articles and ideas for this issue. It is because of you that we can publish the Styled In Fiberglass newsletter, so keep the ideas and articles coming!!! Please send any ideas and/or feedback to me a pr.commanderclub@gmail.com.

Pam Sorensen
Editor & Public Relations
Pr.commanderclub@gmail.com
Fun Facts as of the end of September 2016:

- 326 Chris Craft Commander Club burgees are proudly displayed around the globe.
- A successful national rendezvous was held in Dubuque, IA
- 33 Superdisc 11.0 have been sold. 19 Resource Collection 2.0 have been sold. Superdisc 12.0 is being planned for sale by March 2016. If you already have a superdisc or Resource Collection Vol. 1 you can get the upgrade for only $25 each. http://commanderclub.com/page/superdisc-order-form
- 5198 posts on the discussion forum (1080 more than last year!) of which 1055 have been archived with 334 attachments
- 151 boats for sale ads, 19 boats sold since January, some ads had over 5,000 views
- 87 accessories ads
- June, July and August 2016 had some of the highest number of posts since the club started 17 years ago.
- 50 - average number of new members per month

Interesting Places to visit on the website besides the Discussion Forum:

Library Links - We have compiled an unparalleled list of links and contact details to a wide array of suppliers dealing specifically with Commander accessories, spare parts and service. It is a treasure trove for those of you hunting for those hard to find items. Check it out! http://commanderclub.com/page/links

Library Files - This section contains copies of manuals, guides, diagrams, drawings etc provided by members. http://commanderclub.com/page/file-index

Wonder where something is? Use the search feature in the upper right hand corner.

Have you visited the Dock Shop? Here you can shop for Commander Club apparel, drinkware, and other cool stuff. Each year we publish a new wall calendar with the best Commander photography available. For each order you can choose any month of the year as the starting month for your calendar. http://www.cafepress.com/commanderclub

When our new site was launched in February 2013 I never dreamed we could provide so many resources to help fulfill our mission to inform, enrich and enlighten enthusiasts & owners of these classic fiberglass motor vessels. The site has information that can only be found here because you, the members, are so generous sharing your knowledge and experience. Thank you!!!

Char Pike
Archivist
archivist.commanderclub@gmail.com
We have all likely roamed the docks of a marina and stumbled across a Commander here in the states. But have you ever been somewhere else in the world and seen one of our international Club members? You may already know that each of the 50 states is represented in the current 2,833 members to the Chris-Craft Commander Club. This month, we’re going to take a little closer look at the 266 non-US members!

The first non-US member of the Club was our own webmaster Alarik who joined in 2010. It took another three years before the next non-US member joined, Serge Taride of France. Despite that initial gap, the following years demonstrated strong international participation. We gained 102 in 2013; 63 in 2014; 53 in 2015; and 46 in 2016 (as of September 9, 2016).

Fortunately, through our member database, we can also discern a lot of other information about our fellow international Commanders. Some boast distinguished-sounding names like La Pruderie, Mandragora, and Sabbadino. But as we’ve learned through the “What’s in a Name” effort by our PR-Chair Pam Sorensen, names can be surprising and the global captains also chose monikers such as Maverick, Bodacious, and Hawkeye.

Our friends hail from France, Canada, Sweden, Tunisia, Austria, the Netherlands, Hungary, Croatia, Italy, and many others. They are the members who truly make this Club global and are no small part in all our efforts to maintain this part of Chris-Craft heritage.

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Overall, Club Membership remains strong and on the rise. Since the last Styled in Fiberglass membership update, 263 new members have joined our ranks.

Matt Cowles
Membership
membership.commanderclub@gmail.com
From The Crew

As a dues free organization, it’s terrific that we are able to fund ongoing activities, to pay monthly website hosting fees, and to contribute to the annual rendezvous from other revenue sources. Currently, the two primary revenue sources are 1) Sales of our Resource Collection and Super Disc and 2) sales of club merchandise and commissions on items purchased through the Club’s Online Dock Shop.

So remember, the next time you order club t-shirts, drinkware, or wall clocks, you are helping keep the club funded. The holidays are coming and the Dock Shop has the perfect item for the boaters in your family.

Also, if you had particular success finding the answer to a tough problem you had with your boat on the online forum, consider buying the Resource Collection and Super Disc. These resources are packed with valuable resources to help you improve and maintain your boat and you are helping secure the future of the club in the process. You can find these items in the Dock Shop.

Darin Haselhorst
Treasurer
treasurer.commanderclub.com@gmail.com

With three-quarters of the fiscal year behind us, the cash balances total approximately $12,000 as of mid October. This represents an increase of approximately $500 since the last Styled in Fiberglass report in the Spring. Major activities for 2016 included funding a portion of the 2016 National Rendezvous at the Port of Dubuque Marina, Iowa and paying the monthly web hosting bill to support the club’s online activities.


1972 31’ Commander
Owned By: Nesea, Garnerans, France
Heading For 1 Million

Some numbers carry a certain level of excitement and one million is such a number. One million is often the equivalent of "very much". One million is a number to strive for, like having $1 million in your bank account, or having $1 million to spend, on boat upgrades for example. Not to mention having "1-in-a-million" worth of luck.

Well, in the realm of Commanders most of us don’t have $1 million to spend on boats but as a group we are fast approaching another one million milestone. At Commander-Club.com we are in fact on a trajectory to reach one million page views in a single calendar year. It would be a first in the Club’s 17 year history. A week or two before Christmas it seems plausible that someone out there on the internet will load Commander Club web page number 1,000,000 during 2016! This certainly tells us something about the popularity of the Club and of our beloved boats. To put things in perspective that means that twice every single minute of year (24/7/365) someone is curious enough to look at yet another discussion post, comment, photo, article, file or classified ad relating to Chris-Craft Commanders. Amazing!

It gets even more impressive when you learn that members and other visitors, on average, spend about 5 minutes and 20 seconds on every visit. Many of the world’s most famous sites count their length of visits in seconds, not minutes.

So where do all people, using our site, come from? Obviously the vast majority (85%) come from United States. The clear runner up is also no surprise, it is Canada. But perhaps it will surprise some that the equally clear number 3 is Russia which account for more than double number of visits coming from France in 4th place. The home of yours truly, Sweden, comes in 5th just behind France. Overall, visits originate from more than 151 countries including some which might not be ideal cruising grounds for Commanders. Consider Mali in the Sahara dessert region (dune cruising, anyone?), or Botswana (don’t mention the elephant in the cabin!). Or Liechtenstein (one of only two doubly landlocked countries in the world—being a landlocked country wholly surrounded by other landlocked countries). But, what do I know? Perhaps page 1,000,000 will go to a dedicated Commander "nut" in Taiwan or an enthusiast in the state of Wyoming.

Alarik von Hofsten
Webmaster
Webmaster.commanderclub@gmail.com

1967 47’ Commander
“Felina”
Owned By: Claude Villeneuve, Quebec, Canada
James Michael Thomas of Gibraltar, Mich., and Burnt Store Marina, Fla., a man of many passions, lost his 14-month battle with esophageal cancer on July 28, 2016. He was 70.

Jim Thomas, our Chief Commander, friend and fellow boater went beyond the horizon on July 28, 2016. He is enjoying some much calmer seas in the great beyond. We wish him well.

Just as he did everything else, Jim boated in a big way, restoring and captaining the Original 6, a classic fiberglass Chris-Craft 410. He joined Ford Yacht Club and the Chris-Craft Commanders Club, becoming our Chief Commander during his final year.

Jim's love of the water stemmed from his 4 years in the Navy. He joined after he graduated from LaSalle University in Philadelphia in 1968 with a degree in accounting. He spent 4 years – 1968 to 1972 – assigned to the USS William M Wood (DD/DDR-715), a World War II-vintage destroyer stationed in the Mediterranean Sea to fend off the Soviets during the Vietnam and the Cold Wars. He rode out his enlistment as a radioman. As he got older, he looked back on those Navy years as some of his best, joining the Wood reunion group, attending 15 reunions with old and new buddies and volunteering as treasurer and membership director.

He is survived by his wife of 16 years, Jennie L Phipps. He is also survived by sons Matthew David and Michael John of Johnstown, Pa., two stepsons, Christopher “Kit” Cutler (Larissa Lailla) of San Carlos, Calif., and Daniel J. Cutler (Christiane Wurmstedt) and granddaughter Ida Lou Cutler, all of New Orleans; his brothers Walter J. Jr. (Linda) of Somers Point, N.J, and John E. (Denise) of Rome, Ga.; his sister Eileen of Largo, Fla.; and his sister Pattty of Bradenton, Fla.. He also is survived by as-good-as-daughter Meg Reimer Treat (Robert) of West Bloomfield, Mich.; and by numerous nieces, nephews and great nieces and nephews.

Graveside services were held at Bay Pines National Cemetery in St. Petersburg, Fla., Oct. 7. In lieu of flowers – the cemetery doesn't allow them – please donate to Sisters, Servants of the Immaculate Heart of Mary for Camilla Hall http://www.ihmimmaculata.org/ This fund helps the order and retiring nuns who helped Jim so much when he was a child. Donate to the mission or retirement fund.

We bid you, "Hail and Farewell!" shipmate, until we drop anchor beside you at the Last Great Rendezvous.

More on Jim: Click to go to Jim’s My Page, Member Spotlight
Passages: Jim Wright

Jim Wight, age 79, passed away on Oct. 31, 2015. He was a member of the Commander Club since 2007 and owned WIGHT CAPS, a 1968 38’ Commander Sedan. Jim enjoyed spending time boating and was a member of the Vermilion Boat Club; he also served as commodore of the Vermilion Power Boats Yacht Club and the president of the board of directors of Vermilion Power Boats Inc. He also enjoyed fishing, playing bridge with friends, and being out on the golf course. He and his wife of 57 years, Barbara, moved to South Carolina four years ago but still spent summers aboard WIGHT CAPS in Lake Erie. They attended the Chris-Craft Commander Rendezvous in 2007, 2010, and 2014. We hope Jim is enjoying some calm seas in the great beyond.

Passages: Jack Klerk

Jack Klerk, 62, passed away on May 30, 2016, Memorial Day, after several years of health complications. His infectious laugh, sense of humor and huge smile will be sincerely missed by all who knew him. He was a member of the Chris-Craft Commander Club since 2005. He shared with us many projects aboard Distraction, a 1967 42 Chris-Craft Commander located in South Haven, Michigan.
Saxon Harbor was a beautiful, remote and rustic kind of place, on the banks of Lake Superior. The photo to the left was taken in August of 2015 and shows my Lady Ice Blue back when all was well at Saxon Harbor.

On July 11, 2016, Saxon Harbor Marina on Lake Superior’s south shore was completely destroyed by a flash flood. An epic storm dropped 14 inches of rain in one night while 70 mph winds kicked up 25’ seas out on Lake Superior. Some think the flooding, that destroyed the entire marina and most of its boats, was made even worse by beaver dam ponds, on the Oronto River, that let go in the storm. All I know for sure is that the river was dead set on getting back to the Big Lake in a hurry and nothing could stop it. In hindsight, changing the river’s course, to include a short detour above the marina before running back into Lake Superior, was unwise. Local boaters objected and thought it sounded pretty risky when the marina was built, but the plan was approved by the experts and authorities who had the final say. It took over 30 years for disaster to finally strike but the ultimate outcome was never in doubt.

All that’s left of Saxon harbor is wreckage and mud flats. It looks like it will be at least 2-3 years before it can be re-built. The storm damage included 75 boats either sunk, badly damaged, washed out into the lake or tossed up on shore. Boats were found adrift 15 miles offshore with sections of dock still attached. Debris has been found washing up on Canadian shores. One boat drifted nearly 65 miles, half submerged, and made it all the way to Ontonagon, Michigan. The marina’s campground was destroyed. RVs were washed out into Lake Superior and the campground host, Mitch Koski, lost his life in the flooding. Our friend Mitch, Saxon Harbor, its boats, and many dreams, were lost to us that night. Our old friend, the Harbor Lights Tavern, survived but could only be reached by putting on a pair of boots and wading across the river. There are heavy hearts here.

Saxon Harbor was where I first laid eyes on my 1969 38’ Commander Sedan. She was on stands in the Harbor Lights parking lot and was just too pretty for words. I was smitten but at first thought she was too much boat for me to manage. When I came to my senses, I called the owner to arrange a sea trial only to hear, “You’re too late! I just sold her. She’s on her way to the North Shore.”

For many years, I owned and chartered a 31’ Commander named the Knife Island on Lake Superior’s North Shore. She also hailed originally from Saxon Harbor and I loved her dearly, but knew that if I wanted to cruise Gitchee Gumee I would need a bigger vessel with more tankage and range. I, then, re-discovered my 38’ Sedan at the Silver Bay Marina and got the grand tour by her new owner who proudly showed me her brand new chart plotter and 72 mile radar, new hydraulic steering and a new auto-pilot too! In my book, he had made just the right improvements for cruising. There was more to be done, but these things were a great start.

It was about 2008 when I sold the Knife Island to a local guy named Jerry. I knew he had been hoping to buy her so when I called to let him know she might be for sale, he came down to the dock that very evening with his checkbook. That same week, two other people, I had never met, asked if she might be for sale. This was a sign it was time to let her go. There was no advertising and the Knife Island was never even listed with a broker but that’s how it is with a good boat. People see these old Chris-Craft Commanders and they just know there is something special about them. One crusty old North

Photo of Saxon Harbor after the flood

(Continued to next page)
Shore boater put it this way, “There’s a woman in every port, but a good boat comes along once in a lifetime!” I ask all the ladies reading this to please forgive me for quoting him but it sure is a catchy phrase and I’ve never forgotten it.

Sometimes life takes some pretty funny turns. After 4-5 seasons without a Superior boat, my wife and I were taking a little road trip. We decided to stop in at the Knife River Marina in Minnesota to see if any of our old dock buddies were around. That’s when it happened. As we took a slow ride around the marina I spotted the very same 38’ Chris-Craft Commander Sedan that had been slipping out of my reach for so many years. Her owner had died and the family didn’t want her. She was up on stands again looking beautiful and forlorn when our eyes met. That’s when she spoke to me telepathically and said, “Please! Don’t leave me here!” I stood there helpless then my wife said, “Why don’t you buy that old boat? I know you love it.” What else could I do? We signed the papers the next week. The day I took her back to Saxon from the North Shore (about 65-70 miles) I talked to her the whole way about going back to her old home waters and seeing some old friends again. The seas were running 4’-5’ and quartering off the port bow but every time we hit one she just put her shoulder down and muscled it out of the way. It was a comfortable ride and I was really impressed with how well she knew her way around big water. There was no doubt we would get along just fine. She was re-named “A Lady Ice Blue” by popular demand. (That’s the title of a piece of poetry about Lake Superior that yours truly penned many years ago.)

For the next four years, I worked on getting her ready to cruise in time for my impending semi-retirement. There was a lot of work to do but I’m an old boat guy with a lot of patience and bit-by-bit she got closer to being cruise ready. A larger holding tank for the head was installed. Plumbing and electrical problems were fixed and two 50 gallon fresh water tanks were pulled to decrease weight and add room for storage bins. Safety gear was added including a kedge, more anchor rope, a good-sized sea anchor, MOB light and an abundance of flares of all kinds. The Kohler generator and trim tabs were repaired and put back in service after years of inactivity. Four bladed propellers replaced the three bladed set and her stuffing boxes were re-packed with Teflon. High capacity bilge pumps were installed and the deck drains all provided with new hoses because Lake Superior has a well-deserved reputation for getting rough. Helm and cabin lighting was upgraded and everything on the hard top was re-siliconed to make her securely watertight. A new radio brought the navionics total to 3 hard-wired VHF radios, one hand held, two GPS plotters, two sounders and that gorgeous 75 mile radar. Her searchlight and air horn were the stuff of dreams. A beautiful windlass adorned the foredeck. The sliding salon doors were serviced to make them easy to operate. The last major project was removing the deteriorating 185 gallon fuel tank installed in the aft compartment and replacing the rudder plank and stringer extensions that supported it with new white oak laminated planking encased in West Marine Epoxy resin. My oldest son had even given us a whole new set of 5/8” braided dock lines for Christmas (good kid!) and helped with sanding the hull from the chines to the boot stripe for a partial bottom re-paint. … and at long last she was ready to go.

Lady Ice Blue and I had gone alone across Western Lake Superior a few times but I had never taken her on an extended cruise. Her first real expedition was to be out to Isle Royale for a week or so of fishing and quiet anchorages. My brother would meet me with his boat somewhere out on the Lake then we would take the family fleet the rest of the way together. On the morning of July 11 we were on the phone early and starting to plan the trip. Our departure date would be sometime in the next few weeks depending on weather and lake conditions. But sometimes life takes some pretty funny turns.

An hour later I got another call from my brother and he told me to check the local news station about something that had happened at Saxon Harbor. The marina had been destroyed. The boats and docks were gone.
Saying Goodbye To A Lady Ice Blue

(Continued from previous page)

The campground and many RVs had simply disappeared. One man lost his life. Helicopters were searching for boats and survivors. The roads were all washed out and getting to the marina was just about impossible. Lady Ice Blue was nowhere to be found and no one knew anything about her status or whereabouts. I was getting ready to head north to Lake Superior from my home in Stockholm, Wisconsin near the Mississippi River when a friend named John (whose boat sank and was broken up) sent me a text with a photo and said “We found your boat washed up on shore about a quarter mile west of the harbor.” She had snapped her 3/4” and 5/8” dock lines and joined the stampede of trees and boats out into the lake before coming to rest on the sand and rocks and debris that littered the shore. Incredibly all six of her 6 dock lines had snapped like kite string but the deck cleats were secure and tight. Inside she was as dry as a bone. Sure enough there was generalized hull damage but overall it was like a miracle that she had survived the disastrous storm and flooding as well as she did. But she had taken an awful beating below the water line.

Lady Ice Blue where she should not be. A view from the lake.

After being pulled off shore, Lady Ice Blue was towed out to open water where my brother was standing by. Her engines and generator started right up but her starboard propulsion system was seized up tightly and she screamed in protest as soon as I tried to engage the transmission. The port side though was another story. When I shifted into forward her prop began to turn and she managed a very respectable 1400 rpm and 4-5 knots with only modest vibration! Not bad at all for an old girl who had just survived a disaster. Beside that she wasn’t taking on a drop of water! Like the old guy said “A good boat comes along once in a lifetime.” We limped along with my brother providing an escort and made it on our own power 30+ miles from Saxon Harbor to the Washburn Marina with an overnight stop at the Madeline Island Yacht Club.

(Continued to next page)
It was only after she was hauled out that the full extent of the damage she had suffered became apparent. Propellers mangled into tight little fists, struts and rudders bent, cutlass bearings ruined and prop shafts either badly bent or scored. There were gel coat bruises and abrasions everywhere and one nasty gouge all the way through the hull on the starboard side. A stern cleat (Samson Post) was distorted out of shape and the force it took to bend it must have been immense… but the cleat did not dislodge from the rail. When Chris-Craft bedded a cleat they really did it right in those days!

My insurance company has declared Lady Ice Blue a total loss because the cost of bringing her back to her pre-disaster condition is so high. Today she is being picked up by an insurance auction firm and will be trailered over to Lake Michigan where she will be sold at auction. As for me, I also suffered some damage and am still nursing a back injury and a severe groin strain that occurred in the course of my personal salvage efforts.

As much as I mourn her departure I just don’t have the heart or physical stamina to take on her restoration myself. I’m afraid if I try, my back might become a total loss, too. Making matters even worse, my bride of 42 years, Patricia, has threatened to create powerful headwinds if I even consider it. She’s probably right but Lord have mercy I am really going to miss my sweet old Chris. “To me she is gracious and lovely, so beautiful is this Lady Ice Blue.”
Here's my wife and I aboard Lady Ice Blue

Here's a little artwork made of broken dock lines that is on my rec room wall.

From Chris-Craft Commander Club Friends:

We would like to extend our condolences on the fate of Lady Ice Blue, a 1969 38’ Commander. Some thoughts that come to mind:

- But fate ordains that dearest friends must part. - Edward Young

- Don’t cry because it’s over. Smile because of the fond memories.

- Ships are the nearest things to dreams that hands have ever made. Robert N. Rose

- Because Bob and Patricia knew Lady Ice Blue, they have been changed for good.

Good bye may seem forever. Farewell is like the end, but in a captain’s heart is the memory and there Lady Ice Blue will always be.

Editor's Note: Bob shared his poem, titled “Lady Ice Blue”, a few years back with a “What's In A Name” article. I thought it was appropriate to include this wonderful poem with this amazing article and you will find it on the following page.
Saying Goodbye To A Lady Ice Blue

A Lady Ice Blue
A poem
Superior is a Lady Ice Blue,
but she has a glacier’s heart and her thoughts are glacier
thoughts.

Once she made the bedrock groan, and crushed the hills with-
out regret.
Boulders trembled at her approach, while every rock cried out
in surrender.
How majestic this Queen of Snows! stalking the land with un-
hurried step.

Look at her now! Her ice feet melted away.
Hobbled by a shore, her wanderings all ended.
Pebbles and stones gather on her shores, staring and unafraid.
Laughing, they skip across her back at the hands of children.

Look at her now! None like Superior, Incomparable, beautiful, cold.

She has become a lady! Melted to crystal blue.
No more the unbearable crushings of her glacier past.
She has become beautiful in lakehood, brilliant and shining.

She has been gentle with me at dayspring and twilight,
Playful in day breeze and splashing sunshine.
I have watched her dancing in sunlight and moonbeam,
When she was contented and her sighs were soft at the shore.

But October winds stir up memories of glacier days,
Deep in the cold water where no one sees.
That is when her thoughts return to crushing.

By November she will be stalking ships,
Men and freighters trembling at her furious step.
No one is safe with her then. The sailors know.

But today she is gracious and lovely. So beautiful is this Lady
Ice Blue.

392 Commander
“Lisa B ”
Owned By: Paul Benton,
Florida, USA
Tall Tales (You Cannot Make This Stuff Up...)  

Written By: Dick Morland

Many decades ago, around 1975, Patty & I had gone from owning a series of Chris-Crafts to a 32 foot sailboat which we kept at Michigan City, IN. Most budding Great Lakes sailors consider Lake Huron’s North Channel as the cruising boat’s ‘Mecca’. In our second year of sailing an older friend of ours, who had introduced us to sailing in the first place, suggested we take a three week vacation on our new boat and head for the North Channel. This sounded like fun, so with our friends as crew, Patty Wagon sailed for the North Channel. This was in the days before GPS and/or Loran C. You actually had to know how to use common navigation tools and read charts and things like Light Lists. Much of the North Channel lies in Canadian waters and the charts of the area are sometimes based on French surveys done in the late 1800’s and lacking detail! Fortunately, my friend was a member of the Great Lakes Cruising Club (GLCC) and had his set of GLCC’s Log Book & Harbor Reports, three giant ring binders with detailed information on over 1,100 ports and places of interest on the Great Lakes. Once we arrived in the wilderness that is the North Channel, I really came to realize how difficult it would be to cruise this area with just standard government paper charts.

The main problem with this vacation was the length of time it took to get to the North Channel, which is about 500 miles from our home port and quite a haul for a sailboat. We spent the better part of a week getting there and then the same returning home. Essentially we got a little more than a week in the North Channel, but it was enough for us to know we had to come back for a longer vacation somewhere in the near future. To begin planning for this we joined the GLCC so we would have our own Log Book & Harbor Reports. Next time we were going in a pair of trailerable powerboats to maximize our time there!! One of my friends had a 24 foot twin engine Botved Coronet, another had a 22 foot Star Craft Islander. At this point, I’m going to give a little additional background needed for the story. Another friend of mine had started a part time propeller repair business. In subsequent visits to his shop I became roughly familiar with the prop repair process. I had known they used hammers, welders, grinders, etc., but what was most interesting was the usage of ‘pitch blocks’. Think of a pitch block as a curved anvil that the prop repairman uses with a hammer to get a bent blade back to the proper shape. Obviously an average prop shop needs a lot of these things to cover the range of sizes and differing curvatures of damaged props that come in the door.

OK, let’s fast forward a couple years and it is now time for our foray to the North Channel. It’s late June, just the right time to escape Chicago area heat & humidity. The twin engine 24 footer was being towed by my friend’s ‘Deuce & a Quarter’. For you young whippersnappers who have never seen one of these beasts, it was a 1970 Buick Electra 225 which quickly was dubbed ‘Deuce & a Quarter’ by the guys in the inner cities with the big brimmed hats that really loved this model Buick! The 22 footer was easily towed by a ½ ton pickup truck. The problem was with the 24 and the Buick. My friend had installed a torsion bar hitch because the 750# of trailer tongue weight would really squat the Buick down. This rig had been on the road before, but only a few miles from my friend’s plumbing shop which was the boat’s winter home to the marina where it was in the water all summer. Even though the Deuce had a 455 cu. in. engine, it was certainly working hard towing this 24 footer, and the trip from Elgin, IL to Detour Village, MI was 510 miles. Departure day finally arrived and both rigs headed north. It soon became evident the Deuce was certainly having a little trouble with the 24. It was burning premium gasoline at a fearsome rate (7-8 mpg) plus it was tending to overheat. We stopped every 100 miles or so to fuel the beast and let it cool down. It became clear as a bell we were not going to make Detour Village in one day, so we picked up a motel in Oshkosh, WI. The second day we made it to Detour Village and got the boats launched & fueled.

(Continued to next page)
After over nighting in the boats, the following morning we made arrangements for the storage of the 2 vehicles & trailers for about 12 days and prepared to depart for the now very close North Channel. After the harrowing previous two days we decided on a first day easy and fairly short cruise. As I mentioned earlier, I was now a member of the Great Lakes Cruising Club, aka GLCC. http://www.glccclub.com/ They are a great organization, similar in a way to ours --- we help our members ‘Get There’ by sharing technical and repair/maintenance information about our boats. GLCC also shows it’s members ‘How To Get There’ and what to do once they arrive. Seriously, if you are going to cruise the sweet water Great Lakes, especially the more remote regions, membership in GLCC will be the best present you ever gave your boat & yourself (except for our SuperDisc 11.0 and Resource Collection 2.0, of course!)

In perusing my Log Books & Harbor Reports, I had decided on a place called “Pilot Cove” on the far NE corner of Drummond Island. If you did not know this place existed you would go right past it without ever knowing it was there. Even people familiar with the area have never heard of it. It is pure ‘Northwoods Wilderness” and really well hidden. Starting on page 21 of this newsletter, you will find the GLCC report on Pilot Cove (NC7). I suggest you really peruse it for the fantastic amount of info on just one of 1,100 places in the Log Book & Harbor Reports. Especially take notice of the comments on approaching, and the ‘white rock’ ---

Following both the charts and the Log Book we proceeded slowly the approximate 25 miles to Pilot Cove. The scenery is really great with lots of small islands on the way. The water clarity is outstanding. At one point I was at the helm of the 22 StarCraft and looked over the side to see rocks!! Holy Bat Guano! I pulled the throttle back to dead idle, threw it into neutral and braced myself for the crunch of aluminum hull hitting rocks. Then I looked at the depth sounder, which said 30 feet! I had forgotten how clear the water is in the North Channel. So, back on course to Pilot Cove. Once we were in our final approach to the hidden entrance to the cove, I radioed my friend in the twin engine 24 and told him to follow me closely, as according to the GLCC materials there were underwater rocks on the starboard side of the entrance which is only about 75 feet wide. Just like NC-7 said, you approach cautiously from the northwest until you see the white rock and then you will be able to see the entrance to the cove. This occurs just when you think you are so close to shore you are going to run aground – truly an approach you will remember for a long time. As the entrance became visible, I changed course and entered.

Once in, we approached the west shore and put out and set our anchors. I motioned for the 24 to come in on our port side and do the same. After his anchors were set, the engines were silenced and celebratory cold beers were opened, my friend on the 24 mentioned he thought he may have been a little too close to stdb. side of the...
entrance coming in and may have hit one of his props. DAMN!! He powered the outdrives up, and sure enough, his starboard prop had two blades really folded over. Double Damn! You know what's coming next --- he didn't have any spare props aboard, and it was clear this prop was going to do some serious vibrating. Now we have a real problem – go back to Detour Village and try to have a prop shipped to us?? This is going to really cut into our vacation time. Well, let's try and repair it here! I remembered seeing it happen in my friend's shop with pitch blocks and a hammer, let's see if we can find a "Pitch Rock" on shore with about the same curvature as the one undamaged blade. We removed the damaged prop and prepared to dinghy ashore when we discovered we also didn't have a decent hammer between the two boats. Oh well, let's try the 'Fred Flintstone' way with just rocks. After taking a dinghy ashore, I did find a "Pitch Rock" with just about the identical curvature of the undamaged blade, plus a palm shaped rock with a pretty flat face that would serve as a crude hammer.

After reinstalling the repaired prop, we enjoyed the rest of the day in the Cove – until sunset that is. It is at this time mosquitoes the size of bumblebees come out by the hundreds. These things sound like dive bombers, and I swear two of them could carry you away. Fortunately, while the 24 didn't have a spare prop or hammer, it did have a complete camper back canvas set for the cockpit and aft deck, complete with screens! Guess where the four of us spent about 45 minutes every evening?? Thank God for small favors like screens.

The following morning we took off for our next stop, Meldrum Bay. My friend quickly radioed the 24 was smooth as silk at 4500 rpm. Hallelujah! We're going to have a great vacation after all. We knew we had to check in with Canadian Customs at Meldrum Bay, but our real surprise was when we fueled and then ordered ice. They told us they only had block ice, which they saw from the frozen bay in the winter. They store these blocks of ice under saw dust from a local saw mill in a decrepit old wooden building. This building has one thin electrical wire going to it for a single overhead light. There is no refrigeration of any kind in the building. They told us the ice keeps almost to Labor Day! Our cocktails tasted especially good that evening with seven month old lake ice which was so clear you could see right through it. The rest of our trip was very enjoyable and came to an end all too soon. All told, we had twelve days in the North Channel. The rest of our vacation time was traveling and re-launching the boats once we got back home. My friend with the 24 put the boat right back in the water with

Thirty minutes later it was time for a cigarette as I admired my handy work, wondering how it would run on the boat the following day.
the “Flintstone Repaired Prop” and didn’t take it out to our friend’s prop shop till he pulled for winter storage! We recommend a North Channel vacation for everybody’s bucket list!!

OK, as a postscript, I’m going to “Commanderize” this article. Past Treasurer Mike Schrage is also a member of GLCC and knows about Pilot Cove, so there at least 2 of us in the Commander Club who know where to find real wilderness. The picture to the right is of Mike’s Hooz-A-Bum nestled in Pilot Cove.

Editor’s Note: If you are intrigued and would like to visit Pilot Cove, Dick has included information that can be used to help you find your way and it appears on the next page.

Editor’s Note 2: We are hoping that Tall Tales becomes a recurring column, with members submitting their “Tall Tales—You Cannot Make This Stuff Up”. If you have a story that that happened years ago, or even last week, and you still talk about it, share it with us at pr.commanderclub@gmail.com
Navigating Pilot Cove

Great Lakes Cruising Club

NC-7 Pilot Cove

From Pilot Cove to...

Harbor Island (NC-2), 19 miles W
Tolsmaville (NC-9), 9.5 miles E
John Harbour (NC-49), 39 miles NE
Hilton Beach (NC-75), 24 miles NW

Pilot Cove quick reference

Type of harbor: deserted anchorage
Location: L 46° 00’ N; λ 083° 30’ W
Anchorage: yes
Telephone area code: 906
Chart: CHS 2251; NOS 14880
Dockage: no
Services: none
Population: none

Introduction

Photo by Fred May...

Pilot Cove is on the northwest side of Marble Head which is the northeastern extremity of Drummond Island. It is a snug little harbor almost exactly round and about 400 feet in diameter. It is protected from all winds, with 12 to 20 feet of water inside. However, the entrance bar has a max of 5.5 feet at LWD, so
it is suited mainly for smaller craft. It has become a “must see” anchorage for boats cruising the north Channel, so it can be crowded at the peak of the season. Othertimes it is usually deserted.

There is poison ivy on shore.

**Approaches**

To a stranger, the entrance to this cove gives a great thrill, for it appears you are heading right for the rocks until the entrance opens at the last minute and you shoot up into the harbor.

Approach cautiously from the northwest (see accompanying sketch) until the white rock “A” is plainly visible. **Caution:** Give reef “B” wide clearance, then turn into the entrance, favoring the point on your port side. The water in the entrance is usually 4 to 6 feet, with the maximum depth on the side of the point (north side). The south or starboard shore has some bad rocks under water close to shore.

**Caution:** Lower water levels and continued shoaling limit the depth of the entry. With the lake level near chart datum; a 4’3” draft sailboat just bumped but got in. Boats drawing more than 4 feet should probably anchor out and explore by dinghy before going in.
Navigating Pilot Cove

**Anchorage**

When past the entrance, anchor anywhere in 12 feet of water or more (see accompanying diagram—soundings in 1942) or tie to a tree if you prefer.

**Cautions:** The bottom is soft mud. In a strong northwest wind, a tallrigged sail boat may drag, but a small anchor carried ashore and buried on the point will hold. Also, there may be a few deadheads. Go slow.

*Report by Arch Gibson, Ron Dwelle, Howard Blossom, and William Matley 03/30/2014 LB*

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The following interesting discussion occurred on the forum.

**Question:** How do you tell the difference between a side-oiler and top oiler 427?

**Answer:** There were some genuine side oilers installed in a very few boats. Our 38 had them. Side oilers have plugs in the side of the block just above the main bearing cross bolt.

![Side Oilers have these plugs just above main bearing bolt](image)

**Question:** What's the big deal about side oilers?

**Answer:** The big deal about the side oiler blocks was that it was an excellent method for Ford to get the FE engines to be reliable at the high rpms that they were running them at. The side oiler moved the main oil supply down to the main bearing area. That's why the plugs are there from the drilled passage to the main bearing. The none side oiler versions, which was the majority of FE blocks, had the main oil supply go up by the camshaft and then back down to the mains. This caused a differential in oil pressure between the main bearings which actually feed the rod bearings and the camshaft-lifter area. The cam shafts, lifters, and rocker arms got plenty of oil in these engines. The issue is most pronounced at high rpms, ie. above 4000rpm.

Before the side oiler blocks, increasing the oil pump pressure or flow did not increase the oil flow proportionately to critical areas in the bottom end to the levels needed. The side oiler blocks also introduced the cross bolted main caps which dramatically increased the rigidity of the block assembly. This was particularly critical for high rpm applications.

Now keep in perspective that the side oilers were designed specifically for a high performance application such as auto racing to solve a very common problem. The Pontiacs, Buicks, and Oldsmobile were notorious for suffering from this same issue and some jokes were made about these three not getting any oil at all.

Now if I were to have the standard non-side oiler blocks in my boat, I wouldn't worry about it. Crusader used both or it might be more correct to say that Ford supplied both, seemingly at will. Maybe someone else knows some more about the internal reasons but I suspect it was a matter of what was available.

If you have side oilers great, you have something to brag about. The side oiler blocks are made out of a slightly better alloy but I doubt most boat owners would notice an actual significant difference in life of the engines. Other issues in the marine environment are usually the limiting factor such as maintenance and usage.

One thing I do see people make the mistake of is that assuming all Crusader Ford FE engines were side oilers and are extremely valuable. Only some Crusader Ford 427s were side oilers.

If I were to be looking for a block to rebuild, I would prefer the side oiler, only if it was in equal or superior condition to the other non-side oiler blocks that are around. I would not be paying a very big premium for it for just a marine application unless it was going to be a stroked version. If I were going to be going to a stroker engine in an FE Ford, I would be looking into aftermarket blocks.

I think the primary driving force of the desire for the side oiler blocks are from the Cobra crowd wanting original stuff for their cars.

**Question:** So this is how to tell if the engine is a "side-oiler" which is good. I'm more interested in knowing what the actually mechanical difference is in the engines themselves. Is there a difference in performance?

(Continued to next page)
How-To: Difference Between a 427 Side Oiler and Top Oiler

Answer: Here is a diagram of the two Ford FE oil path methods used.

As you can see, the side oiler puts the oil supply down at the mains and the top oiler feeds from the top down to the camshaft bearings and then to the mains. This did create problems at high rpms were the rods would get starved on the top oiler engines and why Ford spent the money for a race engine design.

As for performance between the two engines, what exactly do you mean by that? The two versions used identical parts. The side oiler did have some extra stuff like a different windage try and scrapers, but these are minor additions and do not effect normal sub 4000rpm horsepower.

If you were to put the two Crusader versions on a dyno, there wouldn't be any difference. The heads, intake manifold, and camshaft are where the big horsepower came from and these modifications would not work very well in most situations. Unless you want to go racing, these modifications only make for poor low end torque. Not what we want in a marine engine.

The Chris-Craft version used the low performance stuff which make gobs of torque, exactly what we need.
What Happens When You Don’t Listen To The Captain... Submitted By: Jackie Schenk

We had just purchased our 1970 Chris-Craft Commander back in the 80's and we were extremely excited. It was early May and the waters were extremely frigid in Ontario. We were coming into a dockage in the small town of Orillia. Being new to the boat and its maneuvers, I, as first mate, had been given instructions on when to throw the lines to our friend, waiting anxiously on the dock. I was always told to follow the instructions of my hubby. He shouted to me to throw the lines. Our friend on shore instructed otherwise. I hesitated, then tossed the line excitedly. Our friend missed it and all of a sudden one of the engines stalled. The captain knew immediately that the line had gone around the prop and stalled the engine. The air was blue! Why had I not done as the captain of the Commander had commanded! Several hours later, frozen through from diving and diving, my husband and his friend took turns with the small hack saw and we were eventually free. The air had been blue and now they were blue. I just felt blue but managed to cheer myself up shopping in Orillia. I do now follow the commands of my captain and husband on our 42 ft Chris-Craft Commander. It is our dog that has learned to ignore him and feels he is in charge of Jaclina111.

Editor’s Note: We are hoping that “What Happens When You Don’t Listen To The Captain” becomes a recurring column, with members submitting their stories of what happened when you did not listen to the Captain or when guests or Crew did not listen to you, the Captain. If you have a story to share, email it to pr.commanderclub@gmail.com
On July 29th, 2016, At the Port Of Dubuque Marina in Dubuque, Iowa, the Chris-Craft Commander Club National Rendezvous began. The weather was wonderful, as a heat wave broke just in time for the weekend. Attendance was fairly light but that made for an intimate, very sociable event.

The marina is only 3 years old and the facilities were spectacular. The staff was wonderful and very accommodating. The Marina manager, Ben Alden, was presented with an Award of Appreciation and he more than earned it!! He was very appreciative for the kudos.

Other awards presented were:

**Hyvee Catering**: Lindsey Theisen

**Mississippi River Museum and Aquarium**: Nate Breitsprecker

In addition to a beautiful marina, there were other wonderful sites to see in the Port Of Dubuque. An example of this was the American Queen, a gorgeous paddlewheel boat, moored at the Port of Dubuque during the weekend. She travels the Mississippi River all summer and she was quite a site to see.

The port also had wonderful walking paths from which you could view the gorgeous sunrises.
The Dubuque bridge is a very stylish structure and was included in our T-Shirt design. In this photo, a tow boat is approaching the bridge, southbound in the early morning.

While Dubuque was beautiful, the stars of the weekend were the boats. Boat started arriving on Thursday, spit and polished for the show. We had a few late minute cancellations so we had 4 boats on display.

The first to arrive was the Soaring Sun, which is a 1977 410 owned by Terry, Faith & Pam Sorensen and they were the hosts for the weekend.

The second boat to arrive was the Knot In Court, a 35 Sedan owned by Mark and Darla Lawson. This boat was once owned by former Chief Commander Chris Orphal.

Mark and his son-in-law brought the boat up to the rendezvous, with Darla joining him later in the day.
The third boat that arrived was the Teak For Two, a beautiful 1968 31’ Commander owned by Chris and Nancy Germaine.

A 1978 410 owned by Carol Tressel, was the fourth boat to join us on Saturday. Carol was not a club member but had heard about the rendezvous from friends that are members of the club. She keeps her boat at a marina just across the river, so she grabbed a bunch of friends and came on over.

We also had a nice group of folks join us by land. The full list of attendees follows:

Fred Catcott - Missouri
Sherry Selk - Missouri
Thomas Ciurlak - Wisconsin
Meg Ciurlak - Wisconsin
Lee Dahlen - North Carolina
John Even - Iowa
Sandy Even - Iowa
Chris Germain - Iowa
Nancy Germain - Iowa
Mark Lawson - Iowa
Darla Lawson - Iowa
Tim Miller - Missouri
Liz Branstetter - Missouri
Dick Morland - Illinois
2016 National Rendezvous Revisited

(Continued from previous page)

Chet Osborn – Massachusetts
Bev Osborn – Massachusetts
Char Pike - Michigan
John Scherzinger - Wisconsin
Sue Hawkinson - Wisconsin
Pam Sorensen - Illinois
Terry Sorensen - Illinois
Faith Sorensen - Illinois
John Spooner - New York
Melanie Spooner - New York
Jack Spooner - New York
Carol Spooner - New York
Rob Kneen - Ohio
Bob Shutes – Wisconsin
Carol Tressel - Illinois

On Friday, Registration took place and a Taco buffet was enjoyed by the attendees under a tent on the dock.

A relaxing and very social after-hours gathering continued under the starts after dinner. Nothing like a few shots of Fireball to forge new friendships!!

On Saturday, a continental breakfast was provided by the club and boat tours commenced.

Lee Dahlen held a session about General maintenance and Q&A.

The local Coast Guard Auxiliary join us for the session and added some valuable notes along the way.

(Continued to next page)
2016 National Rendezvous Revisited

(Continued from previous page)

John Scherzinger, with Chris Parts, brought some wonderful items to help us satisfy our shopping needs.

Dick Morland, a former Chief Commander, has attended every Rendezvous held by the club and this one was no exception.

On Saturday night, our dinner was hosted by the Mississippi River Museum and Aquarium which is part of the Port of Dubuque complex. What a phenomenal place. The Museum was closed so our club had the place to ourselves. The food was wonderful and the atmosphere was amazing. Lee Dahlen welcomed everyone and toasted our former Chief Commander Jim Thomas that passed away on that weekend.

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A couple of fun awards were given for the Farthest Traveled By Boat and the Farthest Traveled By Land.

**Farthest Traveled by Boat** – 105 miles against flood waters, Chris & Nancy Germain

**Farthest Traveled By Land** – Chet & Bev Osborn from Massachusetts

A very close runner-up for this award was the Spooner family who traveled from New York!!

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2016 National Rendezvous Revisited

I would like to thank the Committee that made this a very successful weekend.

**Terry & Faith Sorensen** - What you went through simply travelling up to Dubuque was above and beyond, let alone all the work to get the boat ready!! Thank you for co-hosting and photographing the event!!! Absolutely could not have done it without you.

**Char Pike** - Char handled all of the registration needs, including the online registration process and the registration table that weekend. You had that entire process running like a well oiled machine, thankfully!! You are so appreciated!!

**John & Sandy Even** – Our members on the ground. John and Sandy live in the area so they were able to receive shipments and assist with setup. Thank you!!

**Curious Comments from the weekend:**

“You can tell this is not a lake boat by all the stuff sitting around.”.. stated by folks that cruise the Great lakes

Question, how low should it take you to get home?

Answer: “From 8 to 12 hours, as it’s river time so you just never know” This is based upon the fact that the Mississippi River has locks, to control the river. If you, as a pleasure boater, hit one of these locks when a Tow boat is entering or while a tow boat is mid-lockage, you have to wait until they are done, which could be two hours!!

“I thought you said it was going to be really hot this weekend” ..... Welcome to the Midwest

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**1985 422 Commander**

“Barbara Ann”

Owned By: [Joe Signorelli](#), Louisiana, USA
The Heraldic Crest, or Coat Of Arms, of Chris-Craft has been in continuous use since its first appearance in 1930. Now one of the world’s most recognizable symbols, each element has a precise meaning rooted in heraldic antiquity.

The crest of the Coat of Arms shows the silhouette of the first Miss America, emblematic of World Championship and for the Chris Smith built boat that returned the Harmsworth Trophy to the American shores.

The Rising Sun, represents restoring a new power and majesty upon a blue sea and signifying “A new day upon the water”.

The Bendy Gules (red bands) is a mark of high honor, signifying safety and superiority among rivals. The red color represents strength, sincerity, peace and magnanimity.

The Lymphiad is an ancient galley, awarded to those who had performed outstanding feats upon the sea. It is colored black to indicate constancy and blue for truth.

The two Sable Marlets, or flying geese, represent strength, speed, and resourcefulness. The goose is among the most tireless fliers, and a bird that can do anything, since it

The Cri de Guerre, or rallying cry of the house, in this case Chris-Craft – universally known name in motor boating.

Taken together, the translation of the Chris-Craft Coat Of Arms would be:

I am the boat that brought a new day upon the water, and a new ideal of boating to millions of people. I am safe always for you and your family to use and enjoy, for I have proven myself superior to all rivals and all conditions times without number. My name has been blazoned upon motor boats which have won more competitive events than all others combined – I have speed, strength, and the ability to out-perform others, and to out-live them. I am designed in sincerity, built with honestly, endowed with constancy of performance at all times, sold to you with truth, and am worthy of your loyal regard throughout the many long years you will use me. I am Chris-Craft.
Bubba On My Boat Contest Results

We all know Bubba as that nameless, faceless mechanic of a previous owner who has done mystical “repairs.” We are soliciting self-nominations for the most ridiculous “fixes” people have found on their boat. Of course, the best part of these situations is often the stories of how they’re found and fixed (which is after all, one of the reasons for the Commander Club in the first place)!

With great pleasure and pride, the Executive Committee would like to announce that **Dave Bernard** of Buena, NJ is the winner of the Bubba on My Boat Contest and will receive a SuperDisc/Resource Collection 2.0 Combo USB flashdrive.

Congratulations to everyone who entered! We appreciate your participation in the Chris-Craft Commander Club and all submissions are shared below:

**David Bernard, Buena, NJ: (Winner)**
My daughter bought this boat for $1000. The boat sat for several years in someone’s back yard. It had one engine with 10 hours on it (supposedly) and a brand new engine that had never been installed but was mostly put together. We brought it home and started to work on it. I put the rest of the engine (350Q) together and bench started it only to find the oil sump filled with water. Investigation revealed the underside of the intake manifold was completely rusted out and the remnants lying in the vee of the block. Luckily I had a spare, installed it and all was well. Next came engine installation which wasn’t bad till we started to hook up the wiring. This “bubba” I think was the son of the owner. Wires were everywhere! It seems that anytime there was an electrical problem bubba just ran another wire and just abandoned the old. I retraced the original harness wires and hooked them up then removed countless “new” wires and things worked fine. In some instances they just cut wires, like the battery parallel and abandoned it. It’s still in the bilge but no wires going to it. They replaced the manual tachs with electric ones and left the cables laying in the bilge. The exhaust was a total nightmare! Hoses, adapters and such all over and elbows all rusted out. The potable water system was a mess, the tank was not even hooked up to it and the dock line just ran into the bilge. The plates that run between the stringers to support the rudders were completely rusted out and steering cable froze solid.
With some minor problems now and again the boat is running fine in her fourth season. (What boat doesn’t have minor problems) But to see how someone could bugger up a good system just floors me. Every system on the boat was rigged rather than being fixed. The boat was named the 69er, now named Coccamo, Ashle & Jared Cocca’s jewel in the rough. Fast and economical. She now resides with her big sister, a 1969 31’ CC commander sedan flybridge (Breezin’) on the Great Egg Harbor River in South Jersey.

**John Heenan, Statesville, NC:**
I have a 30 ft Connie 1963 but Bubba was on my boat too even though it not a Commander. I was not happy with the fuel lines on my boat from the tank to the engine. They looked to me that Bubba had modified for who knows for what reason the connections to the engine. I found out that the filter was not marine but automotive…not a good thing. So I decided to bring my guy Lee Dahlen on board to replace with Marine Racor Filters. And yes we found out in pulling out the old for the new installation that…
1. Non marine grade fuel hose
2. Clamps are a no no
3. Filter incorrect
4. Multiple connections

If anything would have ever happened with the fuel lines it may have voided my insurance. Fuel in bilge is the worst thing next to running over something that puts a hole in your bottom.

**Harry Young, Eagle River, AK:**
My 1985 Chris Craft 422 Commander “Kahrina”, at one time served as a dive boat operated out of Santa Barbara, CA. It was equipped with a 220 Volt diving compressor, for filling SCUBA tanks, hooked up to her Northern Lights 12.5 KW generator.

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Bubba On My Boat Contest Results

(Continued from previous page)

Harry Young, Eagle River, AK: (cont’d)

A previous owner removed the diving compressor and left the 220 Volt 6 gauge power cable on the floor of the bilge, with one wrap of electrical tape around the bare wire ends. It was controlled by a circuit breaker on the main AC panel, which luckily, was "off" before I discovered the issue. Not a great way to die.

Members also shared their Bubba stories on the forum.

Pam Sorensen, Colona, IL:
410 Commander
When I took my current boat on the sea trail, it would not go faster than 2500 rpms. When I asked the current owner why that was the case, he responded and I quote "These boats are not designed to go any faster than that." Now, I could see in this guy's eyes that he truly believed this nonsense. While my father and I choked back our laughter, it certainly gave us insight into what we might be in for. A few months later, we now own the boat and decide to dig into why the limit of 2500 RPMs. The carbs were removed and my technician found that JBWeld had been put into two of the jets on each carb, which limited performance. We then went shopping for new carbs..... Thanks Bubba

Mike Danford, Oshkosh, WI from a forum post:
I got into this Chris Craft thing as a partner of a 64 Connie. Bubba was the partner... To make a LONG story short...

Bubba set a drink on the bilge pump switch on Saturday. We were using the boat on Sunday, only to find it on the bottom in the boat house!

He gets her up and running. Boat is gonna be stored in that boat house, so I was told. Nay nay. Found the boat pulled from the water mid November, stored outdoors with harbor freight blue tarps just down the street! What?! Froze before she dried out...

Spring comes, see half the transom has been pulled along with a few boards below the waterline, above the chine. Start researching to see what the heck he's up to... Bail out of the partnership!

Fred Calvo, Catskill, NY from a forum post:
35’ SportsCruiser
I just finished fixing a "soft" in my floor which ended up as we all know more than just a floor. No doubt there had to be 6 different times someone had covered over, scabbed to or otherwise rigged up some form of a patch. Yup..........not a single picture.
Commander Corners Recap

As a member of the Chris-Craft Commander Club, you will now receive a monthly email providing interesting and valuable tidbits, on a variety of topics. Below are the topics from May through August

May 2016 Topic: Files V-Z, 1-999

Need information about adjusting your valves? Have you been looking for a wiring diagram? You might be able to find the information you need and more here:

Files V-Z, 1-999

July 2016 Topic: How To Add A Classified

We’ve received lots of questions lately regarding how to use the Classified Ads section. Below is a link to the page on which the details of creating an Ad are shared.

Quick Guide To Classified Ads

A more detailed guide to getting a nice layout, editing an existing ad, dealing with comments and removing (deleting) your ad, is available in this Help document.

August 2016 Topic: Dock Shop

Do you need a special gift for your Chris-Craft Commander enthusiast? Are you looking for attire that shows your Commander Pride? How about cool drinkware or an awesome clock??

Check out the Dock Shop!! We even offer Commander model-specific items!!!

Are there other items you would like to see offered on the Dock Shop?? Send Pam an email with your ideas to pr.commanderclub@gmail.com
Commander Corners Recap

As a member of the Chris-Craft Commander Club, you will now receive a monthly email providing interesting and valuable tidbits, on a variety of topics. Below are the topics from September and October.

September 2016 Topic: My Page

One of the phenomenal parts of Commanderclub.com is the ability to search for other members that share your location, your boat year and model, and many other categories. We’d like to ask that you go to My Page and update your profile information so that this Search feature is as effective as possible. You may click the Commander Club link below, then click My Page to update your profile.

Command Club

To perform a search of the Membership, click the link below:

Advanced Member Search

Thank you in advance for updating your profiles.

October 2016 Topic: Videos & Photo Contest

Did you know that many of our members have posted videos to the Commander Club site? There is some pretty interesting viewing out there. Check them out at:

Commander Club Videos

PHOTO CONTEST REMINDER: The Second Annual Commander Club Photo Contest ends October 23rd so submit your photos for consideration as soon as possible. To get all of the details, click below:

Photo Contest
Chowderhead was named by her previous owner who is in the clam distribution business - fine clams, too. Despite some negative connotations in the Midwest (Cocaine fiend) and New England (dolt, dimwit), she lives in New York and I love clam chowder. So with the previous owner’s permission, the name stayed.

Everyone who reads it cannot resist saying it out loud and kids love it. From what I can tell it also seems to put a smile on drawbridge operators too.

What’s In A Name...... Martouki

“Martouki” is the name of our 1969 41’ Chris Craft Roamer Sedan.

When the Coast Guard stops us and asks what the name means, I tell them it’s a zephyr that originates in Northern Africa in the Sahara desert blowing across the Mediterranean bringing good luck to all sailors. But we all know the real definition as being when you’ve had three martinis the next one you request comes out like this- “I’ll have another one of those Martouki’s.”
What’s In A Name......  Fucifino

Submitted By: Mike Pennington

My boat is not a Commander, but a Constellation. I love the name. When someone asks, how do you pronounce it, I just throw my hands in the air, then they laugh. I know you are supposed to name with a different name than most. I think I nailed it.

What’s In A Name......  L’eau Commotion

Submitted By: Todd Currie

We found our Sportsman in 2011, and waited while it was shipped from New England to Seattle in mid-winter. She arrived with a blank transom and no known name so, as a family, we brainstormed to find her a name. You can imagine the many ideas and directions we explored, if you’ve searched for a name for your own new boat! At one point I suggested we consider a name that involved French, as my daughters were all born in Brussels (yes, Brussels Sprouts!) and continue to speak French with their mother (as I also do). So, again, much exploration... When the word "l’eau" (water) came up our youngest immediately blurted "locomotion". We all instantly agreed and "L’eau Commotion" it is! (And, with those two rumbl’n 350’s -- commotion on the water is quite à propos!)

We later learned that our boat had carried the name "Raven Quill", at least while Red Lake, Ontario was her port of call.
The Dock Box...miscellaneous items of interest.

**Member Spotlight:** Psst -- Wanna be an author?? The club relies on content authored by members for our bi-annual publication, Styled In Fiberglass. It is these articles about their boats and boating experiences that make SIF the great publication it has been since the beginning.

Now, there's another avenue for members to contribute their literary talents. Member Spotlight, which is featured on our website homepage, consists of a short biography of an individual or family who has advanced the goals & purpose of the club. Selections in the past have been by EC members, but we are encouraging Member Spotlight submissions from our members. Know someone whom you think is cool and an interesting family? Something special or unique about their boat or interaction with the club? Or, just someone you think we should know better? Perhaps you have an interesting story that you’d like to share with the group. If so, you can self-nominate for Member Spotlight.

**WHAT:** What's involved and how lengthy is one of these articles? Articles should be between 200 - 800 words (longer is OK) and be something like a short biography of the member and his / her family, plus their current boat and past boating history. There should be some pictures, usually 4 or more. There are currently 18 examples of previous Member Spotlights in the Members drop down tab on our website main page. These show the range of word count and number of pictures used in the past.

**HOW:** If you are interested, please contact Member Spotlight Chair, Pam Sorensen, pr.commanderclub@gmail.com. She will be happy to assist with advice, guidelines, etc.

**YOUR REWARD:** Remuneration, you say? Don't all authors get compensated for their work? No, but here at the Commander Club, for your published Member Spotlight, you will receive your choice of any item in our Dock Shop, or the latest version of the SuperDisc, or the latest version of the Resource Collection, or a burgee..

**What’s In A Name:** We want to hear the story behind the name of your Commander. Send your stories on over and we'll share the stories in future Styled In Fiberglass publications. Please include photos with your stories to help tell the story or show the name on your boat. Send your stories to pr.commanderclub@gmail.com

**Dock Shop:** Check out the Dock Shop for Commander Club Shirts, Mugs, Duffle bags and more. There are also items available for specific models

**Boat U.S. Membership Renewal:** If you are renewing your BoatU.S. Membership, be sure to mention our Cooperating Group ID number GA85017B to get the specially reduced rate.

**Hagerty Marine Insurance:** 10% discount on insurance premiums to Commander Club members. See for yourself. Call 800-762-2628 or email marine@hagerty.com