COLLECTION HIGHLIGHTS
Tahoe Maritime Museum
The **Tahoe Maritime Museum** hosts a vast collection of photographs and objects that span Lake Tahoe’s maritime history. Our memorabilia reach back into the late nineteenth century.

The Museum’s boat collection rivals many maritime museums in the nation. Currently there are over 25 vessels, which are historically significant not only to Lake Tahoe but to the maritime community in general. Many of the boats are lake-worthy and see service on Lake Tahoe’s crystal blue waters during the summer.

The Museum is also home to the largest collection of outboard motors on the West Coast.
C-CAR

1969 20 foot Philbrick Runabout

C-Car was built by the Philbrick Boat Company in Oakland, California. She is a one-of-a-kind design with a very unusual history. Don Philbrick bought a new Chrysler Imperial convertible in 1957. Unfortunately, before Don enjoyed his new car very much, it was totaled in an accident. In 1959, Don embarked on a project to build a boat using parts of the car. C-Car preserves the original interior of the car including the seats, paneling, dashboard and instrument panel even down to the electric windows and convertible top. The hull is based on successful Philbrick designs. She is powered by an 8 cylinder, Chrysler Hemi engine, which also came out of the wrecked car, in a stern V-drive configuration.

For further details on the C-Car project, see the September-October 1998 issue of Classic Boating magazine, pp 28-31. C-Car has received the Thunderbird Trophy for most unique boat at the Tahoe Yacht Club Foundations’ Concours d’Elegance.

C-Car recently was restored by Dave and Lynn Olson and funds for her acquisition by the Museum were donated by Tom and Polly Bredt.
1922 26 foot Chris-Craft Runabout
Hull Number 6

Chris Smith had a successful career building race boats with Gar Wood winning five consecutive Gold Cup titles from 1917 – 1921 and previously with J. Stuart Blacton and syndicates in Detroit and Minneapolis. When Col. Jesse J. Vincent of the Packard Motor Car Company won the Gold Cup title in 1922 in a Chris Smith built boat, Smith and Wood dissolved their business relationship.

Smith set out to standardize the boat building business and went into production of a 26’ stock model dubbed the “Standard 26’ Chris-Craft”. Chris' son, Hamilton, had come up with the sobriquet “Chris-Craft” while son Jay Smith engineered the conversion of war surplus Curtiss OX-5 aero engines for marine use. Thus, the Chris Smith & Sons Boat Co. and the name that has become synonymous with antique and classic boats were born. In 1922, the first year of production, 24 boats were built. Godfather is hull number six.

Godfather is the earliest known production Chris-Craft. She was donated to the Museum in 2003 by Doug & Pam Elmore.
1941 14 foot Rowboat

Our *Dunphy* rowboat was built in Racine, Wisconsin, delivered to Lake Tahoe and first sold to a customer in 1941 by Jake Obexer of Obexer’s Boat Company in Homewood. She is an excellent example of how construction techniques perfected over the years in the design of canoes were modified to accept power by outboard motors as outboards became the preferred method of propulsion in the early years of the 20th century.

A centerpiece for the Museum’s exhibit on the history of fishing at Lake Tahoe, the *Dunphy* was graciously donated to the Museum by Hugh and Muriel Harris.
In September, 2001, the Museum acquired, through a combination of a cash purchase and a donation, an outstanding collection of outboard motors and outboard memorabilia assembled by Robert Jevarian. From 1947 until 1998, Bob Jevarian operated the Sportman's Outboard Motor Service Company at the corner of 22nd Street and Harrison in San Francisco, California. During the over 50 years of operation of this shop, Bob collected and restored one of the largest personal collections of outboards. Working nights and weekends, Bob did meticulous restorations of over 70 of these motors ranging in age from DC powered electric motors dating back to 1895 to more current models.

Among the more outstanding motors in the collection are:

- Waterman Porto Motor – first produced in 1907, our model dates from the mid-1920s.
- Caille Liberty Single – notable for its long straight shaft, this 1920s design has evolved for current application in the rice paddies of Southeast Asia.
- Indian Silver Arrow – manufactured by the Indian Motorcycle Company for a single year in 1931. This 20 cubic inch, 12 horsepower motor is noted for its motorcycle heritage and the art-deco styling of its metal castings.
- Evinrude C Service Racer – outboard racing engines based on Evinrude blocks. These motors were highly customized with readily available parts and provided a low-cost entry level for “everyman” outboard racing from the 1930s until the 1960s.
**LEMME GO FIRST**

1929 28 foot Gar Wood Runabout
Hull Number 117

*Lemme Go First* is a fine example of the classic raised-deck “Baby Gar” Model 28-40 manufactured by Gar Wood in the 1920s. *Lemme Go First* was originally purchased from Jake Obexer of Obexer’s Boat Company and was the first Gar Wood delivered and sold at Lake Tahoe. The original owner was Edwin Letts Oliver, who named her *Hey There III*. Three of these 28-foot, raised-deck Baby Gars were delivered to Lake Tahoe. The other two raised-deck boats are *Jim Jr.* and *Navaho*. Oliver, who was the Tahoe Yacht Club’s first Commodore, raced *Hey There III* from 1929 until 1938 when she was sold to Henry J. Kaiser Sr., who named her *Lemme Go First* and campaigned her in Tahoe Yacht Club races for several years. During Kaiser’s racing campaigns, she received new power in the form of a Scripps Model 302 V-12 engine. When finished with racing, *Lemme Go First* was heavily modified and did service as a work boat and fire boat at Lake Tahoe. She was acquired by Alan Furth and in 1991 passed on to Lou and Martin Smith, who researched and did a complete restoration project in the mid 1990’s.

In December 2001, Lou, Lee and Martin Smith graciously donated *Lemme Go First* to the Tahoe Maritime Museum to assure her permanent participation in the California boating scene. *Lemme Go First* has been repowered with a Scripps Model 202 6 cylinder marine engine, the same type of engine that powered this craft when she left the Gar Wood factory in Marysville, Michigan.

The restoration of *Lemme Go First* is described in an article by Martin Smith and Jim Wangard in *Classic Boating*, May-June 1998.
1924 24 foot Fay & Bowen Launch
Hull Number 818

*Marguerita* was built by the Fay & Bowen Boat Company in Geneva, New York. Her original price in 1924 was $2,500 and she is a Junior Runabout model. Interestingly, the Fay & Bowen Company originally started as a manufacturer of gasoline engines. They entered the boat building business only to create a market for their gasoline engines. *Marguerita* is a displacement hull design, which means that the hull slices though and displaces the water as opposed to the more modern hull designs developed in the late 20s and 30s that planed or rose up and rode on top of the water.

*Marguerita* was brought to Lake Tahoe in 1974 from Cincinnati, Ohio where she was purchased by Dick Clarke. She was Dick’s personal boat for many years as he managed operations for Sierra Boat Company in Carnelian Bay. In 1983, she won the Most Elegant of Show award at the Tahoe Yacht Club *Concours d’Elegance*. Marguerita was purchased from Dick Clarke by Tom & Polly Bredt in 2000 and donated to the Museum in 2003.

*Marguerita* is powered by her original Fay & Bowen LC-41 gasoline engine. This engine has 4 cylinders and generates 27 horsepower at sea level. Despite her limited power, Marguerita’s engine drives her displacement hull cleanly and smoothly through the waters of Lake Tahoe. She is the perfect cocktail cruiser and is ready for another 75 years of active use at the Lake.

Tahoe Maritime Museum
1925 27 foot Hickman Sea Sled

*Miss Lakeside* was brought to Lake Tahoe by Allen Furth and became part of his collection. After Allen’s death, she was purchased by William Kartozian, who generously donated her to the Museum in 2005. *Miss Lakeside* was restored in 1994 by Tony Brown at Western Runabouts. In 1994, *Miss Lakeside* won the Overall Best of Show and Best Engine of Show awards at the Tahoe Yacht Club Foundation’s *Concours d’Elegance*.

*Miss Lakeside* is powered by her original Hall-Scott LM-6 engine. This engine has 6 cylinders, generates 200 horsepower and weighs 1,290 pounds.

*Miss Lakeside* is an outstanding example of the sea sled design pioneered by Albert Hickman. The hull has an inverted V-shape, far different from the traditional V-bottom design. Hickman built his first sea sled in 1908 and in 1911 also perfected a surface-piercing propeller design, an idea first proposed in 1818. Hickman introduced the completed overall design at the 1913 New York Motor Boat Show, where it generated endless discussion. The inverted hull and propeller design cause spray and air under the hull to support the boat under speed. As a result, sea sleds are drier in rough seas and are faster than conventional designs with the same horsepower.

Hickman passionately pursued the widespread adoption of his design through both World Wars without much success. However, the Sea Sled Company in West Mystic, Connecticut built 6,000 sea sleds from 1925 through 1934, under license from Hickman. Unfortunately, only a few of these original boats still exist. In 1958, an adaptation of the sea sled design was introduced as the Boston Whaler.

For further information on Hickman and his sea sleds see the article by David Seidman, “Damned by Faint Praise”, *Wooden Boat*, #100, May-June 1991, pp 46-57.
1939 28 foot Gar Wood Runabout Hull Number 6334

Miss Tahoe was Jake Obexer’s personal boat and was used by Jake to demonstrate Gar Wood performance to prospective buyers at his Gar Wood dealership in Homewood. Jake sold Miss Tahoe to the Lewis A. Marsten family who owned her for many years and renamed her Marlad. In 1994, she was purchased by Bob & Nancy Cunningham. Miss Tahoe was restored during the winter of 1994/95 at Western Runabouts. In 1995, Miss Tahoe won Best of Show and numerous other awards at the Tahoe Yacht Club Foundation’s Concours d’Elegance.

Miss Tahoe is powered by her original Scripps model 302 engine. This engine has 12 cylinders, 316 horsepower, 894 cubic inches displacement and weighs 1885 pounds. The engine was restored by Allen Marine Engines.

Miss Tahoe was donated to the Tahoe Maritime Museum in 2002 by Tom & Polly Bredt, who purchased her from Nancy Cunningham. She is the first boat in the Museum’s Ride Boat Program. Ride Boats are used by the Museum to allow members of the Museum to experience the “living history” of the Tahoe maritime experience.
MISS TESSA

1930 17 foot Dodge Runabout

Miss Tessa and her charming trailer were donated to the Maritime Museum by Bill Breuner and his family in 2001. Miss Tessa is a 1930 Dodge runabout powered by a 4 cylinder Lycoming marine engine.

Bill’s sister, Beth Breuner Grebitus owned a sister ship called Leakin’ Lena, which unfortunately now rests at the bottom of the Lake. Both boats provided countless hours of family fun for young and old as they graced the shores of Lake Tahoe from the family’s home base in Homewood.

While not best suited for windy days due to their low freeboard, boats like Miss Tessa are a great way to get out on the Lake in calm conditions to develop and refine the skills necessary to pilot inboard powered boats on the Lake.
1916 Canadian Raceboat

Redskin was built in Canada by an unknown designer. Construction started in 1913 and was completed in 1916. Originally powered by a six cylinder Watertown engine, a replacement Wisconsin engine was installed in 1917. Her Wisconsin engine is four cylinders with a displacement of 449 cubic inches, weighs 875 pounds and is rated at 110 horsepower. The Wisconsin block bears serial number 4 and is believed to be the oldest operating Wisconsin engine in the world.

Details of Redskin’s racing career are sketchy but in 1922 she beat Romalda in a head-to-head contest in Atlantic City, New Jersey. In the late 1970s, Redskin was purchased by Dick Clarke, Manager of Sierra Boat, and moved to California to await restoration. In 1984, she made her first official west coast appearance, winning first place honors at the Tahoe Yacht Club’s Concours d’Elegance.

Steve Lapkin sponsored the latest restoration of Redskin with the able assistance of Pat Bagan and Michael Boone at Sierra Boat Company. She was awarded the trophy for “Best Engine of Show” at the 2003 Concours d’Elegance. In late 2003, Steve donated Redskin to the Museum as a tribute to the vision of Dick Clarke and to perpetuate her contributions to the Tahoe maritime scene. For more details on Redskin see the article by Steve Lapkin in the Winter 2004 issue of the Museum’s newsletter Tahoe Maritimes.
1890’s launch

*Shanghai* was discovered in the summer of 2000 in 300 feet of water offshore from Homewood. The accidental find was made by the Alstom Shilling Robotics Company from Davis, California as they were testing a new underwater robot. A dedicated crew of local water workers approached the Museum to see if we were interested in her recovery. With the Museum’s enthusiastic support, she was raised in November 2000 and preserved using a polyethylene glycol (PEG) solution. Originally the property of the Obexer family, *Shanghai* was donated to the Maritime Museum in 2000 by Edna and Sarah Obexer and is the first boat in the Museum’s permanent collection.

*Shanghai’s* original power appears to have been steam, as there are no holes in the hull to accommodate the exhaust pipe of an internal combustion engine. Probably built in the 1890’s, she must have been used as an excursion launch in her formative years, being converted at a later date to a towing boat. She has a large, square-set towing bit protruding though her aft deck.

Jake Obexer was the local distributor of Standard Oil products and may have taken *Shanghai* in trade on the sale of a new Gar Wood (for which he was also local agent). Jake no doubt put her into service, with some modifications, to tow his barge loaded with petroleum products on a regular route around the Lake.

The details of her loss are sketchy. Videotapes of the recovery site indicate she was probably moored to the Obexer’s pier, blown out into the Lake and sank during a storm. The date “1937” is stamped on her propeller thus the sinking occurred after that year.
**Ta-Gah-Yin-Ga**

1939 19 foot Chris-Craft Runabout

*Ta-Gah-Yin-Ga* was built in Algonac, Michigan by the Chris-Craft Boat Company in 1939. She is an excellent example of a “barrelback” runabout that was very popular in the late 1930s and early 1940s. She is powered by an original type MBL Chris-Craft engine.

This boat was brought to Lake Tahoe by Ying Jones who did a loving and extensive restoration with the assistance of Jim Stewart. She has been shown many times at the Tahoe Yacht Club Foundations Concours d’Elegance and has won the Best of Show under 23 feet trophy.

In 2006, Ying Jones generously donated *Ta-Gah-Yin-Ga* to the Museum. We are thrilled to have her as addition to our permanent collection.
VENT D’ETE

1915 14 foot Canadian Boat Company Sailboat

Vent d’ete (Summer Wind) was built in Quebec, Canada by the Canadian Boat Company and originally delivered to the San Francisco Yacht Club where she was used from 1915 until 1930 as a training boat in their junior sailing program. We believe the Dollar family, members of the Club, funded the purchase of this craft. In 1930, Vent d’ete moved east to Lake Tahoe, where she was enjoyed by the Dollar family until R. Stanley Dollar, Jr’s death in 1976. At that time, ownership was transferred to Hosea Bradford Turman, a long-time Tahoe resident and descendant of the Pope family in Camp Richardson. In 2003, Sonja Hoel provided the funds for the Maritime Museum to acquire Vent d’ete from Turman’s son, Brad Turman.

Vent d’ete is 14 feet long and has a lapstrake wooden hull with varnished mahogany decks. The descendants of this vessel are represented by the International 14 Class, which is currently raced in Olympic competition. With her painted green bottom and white topsides, Vent d’ete will make a pretty picture cruising Lake Tahoe under her gaff-rigged sail.
1961 Besotes Runabout

Originally delivered to Stanley Good in Homewood and owned by his family for about ten years before she was sold to the Clauss Family, this boat was named *Uncle Fud* by the Clauss Family and was raced in the “Bang and Go Back” which started in Homewood, went to the middle of the lake and back to shore.

In the summer of 1983, Roland Tognazzini purchased the Besotes, one of the only surviving boats from the original 214 made between 1950 - 1973, and the Tognazzini family spent a lot of time waterskiing behind her.

When he donated the boat, Roland said, “To my knowledge, it has never in its history left Lake Tahoe since the original delivery in 1961. The boat has been used extensively on the lake and was used to teach all of my children and their friends to water ski.”

Built in Stockton by two of the three Besotes Brothers, the boats were popular sites on Lake Tahoe and you’ll still spot the remaining classics around the delta and on the Lake. *Vite Vite* is one of the few “Tahoe 16s” constructed with a wood frame, plywood hull with fiberglass overlay on the bottom and wood top decking.
**WEE GAR**

1932 18 foot Gar Wood Runabout
Hull Number 4242

*Wee Gar* was donated to the Maritime Museum in 2005 by Howard and Kay Turner. Hull Number 4242 was originally delivered to the Campbell family at Lake Winola, Pennsylvania. She was located and purchased from the daughter of the original owner in 1986 by Bryan Turner. Bryan had grown up at Lake Tahoe at waterfront property purchased by his great-grandmother in 1906 and had done a nationwide search for a vessel of this type.

1932 was the first year of production of this small runabout, which was introduced to have a less expensive alternative to the larger runabouts then manufactured by the Gar Wood Company. *Wee Gar* is currently powered by a Gray Marine 118 horsepower, six cylinder engine. This engine was offered by Gar Wood as a factory option and alternative to the 55 horsepower Chrysler engine that originally powered this boat.

*Wee Gar* has been restored by Tony Brown. She was owned by the Turner family for almost 20 years. We are thrilled to have her in the Museum’s permanent collection. For more information on *Wee Gar* see the book *Cutwater* by Robert Bruce Duncan, pp 110-113.

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