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*On The Cover: Drakkar is a 1969 38' Express owned by Adrian & Gina King In England.*
Sailing Off Into The Sunset??

Well, figuratively, not literally. December 31st marks the end of my tenure as Chief Commander. The club’s bylaws wisely term limit both the Chief Commander and Treasurer to two terms, so friend & Treasurer Mike Schrage & myself are leaving our respective posts and the Executive Committee at year’s end. By the time this issue of SIF is published, the Executive Committee’s nominees for Chief Commander, Treasurer, and any other EC positions that may be vacant will have been published on our Forum. The formal election will take place in December.

As a reminder, EC nominations are not the only ones allowed. Our bylaws allow for two additional “floor nominations” for any EC position.

http://commanderclub.com/page/bylaws

If you would be interested in serving on any EC position, we would like to hear from you. Speaking from a strictly personal standpoint, serving as your elected Chief the last four years has been a pleasure, not a duty or something ‘I had to do’. Interacting with my compatriots on the EC, as we manage the club’s business aspects, is an enjoyable ‘piece of cake’. The only thing I don’t like about the position is writing these articles for SIF twice a year. I’m a wrench twister, not an author or journalist. Of course, I’ve said this before as I progressed through bridge positions in USPS, both on the squadron & district level, so obviously I must enjoy serving in these positions and authoring these articles isn’t really that bad.

The things that are great about serving on the EC in addition to the life long friendships you forge with other dedicated members is the feedback when “you done good”! As a group, two of the major “you done good” things of the last four years is our migration from archaic Yahoo Groups to our current all inclusive website, which frankly is the envy of some other boating forums. Thanks to the foresight of Webmaster Alarik von Hofsten, our new website is a collaborative effort. This is the major reason for its magnitude & voluminous content on all things Commander.

Another EC “you done good” was our last national rendezvous in Huron, OH in 2014. Not only did we celebrate the 50th anniversary of the Commander series of boats, we celebrated the 15th anniversary of the Commander Club. In addition, the EC subsidized 50% of the cost of this event, making it not only the largest Rendezvous we had ever had, but the most economical for the member attendees.

BTW, although my term as Chief is coming to an end, my club involvement is not. I will continue to post technical stuff on the forum when appropriate, and I will continue as Char’s ‘lovely assistant’ in the creation and publishing of future SuperDiscs. Thanks for allowing me the privilege of being Chief the last 4 years!

Dick Morland
Soon to be Past Chief Commander
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
Dick Morland
Elgin, IL

ARCHIVIST
Charlene Pike
Royal Oak, MI

WEB MASTER
Alarik Von Hofsten
Varmdo, Sweden

PUBLIC RELATIONS
Pam Sorensen
Colona, IL

MEMBERSHIP CHAIR
Marcia Elkins
Huntsville, AL

TREASURER
Mike Schrage
Gross Pointe Park, MI

A Word From the Editor

As many of us transition to our winter seasons, our beloved Commanders take their places “On The Hard”. Water systems are drained, engines are winterized, and tarps are pulled into place to protect our boats from Mother Nature’s wintry wrath. The Commander Club’s Executive Committee will be going through it’s own transition as 3 new members will be elected to the committee for 2016. Dick Morland (Chief Commander), Mike Schrage (Treasurer) and Marcia Elkins (Membership Chair) have given 120% and served the club with great distinction.

When I became the PR Chairperson, I was as green as could be. Everyone provided amazing guidance and made my transition pretty darn smooth. While I will very much miss working with Dick, Mike and Marica, I look forward to working with the new members as we work to encourage further Club growth, continue to build the club’s library and resources, and work to bring the membership interaction to higher levels.

In this issue of Styled In Fiberglass, we follow along with Larry Musgrave’s quest to become a Live Aboard boater, Mike Hagler tells us how he installed a Fuel Flow monitor, Tommy Greulich shares how he replaced his obsolete water pump on his generator. We also revisit the Clinton River rendezvous, learn about the 2015 Leadership Award and Awards of Distinction recipients, and, a newsletter favorite, learn how several more members named their Commanders. I hope you enjoy this issue and I want to thank everyone for their contributions to this issue. Without you, there would be no newsletter. A thank you to Char Pike for lending her second set of eyes through the editing process.

Pam Sorensen
Editor & Public Relations
Pr.commanderclub@gmail.com
Fun Facts as of the end of September 2015:

- 301 Chris Craft Commander Club burgees are proudly displayed around the globe.
- Two successful Regional Rendezvous were held.
- 46 Superdisc 10.0 have been sold. 13 Resource Collection Vol. 1 have been sold. Superdisc 11.0 is being planned for sale by March 2015. If you already have a superdisc you can get the upgrade for only $25.
- 4118 posts on the discussion forum (228 more than last year) of which 966 have been archived with 331 attachments.
- 219 photo albums
- 5020 photos
- 83 videos
- 97 boats for sale ads, 25 boats sold since January, some ads had over 5,000 views
- 47 accessories ads
- June, July and August 2015 had the some of the highest number of posts since the club started 16 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.

Wonder how to do use a website feature?
Use the Help Section to find out how to post photos, create photo albums, keep track of forum posts, set e-mail notifications, use smartphones and tablets.

http://commanderclub.com/page/help

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 oversized 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. You can also buy reprints of earlier editions with new, up-to-date, monthly schemes.

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
**From The Crew**

**A Word From The Membership Chair**

**Members By Boat Year**

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**Members By Boat Length**

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**Members By State**

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From The Crew

Members By State

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Members By Country

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Marcia Elkins
Membership
membership.commanderclub@gmail.com
As the boating season is coming to an end here in Michigan, so too is my tenure as Treasurer of the Chris-Craft Commander Club. When the latest bylaws were revised, we included term limits for both the Chief Commander and the Treasurer. At the end of 2015 I will reach the limit having served two, two-year terms and we will be electing a new Treasurer.

It’s bittersweet – on the one hand it was pure genius to include term-limits; I’m now done! On the other hand, I will miss being part of the Executive Committee and working with great people who continue to push the Club forward. As a former EC member and now former Commander owner, I will become more of a lurker online and stay in touch with many of the great friends I’ve met through the Club.

I first stumbled upon the Commander Club back in 2003 after I had purchased Hooz-A-Bum back in the fall of 2002. It didn’t take me long to meet other local Commander owners who started to connect through our old Yahoo Groups discussion forum. It was fun to participate in the Club as an “innocent bystander” through the early years of its formation. I was definitely the recipient of much useful information that helped me keep the boat going.

After getting to know many great people and attending several fun events over the years, Dick Morland asked me to consider becoming the Treasurer. I was more than happy to help out. The Club had provided me with so much, it was my pleasure to give some of my time to the cause.

As Treasurer, I can tell you that the Club remains self-supporting largely because of the time Dick Morland and Char Pike put in. We’re able to partially monetize the time they donate to the Club through the sale of the Super-Disc and the Resource disk, but the sum total of the time they commit to the Club is priceless! They have both given and continue to give much more than anyone should be expected to give.

The other EC members I’ve had the pleasure of working with are some of the best volunteers you could hope for – they actually do what they say they’re going to do. And, they do it unbelievably well! Marcia Elkins keeps up with our ever-expanding membership. When we migrated to the new website platform we were hoping to register about 400 members from the old site – we figured many of the Yahoo Groups registrations were stale. None of us predicted we’d have over 2,300 registered members on the new site. Pam Sorensen has done a great job handling our public relations. Whitney Pillsbury set a very high bar for the Styled in Fiberglass publication, and Pam has been able to maintain that level of quality and come up with new content on a regular basis. And, she’s one of the most positive and cheerful people you’d ever want to work with. Alarik von Hofsten has served as our Webmaster for nearly ten years, and he’s done it from Sweden! During that time he lead our migration from Yahoo Groups to the platform we use today which has significantly enhanced our ability to interact with each other. In addition to that, he’s also championed other efforts such as the annual Club calendar and more.
From The Crew

recently the anniversary photo book. We certainly have been fortunate to find great people to help lead our Club, and it’s been fun to work with all of them! If you ever wondered if you should get involved in the Club, don’t hesitate, just do it!

Since this is supposed to be the Treasurer’s report, I better let you know that we have approximately $12k of cash in the bank. A full year’s financial report will be published shortly after the end of the year.

Mike Schrage
Treasurer
treasurer

A Word From The Treasurer

1967 38' Express
“Ocean Star”
Owned By: Rey Pascual
Georgia USA
When describing the value provided by the Commander Club we usually do it in terms of how much useful content we provide online or on the SuperDiscs ...Or all the questions that find answers though our forum ...Or the sheer mass of members and the camaraderie we manage to encourage.

But there are other interesting ways to describe the value, for example how much is all this content used? Did you know that the average visit to our site lasts over five minutes? 15% of the visits are actually last longer than 10 minutes. On the internet that is a loooong time. In total the site sports thousands of pages, posts and photos. The 400 most popular are visited at least once every day. There is obviously a lot of useful or entertaining information to dig into!

So how often do our members and other visitors use the site? It varies a lot and we see the same pattern that many other hobby sites are experiencing. We have many occasional visitors. 40% of the visits during a month are made by an occasional visitor coming to the site just once a month. On the other hand 60% of all visits are made by someone who made two visits or more per month. And those visitors that return more than once a month typically return several times per week.

Finally, we have the Member Content Contribution Index (MCCI). It indicates how active our members are, active as opposed to just browsing the content. It is an important metric since it is after all our members who provide much of the content on the site. Without that contribution we would not have much of a site. In an average month 5% of all visits result in a member contribution to our site; they post photos, comment on discussion posts, place an ad in Classifieds or upload a video. That is 600 new contributions every month. No wonder many members claim that the site is a treasure trove!

Alarik von Hofsten
Webmaster
Webmaster.commanderclub@gmail.com
Henry David Thoreau once said “we must live in the present, Launch ourselves on every wave, and find our eternity in each moment”. It was time for a change in my life. I had always wanted to travel and go to new places and experience the areas, people, and food. I figured that owning a boat would be a great way to accomplish this. My wife and I enjoy seeing lighthouses. We both love to eat fresh seafood. We love the sound of the water as we sleep and what better way to have all this than living on a boat. We loved going on cruises but did not like the price tag. It was always frustrating to be in a port and have to leave before you were ready. There was always more we wanted to see and learn. So a boat, I thought, would be a great way to experience these things, at our own pace and in the comfort of our “home”.

When I was younger I lived for making money and buying toys. While on vacation, with my wife and three children, I was shot in the leg with a 44 magnum hollow point. This would be an event that slowly changed my life paradigms. I spent time in and out of hospitals for over a year and wondered if I was going to lose my right leg. The thought of possibly dying and my family not having my support also weighed heavily on my mind. My priorities changed from things, to people. I wanted to spend more time with the ones I loved and enjoy their company. I wanted to shift from being entertained by things and to being entertained by my loved ones.

I loved the idea of the family visiting us on the trips we would make and making new memories to share. The joy the grandkids would feel playing in and on the water. I could see us fishing, floating, and just having fun together without the malls and amusement parks. The more I thought about it, the hotter the fire burned inside me to do this. My wife wanted another house in which to retire. Her dreams included the holidays, surrounded by our grandchildren, in our retirement home. It seemed as though I was at an impasse. I have learned, as a business owner, that there are often mountains to climb and rivers to cross to reach your goals. I did not want to be one of those who never took the first step and then spends their lives complaining about what could have been. It was time to start looking for a boat.

I did not have to do this tomorrow but if I could do this in the next 8 years that would be fine. I am not rich and I certainly could not afford a mega yacht, but I knew I could find something if I set my mind to it. I was in no big hurry so off I went.

I had owned smaller boats but nothing I would want to live on. I wanted more freedom to go where I wanted, when I wanted and not have to spend a fortune to do it. I started looking for boats on the Internet. Every morning and evening I would look at the same listings over and over again. There were thousands of them. I read everything I could about life on the water. I have watched everything on YouTube I could find. Some information was helpful while others not so much. I finally settled in on the fact that an old sailboat would be all I could afford.

In the meantime, I read articles on how your spouse had to be willing to make the transition or it would never work. I spoke all the time to my wife about what I envisioned to be our future life. I would start out by saying honey listen to what I read or what I saw today; that would be followed by her saying “is this about the boat”? It got so bad that she would say I do not want to hear about the boat! I tried to ease her in but she would

(Continued to next page)
not budge. All I would get from her is “what about sharks, pirates, storms, or drowning”? Clearly, fear of the unknown was as real for her as the grass in the front yard. To make things worse, we were in Florida looking for a marina to dock the boat. The lady showing us around pointed to a little bay, right outside the sea wall, and informed us that some boats in that area had been robbed. I thought to myself “Man, this lady is killing me!”. My wife returned to the car saying no way am I going to be on a boat where people could come aboard, while we are sleeping, and hurt us. It was certainly a backwards moment in the plan. I had to address these fears head on.

I wanted my wife to see that boaters are not only safer, but are generally very mindful of their neighbors. They are usually very courteous, and willing to lend a hand without being asked to do so. The live aboard lifestyle is very community minded. Some live aboard sailors like the solitude while others like the social gatherings but almost all respect the fact that you have chosen to live as they have.

What’s interesting is that I have found that life on water is far safer than life on the hard. Life is full of accidents and injuries, but poor planning and a lack of attention for the details usually cause them. Most boaters understand this fact and make it a point to stay alert of their surroundings and the conditions that might affect their plans. They have learned that unexpected circumstances or situations can make changing your plans a wise choice. They plan in advance for various situations that may or may not happen. Generally, this makes for a safer environment.

As I continued to help my wife see the virtues of the live aboard lifestyle and after a three year daily search, I had finally formed my wish list. The list contained just a few makes and models, when I came across a motor yacht with a price that had been reduced over the last year. It was in my boat wish list, but just to dream about, as I could not afford such a boat. The owner once again dropped the price and I decided what the heck. I called my broker and instructed her to make an offer at half the asking price thinking we would meet in the middle. The owner countered with a price just $1000.00 more than my offer! I quickly agreed to the price with the stipulation of a favorable sea trial and inspection. Two months later, I owned a 1977 410 Chris-Craft Commander.

So, now I am 45 years old. I have five years to go, or maybe not.

The “410” meant that she was 41 feet long. She has twin 454 gas engines, a galley with a stove and oven, a two-sided sink and refrigerator, a main salon, two staterooms, each with a full head with walk-in shower. She could comfortably sleep 8 people, has a generator, and three AC units. Her main deck offered a seating area for evening enjoyment and a nice fly bridge for great views while cruising down the river. The only

(Continued to next page)
real draw back for me was the fuel capacity. It is currently only 350 gallons, which means I cannot travel more than about 400 miles, if I am lucky, before having to refuel.

My wife (not yet sharing my dream) was not impressed. My children thought I had lost all my common sense. They could not envision my wife living on a boat. My wife had never spent any real time on a boat or on the water so I understood her fear. It was not fear of the boat but of the unknown. Knowing my wife and how she conquers anything she puts her mind to, I knew she could do it. I would teach her what she needed to know so she would feel safe and at peace with the direction I wanted to take us.

The transition to live aboard would be much easier with this boat verses the sailboat I originally thought was my only option. It was like a floating apartment. I had the boat pulled out to have it inspected after the sea trials, and found it to be in great shape. The boat was way over built by today's standards and other than paint was in fine condition. The inside was in need of some attention but I now owned a boat and I could start laying out the plan to shift towards living full time on board a boat.

It was now time to get the boat in the shape I wanted, and to learn everything I could about how she was built. I wanted to feel safe in the knowledge that I understood how she ran and what it takes to keep her running for years to come. I found a website called the Mariner's Museum that could tell me more about my boat so I called and ordered the material.

For the first winter I kept her on the hard and began going through her systems to see what would need replacing or to be updated before I moved her 500 miles upriver to her new home.

I replaced the batteries, and updated the interior lighting with LED lights. I had the props pulled and reconditioned. I threw out tons of junk from the boat. I cleaned and scrubbed every inch of the boat inside and out. I replaced all the bilge pumps, and had the holding tanks inspected. I changed the fluids in the engines and made sure the boat was ready for her voyage.

I learned a lot that winter about my boat, about boat yards, and about the scope of my dreams. My boat is a really well built boat and while it is not the exact type of boat I wanted it was really a great compromise. Her hull was in very good shape; her interior while dated was also live aboard ready from day one. Some of the electronics needed attention and there was that faint hint of gas fumes we could smell when the boat was sealed up. (More on that later.)

The Boat yard I was in that winter was horrible! The people, while nice and accommodating, were less than great on their work skills. The following year I had to redo every job I paid them to do. This was a great lesson in boat ownership. I was dumb and uninformed about the need to be very familiar with every aspect of your boat to ensure proper upkeep and repair work. Unlike a car or house, it is not as simple to call for a repairman to do the job for you. If you do find one the chances of him or her doing the job correctly and as well as you would do it yourself is even more difficult.

I learned very quickly that if I were going to get my boat to where I wanted her to be I would have to do the job myself. This should not have been so hard but I work long hours seven days a week and the closest marina I could find for my boat was over three hours away, Again just another mountain to climb or in this case a few rivers to cross. November of that year I decided to move my boat closer so that I could begin the refit myself. Knowing that my port engine was in need of replacement, I was a little concerned about the voyage.

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I spent three weeks studying charts and calculating speeds and fuel consumption. I made plans as to where I would refuel and spend the nights. I left detailed plans of my itinerary with family and friends. On the morning of the first day of the trip, I was excited and scared to be manning my new vessel. I had never locked through any locks and was about to go through seven of them on this trip.

**Side bar:** Dams are built to control river flow. Locks are built within the dams so that boat traffic can get from one side of the dam to the other. After contacting the lock operator on the ships radio you proceed into the lock. Once inside the lock chamber, you tie off to the bollards that are in the walls of the lock, and the lock doors close. The water lowers or raises (depending upon the direction you are heading), and once at the desired level, the gates on the other end of the lock are opened and you exit.

After watching several YouTube videos of the lock-thru process and seeing some of the disasters sailors had experienced, I was a little nervous. As with almost anything, the anticipation was much worse than the actual experience and it was very straightforward and not very hard at all.

We traveled all day at about 7 knots and had a wonderful time. I might want to mention that on this first trip I left my wife at home. I figured if I had any problems, and I knew the chances were high I would, it would be best if she did not experience it on her first time out. The boat had not been used in over 3 years so she needed to get back into shape and this trip would allow her to do just that. I invited a friend to make the trip and I had stored enough food for 4-6 months in case we got stranded. We brought along 40 gallons of bottled water along with the 80 gallons in the water system holding tank. If nothing else we would eat like kings.

On the second day of the trip we had another beautiful day with clear skies but very windy. My boat sets about 31 feet above the water line so it acts like a giant sail in high winds. Most of the height comes from the fly bridge and canvas enclosure and while, in high winds the fly bridge makes things more difficult, it is great. There I was sitting on the fly bridge of my very own boat traveling down the Tennessee River just relaxing and eating food we had made to snack on while we looked at the beautiful surroundings.

Since I spent so much time studying my charts, we could determine if we were staying on schedule or not. I made each marina land fall no later than 4:00 p.m. so that we would have plenty of time to set up before it got dark. Once we were set up at the dock we would shower and cook dinner in the galley. After
dinner we would relax, play a board game, watch a movie, and call it a day. The gentle swaying of the boat at night makes for a great sleep. Imagine rocking a baby to sleep and you get the idea.

Since we were traveling in the late fall a lot of the seasonal marinas were either closed or very low on supplies which could be a problem had we not called ahead to make sure they could accommodate our vessel. Day three was just as pleasant as the other two and as we got close that day’s marina, I was feeling pretty satisfied with the boat. She was preforming very well after not being in service for so long. We were 45 minutes out from our marina when all of a sudden the starboard engine stalled. Unable to get her restarted we continued on with just the port engine.

We made half the trip before the port engine decided she was through. She stalled and when I tried to restart the port engine, the starter solenoid stuck causing my starter to stay engaged. This in turn caused my starter cables to overheat causing; yes you guessed it, a fire! Ten miles earlier I had filled both tanks and here I was getting ready to watch them blow me the moon. I had visions of the space ship Challenger as she ignited in midair, the flying debris slowly drifting back to the water. The stories my wife and children would hear about their dear ole dad and his mishap adventure.

Being mentally prepared for this, I instructed my buddy to stand at the front of the boat, put his life jacket on and be ready to abandon ship. I gave him the hand held radio and told him to call for assistance. I went below to engage the fire. With extinguisher in hand I cracked the engine room door just enough to allow a ½ inch hose to be inserted and preceded to fill the space with the contents of my extinguisher. With the fire out and nerves shaken, a disaster had been averted. Since I had planned for every situation, I was able contact Boat US and have them tow me less than ½ mile to a local dock.

Anyone who owns a boat in the U.S. should be a member of Boat US, as it is the best money a boat owner will ever spend. Period! Luckily I found a rare thing on the way to my new home. What I found was a man in his seventies that was highly regarded to be one of the best mechanics in the area! It just so happened that my boat engines stopped within a ½ mile of his dock! It was like she knew! That turned out to be a great thing. Not only did he do outstanding work on replacing my port engine, he did it for an unbelievably low cost. He also inspected my AC electric panel and I had him replace all the breakers that had become weak and unreliable. He also did a tune up on my generator. What a fantastic man Lee Spry was to a newbie to the yachting life.

In January, My wife joined me for the last 4 days of my journey. The first day, as we arrived at Grand Harbor Marina, She was so tensed up about the trip she could barely climb the boarding ladder onto the deck. I was really concerned she was not going to have a good time and all this would be for naught After stowing our gear, I informed her that the marina offered a courtesy vehicle to go into town. We got the keys and headed in for dinner. We ate at a local place that served pizza and bar-b-cue. I
thought a glass of wine might help my wife relax and it did. She started to unwind and relax. As we returned to the boat she was a little more loose but still tense. We awoke to dense fog that did not burn off until almost 9:30 am so we would be a little behind schedule. We made the best of it by fixing a really nice breakfast and ate at the salon bar.

We cleaned up and made some chicken salad along with cheese and cracker snacks for later. It was time to leave.

I was concerned that going through the lock would do us both in. I had made six locks to this point and this was the last one before our new home marina. It would be my wife’s first lock, and remembering my first one I could only imagine how she would feel. I chose not to tell my wife about it until the morning of. My thinking on this was that she would not sleep well worried about the lock. The morning of our first day I gave her a detailed lesson on what she would have to do at the lock and we practiced it several times. When we arrived at the lock, she performed like a pro.

With the lock behind us, and my wife’s nerves settled, I received the scolding I deserved for not letting her know about the lock. As we pulled out of sight of the lock we laughed and had a great time.

Three hours later as we were approaching a bridge my starboard engine stalled out and the temp alarm sounded. With just my port engine, I navigated under the bridge and located the nearest marina on my charts. I called the marina and let them I know was coming and would need assistance at the dock due to the loss of an engine. I had tried to avoid this marina in my trip planning because of its size and difficult approach along with a very shallow channel but we made it there just fine. Although by river we had traveled for nearly 5 hours we were only 1 hour by car from our starting point. I called and let them know I had a problem and would see them in the morning first thing to get a part for the boat. I had found the impeller on my water pump was in several pieces and in need of replacing. The previous owner had two spare impellers on the boat but I have no idea what pump they were for, as they surely did not fit my pumps. Another new lesson learned. Always test the spare parts before you leave the dock.

The marina we stayed at that night was great! The people were friendly and it was like everyone knew each other and would stop everything just to lend a hand. This along with a peaceful dinner under the stars left a great impression on my wife.

The next day we replaced the part and we were off. Because I had promised myself to take my time and maintain about 5 knots speed, this meant the next leg of our trip would be short.
I had decided to make 4:00pm the latest I would make it to the marina at which we would stay. This meant that we were too far away to make it to my first choice and had to settle for a marina just 45 miles away. We arrived and docked with no problems and proceeded to go to the dock store to grab a bite to eat. The people once again were very nice and helpful. The food was great. The view spectacular! As we were heading back to the boat we noticed the owner’s dog, that had been playing at our feet while we ate our food on the deck, was lying down and appeared to be injured. We let the owner know that something was wrong and she fell apart. This dog was family to her and had apparently been hit by a car. My wife, the great person she is, jumped into action and offered to help her get the dog to the vet. The nearest one was 45 minutes away. It was close to 10:30 pm when my wife returned but we had made a new friend and the dog would be ok!

My wife was finally getting a chance to see the real boating life with all its ups and downs. No matter what was happening we just dealt with it and moved on. At the end of the day we were on a boat floating down the river having a great time together.

On the third day we stopped at a state park marina and ate dinner. We were returning to the boat when we heard a siren wailing close to our boat. We were docked directly across from the Coast Guard station. The siren was to indicate a tornado had been spotted.

This was new! The sky got dark, it began to hail the size of marbles and the wind picked up. Inside our boat it was peace and calm. Apart from the patter of hail hitting the deck and the lighting strikes in the skies, you would have never known we were in a storm. When the sun came up, we inspected the boat and found no real damage. We ate breakfast and got ready to leave for our new home. Later that day we arrived at our new home marina, Green Turtle Bay Resort. My wife was excited and sad at the same time. I chose this marina because it offered much more than just a slip. Our pier is made up of over 50 slips. Most the yachts have lived there for over ten years. Most are full time live aboard. The marina has a yacht club, which we joined. It also offers tennis courts, indoor/outdoor pools, a Spa and fitness center, a café’ and chandlery shop. It has a full working boat yard for repairs and many more features that make it the perfect get away for the wife as she transitions into this new life style.

The trip was a great time of renewal and it got my wife thinking of new possibilities. While still unsure of what the future holds, she is now at least open to the thought.

On to the next chapter, in my quest to become Live Aboard. Now that I am at my new marina, I am excited to start refitting my new home. This is where the fun begins. And, I do mean fun. I am falling in love with my boat the more I become familiar with her. I found the Chris-Craft Commander club which has been a huge help!!! There is always someone else that has experienced whatever issue I am current tackling. My first large job is to address two small leaks in the aft cabin. They would only leak in hard down pours and I knew if living on a boat was going to include my wife these would have to be fixed.
In the next installment, I will share the challenges faced while repairing the leaks in the aft cabin.

(Continued from previous page)
How-To: Installing A Fuel Monitor System

Written By: Mike Hagler

This Spring, as part of a complete fuel system replacement and electronics upgrade, I installed a pair of Garmin GFS 10 fuel flow sensors to both provide fuel flow information as well as tank level information. While I did this as part of a major fuel system change these monitors can easily be installed in just about any gasoline fuel system.

I feel that having accurate fuel flow information is vital for any extended cruising. It also allows me to find that "sweet spot" where I get the best economy thus saving fuel. As a bonus, I've found it to be a valuable diagnostic tool. From timing problems to sticking carburetor floats.

These sensors will require a NMEA 2000 network as well as, a compatible Garmin Chart Plotter. I chose the Garmin 741xs due to it's many functions, large touch screen, and radar functions. The NMEA 2000 system is very easy to install. It requires a "backbone" to start. This supplies power to the network, it simply requires 12V supply. From there you simply plug the cable into the chart plotter and additional systems plug into the backbone. I mounted the main network backbone under the helm with the rest of the boat’s electrical system.

To The Chart Plotter:

The fuel flow sensors themselves require a 12v power source as well as a connection to the fuel level sending unit, if you choose to use the level function. This can be used in addition to existing fuel gauges or as I've done, stand alone so my fuel gauges are displayed electronically on my chart plotter. Again, I provided the electrical connections under the helm. I have them crimped currently, although I'd really recommend soldering as the 22ga wires are very small and difficult to crimp. I'll be redoing it this winter as a compete rewiring under the helm. I routed the cables along the underside of the deck back to where I Installed the sensors on a fuel panel I made between my fuel tanks. I decided to run a single NMEA 2000 cable back to where the sensors are and make a sub backbone there, thus eliminating an extra cable.
How-To: Installing A Fuel Monitor System

Written By: Mike Hagler

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The sensors plumbing are 3/8ths inch barbs which you simply hook up via A1 Fuel hose and clamps. To plum into my copper lines, I simply put a small bead at the ends of the copper lines by using a double flare tool, but not completing the flare. This prevents the fuel hose from slipping off the end of the copper line, and is one of the approved ways to comply with Coast Guard requirements. The instructions say to use their fuel filter before the sensors, I chose to install the sensors after the water separators/filters and not use their filter.

I've found the flow sensors to be highly accurate. Although I will see fluctuations at low power settings, I've determined this to be from a combination of the anti-siphon valve and carburetor floats opening and closing. Above 1,500rpm though they are pretty steady. I use the fuel remaining function to determine my fuel level most of the time as I've found it to be much more accurate than the level function. So far I've found the level function to be finicky and unreliable. I don't know if this is due to my level senders, my calibration points, wire connections, or just the sensors themselves. All in all though I find this to be a very good system to add to any boat.

1967 38’ Commander
“La Maline”
Owned By: Nicolas VASSEUR,
St Maur des Fossés , France
Onan Generator Raw Water Pump Replacement

Written By: Tommy Greulich

Background Information

I have a 1974 Commander 41 with the original Onan MCCK 6.5KW generator. This unit is now obsolete making parts hard to find. The impeller is still available but has gone from $45 for the first one I bought four years ago up to $70 just two years later. I was getting ready for a long ride during the winter with company of course and needed the generator to run the reverse AC units to heat the cabin. The generator was not pumping water out of the exhaust pipe so I knew the impeller needed to be replaced. I bought an impeller for $70, installed it and it worked. About a month later the pump stopped pumping water again. I did not want to spend another $70 because the impeller looked fine and very few hours on it. I removed the water pump from the generator and did some bench testing using a drill motor and a bucket of water. The pump would work once water was in the housing but the suction was extremely weak to prime the pump. This pump should not need priming so I determined something was wrong with the pump housing. I priced a new raw pump and it was about $1,000, so I had to figure out some other option.

Raw Water Pump Mounting

I had to design a mounting bracket to retro-fit the new pump. The pump bolts to the bottom side of the exhaust manifold. I also needed two 3/4” spacers to make everything work. See picture.

Raw Water Pump Selection

I located a Jabsco (Model 2620) unit that looked like it would fit in the same location as the old raw water pump. See drawing below.
Onan Generator Raw Water Pump Replacement

Written By: Tommy Greulich

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Here is a dimension drawing of the mounting plate in case someone wants to make one. I added several tapped holes to give me a lot of adjustment.

Generator Test Run

Once I mounted the new pump and started the generator I knew something was not right. The sound of the exhaust was muted by the large amounts of water coming out. I was using the original 3.375" diameter pulley which was spinning the pump too fast. I looked up the gallons per minute required for the 6.5KW Onan and it requires 3.5-4.0 GPM.

I changed the size of the pulley from a 3.375" to 6.1" diameter. See example pulley below from McMaster Carr. I had a machine shop add the keyway.

This gets the speed of the pump down to about 1100 RPM's which gave the correct water flow for cooling. See below for water flow at 1160 RPM's.

I tested the generator and monitored the temperature under a heavy load. The coolant temperature stayed at around 150 degree F with a heavy load.

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Onan Generator Raw Water Pump Replacement

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Conclusion

The replacement impellers are now only $28 and should last a long time with the slower speed it now runs. I have not had to replace the impeller yet after two and half years. I do not know the hours on the impeller because my hour meter does not work. I did have to remove the front safety cover because of the larger pulley. I thought about modifying it to make it fit but I never did. I don't spend time in the engine room with the generator running. The side brackets that mount the front cover are still on the generator because they are mounted with the cylinder head bolts. I did not want to remove the cylinder head bolts just to move a bracket that I was not using.

Parts List

<table>
<thead>
<tr>
<th>Description</th>
<th>Approximate Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jabsco Raw Water Pump 2620</td>
<td>$200.00</td>
</tr>
<tr>
<td>Pulley 5.95&quot; O.D. McMaster 6204K32</td>
<td>$31.00</td>
</tr>
<tr>
<td>Mounting Plate</td>
<td>$ Varies</td>
</tr>
<tr>
<td>Spacers 3/4&quot; Thick, .257 I.D.</td>
<td>$5.00</td>
</tr>
<tr>
<td>Hose Fittings, Hardware, Hose Clamps etc.</td>
<td>$10.00</td>
</tr>
</tbody>
</table>

As you can see, I came in well under the $1000.00 for the Onan raw water pump and will save money with each impeller change in the future.

1980 45' Tournament Fisherman

"Marypuchy V"

Owned By: Jose Luis Costa,
Caracas, Venezuela
Thank you all who attended the 2015 Chris-Craft Commander Club’s regional rendezvous at the Clinton River Boat Club aka “Club Island”. We had a successful outing with 24 boats ranging from 19ft to 50ft.

The wide variety of models and vintages showcased Chris Craft’s famous designs and engineering from an era where they dominated the yachting market.

It was inspiring to see the passions of the captain and crews for restoring and maintaining their vessel's part of maritime history. Although we were on an island, only accessible via boat, we were able to shuttle the caterer, band, and provisions to set up the club house for a memorable evening. For anyone that was unable to attend and would like to see Club Island, I offer an open invitation to contact me and visit the club as my guest. It’s truly a special place and we have a number of members who own Chris Crafts and who love talking about their experiences of being vintage yacht stewards.

And...for anyone who has not yet attended a rendezvous, it is highly recommended as an unparalleled source and venue for information sharing and simply enjoying the company of like minded vintage boat enthusiasts. Thank you all again and enjoy the rest of the season.
Maureen Avery, long time member and friend to many Commander Club members passed away in her home in Del Ray Beach, Florida on Oct. 16th, 2015. As many long time members are aware, Maureen was the "better half" to Chris Craft designer Dick Avery. The Averys joined the club shortly after its inception.

They began to attend club rendezvous' where they made many long time friends. Many is the member who remembers Maureen's radiant smile, which was on prominent display as the Avery's attended seven club rendezvous'. Their first rendezvous was in Portsmouth in 2002, followed by South Haven, Bradenton, Michigan City, Dubuque, Algonac, and finally Del Ray Beach in 2008. Health issues curtailed their long distance travel, but through Maureen's prowess on the computer they remained interested in subsequent club activities in following years.

Maureen's slightly edited obituary below fills in much on her early years, but there are some precious tidbits not there. As husband Dick followed his career of designing our Commanders, Chris Craft utilized Maureen in some of the Commander brochures and advertising. For the 55 Commander, Maureen is shown on the port gunnel wearing a black & white dress. Rumor has it she had some drapes at their home she did not particularly care for, so she made a dress out of them, which is the dress she is wearing in that brochure picture.

Then, when Dick finished the design of the 580 Tournament Fisherman and it was built, Chris Craft once again had Maureen pose for the brochure picture. This time the boat is on full plane and Maureen is in the aft deck fighting chair with Dick standing (hanging on for dear life?) beside her. Another interesting picture of Maureen shows her on a small plywood hydroplane called "Go Boat" Dick designed and built at their home in Dearborn, Michigan before they moved to Florida late in Dick's career.

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Following is a slightly edited obituary on Maureen:

“Maureen Elizabeth Sheila Ryan Avery, beloved wife, mother, mother-in-law, sister and grandmother passed away peacefully in her home in the early evening of October 16, 2015, after a long period of physical challenges. She is survived by her husband of nearly sixty years, Richard D. Avery, son Scott R. Avery, daughter-in-law Rosemary Avery, grandchildren Julia and Grace Avery, and sisters Patricia Hallagan and Mary Maxine (Bobbie) Haise.

Maureen was born March 23, 1937 in Chicago, Illinois. Her early talents for singing and theatre blossomed during her subsequent school years in Mankato, Minnesota and Louisville, Kentucky. It was at one of her performances for the USO where she met Richard Avery, and they married the following year (December 31, 1955). Richard’s career as an industrial designer took them to Detroit, Michigan (where son Scott was born July 26, 1960) and southern Florida, where she spent the rest of her life, excepting a few detours to Austin, Texas and Florence, South Carolina.

She had a sporadic career in real estate, and was a member of many civic and social organizations, as well as St. Mark’s Episcopal of Oak-Park, First Presbyterian Church of Lighthouse Point, and, lastly, First United Methodist Church of Boca Raton. She will be remembered for her deep abiding Christian faith, her intellect, her gift of giving great counsel, and her radiant smile. She lives in our hearts forever. Her memorial service will be at 2pm Sunday Nov. 8 at the First United Methodist Church of Boca Raton.”

From son Scott Avery’s Facebook page:

The memorial service for Maureen Avery will be Sunday November 8 at 2pm at The First United Methodist Church of Boca Raton, 625 NE Mizner Blvd., Boca Raton, Florida. Our aim is a celebration of her life with music, prayer and even a couple of laughs. An informal reception will be held in the Music Suite a few steps away immediately thereafter.

Thanks to all for the condolences and loving comments, they really do mean a lot to us, everyone.

The Commander Club and Maureen’s many, many friends have lost a wonderful lady, but her memory lives on in our hearts and minds. The following by Henry Jackson Van Dyke (1852-1933) sums it up nicely:

I am standing upon the seashore. A ship at my side spreads her white sails in the morning breeze and starts for the blue ocean. She is an object of beauty and strength and I stand and watch until at last she hangs like a speck of white cloud just where the sea and sky come down to mingle with each other. Then someone at my side says, there she goes!”

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Gone Where? Gone from my sight… that is all. She is just as large in mast and hull and spar as she was when she left my side and just as able to bear her load of living freight to the place of destination. Her diminished size is in me, not in her. And just at the moment when someone at my side says, “There she goes!” there are other eyes watching her coming and other voices ready to take up the glad shout, “There she comes!”

Dick Morland, Chief Commander
Leadership Awards

Purpose: To recognize and honor the dedicated service of those who have served on the Executive Committee. Eligibility: Person who has served on the Executive Committee and is retiring from the position.

Dick Morland
Commander Model: 1969 38', 1970 47'
Archivist, Founding Member, Chief Commander

Mike Schrage
Commander Model: 1971 35' Sports Cruiser, 1998 42' Grand Banks Classic
Serving the Club: 2011-2015
Treasurer

Marcia Elkins
Commander Model: Former 31' owner, 1972 58' Roamer
Serving the Club: 2011-2015
Membership Chair
Awards Of Distinction

On recognition of dedication to the promotion and preservation of the Chris Craft Commander line of pleasure craft. Eligibility: Any individual or business whose actions have had a positive influence on the Commander line of pleasure craft. Candidates do not have to be Commander Club members. More than one could be presented in a year. Honorees are selected by The Executive Committee at various times throughout the year. The award is a framed certificate presented at the annual rendezvous or mailed to recipient.

2015 Award of Distinction Honorees

Wayne Roworth

In recognition and appreciation of your continued support and dedication to the members and mission of the Chris Craft Commander Club by hosting the 2015 Regional Rendezvous in Chattanooga, Tennessee May 1 - 3, 2015.

Matt Cowles

In recognition and appreciation of your continued support and dedication to the members and mission of the Chris Craft Commander Club, by being a top contributor in 2014 to the Club’s SuperDisc 10.0

Heath Trerice

In recognition and appreciation of your continued support and dedication to the members and mission of the Chris Craft Commander Club by hosting the 2015 Regional Rendezvous at the Clinton River Boat Club, Lake St. Clair August 7-9, 2015.
First Place:

Pat Chaps doing some wake jumping in his 28 Sports Express on the South Channel of the St. Clair River
Second Place:

Maury Vanden Eykel in his 30 Sportsman offshore of Chicago
First Annual Chris-Craft Commander Club Photo Contest Winners

Third Place:

Lon Lehman’s 31 Commander, taken in a morning fog in the Les Cheneaux Islands of Lake Huron’s North Channel.

To view the 9 finalists in the photo contest, follow this link: Finalists Of Photo Contest
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 July.


The Commander Club website contains an immense amount of information and has lots of little areas in which valuable tidbits of information reside. There are a couple resources to assist you while on the site: the Help Topic Index and the Library Section.

On the Help Topic Index page, you will find links that explain anything from completing your own Commander Club page to Posting on the club’s Forum.

Help Topics Index

In addition, under the Library menu option, you will find all kinds of information. In particular, Under the Files section, you will find Manuals, Diagrams and Drawings that might be very helpful to you.

Files Section

Happy Reading!!

June 2015 Topic: Ways To Use SuperDisc

There are different ways to use your SuperDisc?? Your Chief Commander and Assistant Archivist, Dick Morland, gives you tips on how to more effectively use your SuperDisc. Click on the link below for some great ideas!!

Ways To Use SuperDisc

July 2015 Topic: Stories

Have you visited the Stories section, located under Library?? In this section, you will find links to many different stories on various topics, including a Member tribute and stories on design. Some night, when you are tucked away escaping the heat or cold, and looking for some interesting reading material, consider visiting the Stories section.

Stories
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 August through September.

August 2015 Topic: Resource 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. These companies have been used by club members. There is a comment section so that you can recommend more to be added.

The list is in the Library then click on Links.

Here is the URL for you to bookmark for even easier access.

http://commanderclub.com/page/links

September 2015 Topic: Search Options

In the upper right hand corner of the website, next to your name, is a search box. Type in your subject and see results that will include photos, videos, members, forum posts, and files.

In addition, there are also search boxes in the following sections: Member registry, Forum, Classifieds. These Searches focus on those areas when presenting you with the results of the Search, rather than searching the entire site.

**Member Registry:** You can enter a name into the search box and press ENTER to search the Member Registry for that name. Also, you can click on “Advanced Search” to proceed to a screen on which you can further define your search. From this screen, you would click the SEARCH button to submit your search. You can, for example, select a specific model, to see all register members that own that particular model.

**Forum:** There is a single search box for the Forum and you should be able to enter the topic for which you wish to search and press the Enter key.

**Classifieds:** There is a single search box for the Classifieds. Enter a key word like “410” and then press the Enter Key.
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 is the topic from October

October 2015 Topic:  Files

The Files page provides links to a wide variety of files that members of the Chris Craft Commander Club can download for free.

This section contains copies of manuals, guides, diagrams, drawings, etc that have been provided by members. This page can be accessed by clicking the link below or by clicking on File on the Commander Club’s main menu

Files

If you have a document that would be a good addition to this library, please contact Char Pike at Archivist.CommanderClub@gmail.com

1974 38 Commander
“Take A Break”
Owned By: Lawrence Capriotti, Massachusetts, USA
My Commander 38, “La Maline”, was named with a mix of my kids first names. I have 3 kids: The oldest, a girl, age 18, and named Alizée as the name of “The Wind”, then follows a boy age 16 and named Mael, an old brittany’s first name meaning “The Prince, the chief, the strong boy”. The last one is a girl, aged 12 and named Éline, the French version of the Nordic first name Eileen, synonym of Hellen. Let us now do the mix: “Ma” for Mael, “Ali” for Alizée and “Line” for Éline. The final mix being Maline which means clever and playful, impish.

At last, the "A" in Maline is replaced by the Eiffel Tower as the boat lies in Paris.

The family usually cruises on sail boats that we rent every summer. I planed quite a long time ago to buy my own boat and promised my kids that her name would be “La Maline”. In fact, the sail boat has moved to a Commander 38 which took the name La Maline.

Many years ago, there was a young lady on the early morning news and her name was Jane Paulie. We had just purchased our new ship and I was racking my brain thinking of a name. Jane Paulie went to a commercial and idea hit me. Paulie would say we are going to take a break. That was it!!

My old ship was MILE-A-HEAD and that name came to me on the highway. I would see highway signs that would say “Howard Johnson restaurant..one mile ahead”.
I had taken the Dance With Me 35’ Chris-Craft to the Napa Valley Marina Boat yard for work in March of this year 2015.

Once the boat was out of the water, I started to figure the cost of a new generator, pulling one shaft and strut and both props to balance them, painting the bottom and other general work. I came up with the fact that my boat was worth $25,000 and I was looking at putting at least $15,000 - $20,000 into it.

But wait, there was a 1985 Chris-Craft Commander 382 that I had wanted to buy three years ago but never did. It was still for sale and I thought I could get it for $45,000. It was a no brainer. The next day I got my wife and 25 year old son to come look at the 1985 Chris-Craft 382 that was for sale. I told them we were going to look at the boat for Tina Powell, Vice Commodore at our yacht club. My wife really liked the boat and thought it was perfect for Tina.

The next weekend I got my son and my wife in the car again to go to the store shopping for what I don't remember. By this time I had told my son I was planning to buy the 382 Commander. He drove the car, me in the front passenger seat and my wife in the back seat. We get on to the highway and my wife says, where are we going, this is not the way to the store. I said we are going to look at that 38 Chris-Craft again for Tina. Why, she said, we already looked at it for Tina. I said, well actually I am planning to make an offer and buy the boat. She started yelling in the back seat, “Stop the car, stop the car, stop the car right now, I am getting out of the car, I am getting out of the car!” Lucky thing we were going 55 mph, she was trapped in the car. Over the next 10 minutes while driving in the car the whole thing changed from her yelling to stop the car to, Ok then we are naming this one after me, we will call it Lady Francesca.

She now says the smartest thing I ever did was get the 1985 Chris-Craft Commander 382 and name it Lady Francesca.
We purchased our 1972 Chris-Craft Commander Sport cruiser in June of this year... my husband was searching for a long time until he came across this beauty... The name of our boat is "LUCKY DOG"...

We purchased the boat from a very nice couple who told us how they got the name... the man told us they were trying to come up with a name and one time while they were on the boat with guests he mentioned about coming into a settlement... his friend told him he was a LUCKY DOG and he said that he knew that was the name for the boat. When Stan and I went to look at the boat we pulled up into the boat yard and as soon as I saw the back of the boat with the name and the picture I knew it was meant for us.....as you can see from the attached pictures, the dog in the boat looks like our dog "GUINNESS "...My husband and I both agreed to keep the name because we feel that we are all Lucky Dogs to have the boat of our dreams.
My brother and I named our boat for multiple reasons. We grew up boating and doing water sports from a very early age (18 months old when we first started skiing). All of the boats we had/have were ski boats that ranged from 17' to 23' in length. This Chris-Craft Commander 360 is the first boat we purchased that was over 30' in length. We are also in our early 30's (31 and 34 years of age). And the final reason for the name is this boat in particular is a 1984 model making it 30 years old. With all of the above coincidences, we figured it was only fitting to name this vessel "On To Our 30's". Maybe when we get to our 40's we will upgrade to our next Commander.

After we purchased our boat we quickly re-named the boat. Timeless seemed to fit better then any other name. The boat is just like its owners and about the same age.
What’s In A Name...... *Neurosis*

Submitted By: Terry Kelsey

Our boat name started when we first purchased our 1973 Egg Harbor, Glass hull, wood super. We worked on that boat physically and mentally for 22yrs. hence the name NEUROSIS..". anything that controls a persons mind". We purchased the 45' 1974 Chris-Craft and the obsession started all over again. 10 yrs. later it still takes up most of my time and thoughts, so the name stays.....At one point we owned both the Egg Harbor and the Chris, and then purchased a 1956 18' Lyman. We named the Lyman "Lobotomy" since everyone said I must be missing part of my brain to own the 3 boats.

What’s In A Name...... *Turmoil*

Submitted By: Bruce Powers

My neighbor’s ex boyfriend had passed away about a month ago. He was 52 and an avid boater. His boat named Turmoil, was under renovation. I purchased the boat from his mother so I could finish the project and enjoy the boat with my family. The name “Turmoil” will be changed though as soon as we figure out a new name.
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 a SuperDisc 10.0, Resource Collection, Volume One, 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